

**MINUTES**  
**FAIRVIEW CITY COUNCIL/PLANNING COMMISSION WORK SESSION**  
**FAIRVIEW CITY HALL**  
**1300 NE VILLAGE STREET**  
**FAIRVIEW, OREGON 97024**

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**May 1, 2002 -- 5:30pm**

**I. CALL TO ORDER/  
ROLL CALL**

Mayor Vonderharr called the meeting to order at 5:30pm.

PRESENT: Mayor Roger Vonderharr  
Councilor Ken Quinby  
Councilor Sherry Lillard (arrived 6:15pm)  
Councilor Steve Owen  
Councilor Len Edwards  
Councilor James Raze  
Councilor Barbara Jones  
Chair Sam Asbury (arrived 5:50pm)  
Commissioner Ken Heiner (arrived 6:15pm)  
Commissioner Gail Swanson (arrived  
6:15pm)  
Commissioner Steve Kaufman  
Commissioner Jan Shearer  
Commissioner Maureen Zehendner  
(arrived 5:40pm)

ABSENT: Commissioner Steve Mayes

STAFF PRESENT: Mary Jo Briggs, City Administrator  
Gilbert Jackson, Chief of Police  
John Andersen, Community Development  
Director  
Caren Huson, City Recorder

**II. PARKING ISSUES**

**A. Identifying the  
Problem**

Mary Jo Briggs, City Administrator, stated that this would be the first of many meetings regarding parking issues in Fairview.

Gilbert Jackson, Chief of Police, reported that the original area of Fairview contains homes that have single garages, but more than one vehicle, which forces them to park on the street; this has been an issue that the Police Department has dealt with for years. Several vehicles

have been parking on NE 227<sup>th</sup> Avenue north of Halsey due to the limited parking spaces at the nearby apartment complexes. Another area of the City with a lack of parking is NE 205th south of Sandy Boulevard, again due to the limited parking spaces at nearby apartment complexes, and the last parking issue is NE Chinook Way where there is no place to park.

Administrator Briggs commented that Chief Jackson had only touched on a sample of parking issues, and that parking was an issue throughout Fairview. Administrator Briggs mentioned that it was important to view parking in a global way; there is a responsibility to provide emergency vehicle access and to provide sufficient parking for businesses throughout the City.

#### **B. City Responsibilities**

John Andersen, Community Development Director, stated that staff reviews permit applications and evaluates their parking plan in terms of emergency and normal access to the site; there is a need to ensure adequate parking for the community. Administrator Briggs commented that the City of Fairview was at 85% build-out, so it was the perfect time to make a statement that we have a parking problem, if that is the case. If the City were at build-out, then decisions would have to be made in regards to losing greenspace to make way for parking.

#### **C. Existing Commitments**

Director Andersen reported that the Oregon Transportation Rule contains a list of regulations regarding parking and transportation, with an emphasis on a coordination of land use and transportation planning. Director Andersen commented that staff has commitments required of them through the Metro Regional Plan and parking standards that are mandated by Metro; however, there is some flexibility built into the mandates. Director Andersen added that staff was also tied to the City's Development Code and the maximum and minimum parking requirements which it contains.

Randy Jones of Holt & Haugh stated that Fairview Village is a mixed use project; it was designed to promote pedestrian movement. The Town Center will serve both the Village and the original area of Fairview. Mr. Jones mentioned that all of the streets in the Village were 20 feet wide and that rear parking was provided in the retail areas of the Village. In 1994, when the Village began, parking ratios were very aggressive; restaurants require one parking space per 100 square feet of floor area, and 1.5 parking spaces were required per single-family unit. Mr. Jones added that 465 parking spaces are proposed for the office building site on NE Halsey, and 310 parking spaces in the west area of the Village are proposed, not counting those parking spaces at the Post Office. There would be a total of 2,340 parking spaces in the Village, including on-street and off street; 440 were on-street spaces and 1,930 were off-street spaces.

#### **D. Issues Clarification**

Councilor Raze stated that when Fairview Village was conceived, the Library was not in the plan; the Library changed the ball game as far as parking was concerned on NE Village Street. Councilor Raze questioned if there were time limits for parking on NE Village Street. Director Andersen responded that only two spaces near the Library had a time limit. Councilor Quinby added that users of the Library do not want to park in back of the Library as there is no back door. Mr. Jones commented that there was sufficient parking on the library site, but overflow parking spaces will be reserved for those visiting a particular business. Mr. Jones mentioned that the residents of the Rosewalk row houses were each given an additional parking space in the adjacent tracts, and some additional parking spaces have been assigned for Market Square visitors and attached dwelling unit residents

Councilor Owen questioned how much parking potential buyers on Village Street were being told they would have. Mr. Jones responded that he did not think they are told anything in particular, but neighbors need to talk and explain the importance of parking to their business. Councilor Owen stated that there was already frustration expressed by current business owners on Village Street. Mr. Jones commented that having full on-street parking was a good thing. Director Andersen mentioned that the City was in a difficult stage where we have a business community trying to establish an identity and they are not a destination point at this time. Mr. Jones stated that the developer's focus was that a village needed to be built; they are sensitive to business owners and their needs, but also to residents and their needs. One can not simply meet all their expectations. In fact, Holt & Haugh were surprised when the businesses started appearing on Village Street before the Market Square commercial area had even begun. Councilor Edwards responded that the developer couldn't have been too surprised as photos of the Village Street businesses appear in their brochure.

Director Andersen stated that Metro feels that providing additional parking hinders the use of public transportation. Councilor Edwards responded that people are not transit oriented at this time and that it was a long way in the future. A community needs to be livable, and that means you need places to park if someone comes to visit or if someone wants to shop. We are past the plan-ahead stage; we need to plan today so that we do not get further behind tomorrow. Councilor Edwards stated that the City was sold on a pedestrian-friendly place, so that is an assumption that everyone in Fairview Village will walk everywhere; however, other residents of the City have to drive to the Village. The question needs to be asked if Village residents can strictly support Village businesses; if not, then there is a serious problem we have to start dealing with today.

Councilor Raze concurred, stating that today the Village was probably livable, but when additional construction occurs in the Village, then it will be too late.

Councilor Jones questioned who decided on the requirement of 1.54 parking spaces per apartment unit. Director Andersen responded that that was a regional guideline and also very common for neotraditional developments, but flexibility was needed in those guidelines. Director Andersen added that the City needs to amend its Development Code regarding the maximum number of required parking spaces.

Mayor Vonderharr stated that it would be a very long time before one would see local public transportation in Fairview; we need to address the issue of constructing a parking lot today. Director Andersen suggested that the Council direct the Planning Commission to review the situation and to develop options to remedy the problem. Councilor Quinby mentioned that he thought the Development Code should also be changed to raise the minimum parking ratios; we need to look at the reality that people are not going to give up their cars. If you live in East County, you need a vehicle. Councilor Jones added that if a survey is performed, that staff needs to deal with real life and not just visionary thinking.

Administrator Briggs commented that the parking issue needs a global solution with independent applications. Director Andersen added that staff needs to define the character of the study. Councilor Edwards stated that the study needs to be done only for Fairview and not be based on regional needs; he was not interested in seeing someone from a large firm in downtown Portland prepare a parking study for Fairview. Councilor Jones mentioned that it would have to be an on-site study.

Mayor Vonderharr suggested that the study be done in the winter as people will tend to walk more in the summer. Councilor Raze questioned if the study actually had to be performed by someone outside the City as we see our problem as it is today and anticipate the problem for tomorrow. Councilor Raze also felt that the City's Development Code needed to be changed as soon as possible and any new requirements placed on developers.

Commissioner Zehendner wondered if 'public parking' signs could be placed for the lot behind City Hall, and added that it would be good to have input from the Council and public before the Planning Commission started working on a plan.

Jim Trees, 1505 NE Village Street, Fairview, stated that the land north of Market Street and east of the Post Office is not available for

parking as it belongs to a private property owner, but when he moved into his business on Village Street, he was told that that would be a back-up parking area. Mr. Trees did not think that a new developer/property owner would want to provide parking spaces for the business on Village Street.

Darrell Cornelius, 22243 NE Park Lane, Fairview, stated that the Council should have invited the residents in the Village to enlighten them as they can visually see some of the parking problems. Mr. Cornelius stated that there was too much traffic in the Village now, and a parking study should be combined with a traffic study so that the residents of the Village get what was promised them by the developer. Mr. Cornelius suggested that a building moratorium be declared in the Village until the parking problems are addressed.

Frank Maguire, 760 NE Pacific, Fairview, stated that all the mandates from the federal level down to the Metro level were very annoying. The residents who live in Fairview can figure out how to deal with our own problems, and he was heartened by what he heard tonight.

Helen Maguire, 760 NE Pacific, Fairview, commented that the City needs to do something in Fairview soon as they still have an opportunity to address some of the wrongs that have inadvertently happened. Ms. Maguire was concerned as to whether a fire engine could even make it down Chinook Avenue at 8:00pm due to the on-street parking. Ms. Maguire volunteered to help with the parking study and suggested that parking spaces may have to be assigned to residents who live in the Village.

Lynnia Woods, 20315 NE Sandy Boulevard, Fairview, asked whether anyone had thought about providing underground parking below office buildings, and asked whether there was any possibility of obtaining grant funding for underground parking garages.

Director Andersen stated that staff would proceed with the Development Code revisions, address safety equipment issues, and begin the parking study. Councilor Jones commented that the entire City needed to be reviewed in terms of parking and suggested that staff not forget that.

### **III. ADJOURNMENT**

Councilor Owen moved and Councilor Raze seconded the motion to adjourn. Mayor Vonderharr adjourned the Work Session at 7:25pm.

AYES: 13  
NOES: 0  
ABSTAINED: 0

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Mayor Roger Vonderharr

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Dated:

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Caren C. Huson Quiniones  
City Recorder