



PLANNING COMMISSION MEETING
Tuesday, July 10, 2018, 6:30 PM
Council Chambers, 2nd Floor City Hall
1300 NE Village Street

MEETING AGENDA

1. **CALL TO ORDER:** 6:30 p.m.
2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**
3. **ELECTION OF PLANNING COMMISSION CHAIR AND VICE CHAIR**
4. **REVIEW AND ADOPT MINUTES:** June 12, 2018
5. **PUBLIC HEARING**

TYPE III QUASI –JUDICIAL

File Number 2018-21-DR-CUP

Summary: The applicant is requesting Site Design Review and Conditional Use approval for a mixed use development at 20922 NE Sandy Blvd. The development will include new landscaping, 67 off-street parking spaces and a four-story mixed use building with 1,000 SF commercial space and 48 residential units.

The applicant is also requesting a variance to Multnomah County Road Rules standards to allow a secondary access from Sandy Blvd. The secondary access will be provided via an existing driveway for the All-Stor Storage Condominiums development. Multnomah County Transportation is reviewing this request in parallel with the land use review.

Applicable Fairview Municipal Code Criteria:

FMC 19.400	Administration of Land Use and Development Review
FMC 19.412	Description of Permit Procedures
FMC 19.413	Procedures
FMC 19.424	Site Design Review – Application Review Procedure
FMC 19.425	Site Design Review – Application Submission Requirements
FMC 19.426	Site Design Review – Approval Criteria
FMC 19.440	Conditional Use Permit
FMC 19.70	Corridor Commercial District
FMC 19.162	Access and Circulation
FMC 19.163	Landscaping, Street Trees, Fences and Walls
FMC 19.164	Vehicle and Bicycle Parking
FMC 19.165	Public Facilities Standards
FMC 19.170	Sign Regulations

6. **COMMISSION UPDATES**
7. **STAFF UPDATES**

8. TENTATIVE AGENDA

9. ADJOURNMENT

NEXT PLANNING COMMISSION MEETING: TUESDAY, JULY 24, 2018

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, June 12, 2018

PRESENT: Ed Jones, Chair
Russell Williams, Vice Chair
Hollie Holcombe
Jeff Dennerline

ABSENT: Steven Hook
Les Bick

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Allan Berry, Public Works Director

1. CALL TO ORDER

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

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

None.

3. ELECTION OF CHAIR AND VICE CHAIR

Deferred to next meeting; July 10, 2018.

4. REVIEW AND ADOPT MINUTES: December 12, 2017 and May 22, 2018

Vice Chair Williams moved to adopt the minutes as written and Commissioner Holcombe seconded. Motion passed unanimously.

AYES: 4

NOES: 0

ABSTAINED: 0

5. PUBLIC HEARING

a. Application 2018-15-DR: Proposed Mixed-Use Development Sandy Blvd./223rd Ave.

Chair Jones read the Open Hearing Statement for a Quasi-Judicial Hearing and Senior Planner Selden cited the applicable criteria.

SP Selden reviewed the staff report as reflected in the presentation. (*Exhibit A*) In summary, the proposal is for five buildings with 200 residential units; four live-work units; 292 on-site parking spaces; and primary access from 223rd Ave. She noted the written comment (email) received May 26, 2018 from Curtis, Fairview, OR. The email is Exhibit D-1 of the staff report.

Joanna Valencia, Multnomah County Transportation, spoke about the County's review of the proposed project and traffic impacts to Sandy Blvd. and 223rd Ave. The County Transportation conditions of approval are outlined in Exhibit C-1 of the staff report.

SP Selden reported staff recommends approval of the application subject to conditions listed and described in the staff report.

Applicant Representative Jesse Winterowd, Portland, OR commented the applicant is mostly in agreement with the conditions of approval; except one. He noted the project was designed with 223rd as primary access due to code requirements. They worked with Multnomah County to get a variance for limited access off Sandy Blvd.

Project Architect Robert Leeb, Portland, OR reviewed the architectural aspects of the buildings. (*Exhibit B*) He requested the Commission allow the proposed five foot wide sidewalk in two areas (marked in orange on Pedestrian Sidewalk Plan in Exhibit B).

Vice Chair Williams asked if the applicant had plans for filling the retail spaces. Mr. Leeb commented they anticipate service oriented businesses.

Commissioner Dennerline asked what the vertical drop on the north side of the site, to the next street to the north is. Mr. Leeb answered 12 to 14 feet. Commissioner Dennerline inquired if planning staff looked at the impact of vision angles in correlation to the finished grade. SP Selden replied it is not a code requirement so staff did not review it.

Chair Jones asked if any person would like to speak in favor, opposition or neutrally regarding the application.

Isaac Quintero, Magellan Properties, Portland, OR spoke neutrally regarding the application. He represents the corner lot property owner adjacent to the proposed development who is looking at selling and developing his property in a similar manner. He inquired if there would be future consideration of incentives to develop the site. SP Selden replied the current incentive program is getting close to terming but the City Council is looking at creating an Urban Renewal Agency. She offered to meet with Mr. Quintero to review options.

Ron Fell, Fairview, OR is a resident whose property borders the west end of the site. He is concerned about privacy and noise from the Sandy Blvd. access point at the west end of the property. He inquired if the access point could be moved. Chair Jones remarked the landscape screening requirements will help create a buffer. SP Selden commented on the requirements to locate an access point and did not believe relocation was an option.

Randy Sevilla, Fairview, OR, resident adjacent to the proposed development, inquired about parking overflow and increased traffic issues on Sandy Blvd. SP Selden replied the applicant exceeded the required parking spaces for the development. Overflow parking would be legal parking sites within the area. Director Berry shared the MCSO enforces restricted parking areas along Sandy Blvd.

Commissioner Dennerline asked where the minimum parking standards originated from. SP Selden replied she did not know the history of the parking standards. Believes they are in-line with other jurisdictions.

Jason Vetter, Fairview, OR, asked if the development would have income restrictions, if MCSO would increase patrols and shared his concerns for overflow parking and the increase to existing traffic congestion on 223rd and Sandy Blvd. The applicant answered there would not be income restrictions. Staff replied MCSO will adjust service levels as needed.

Chair Jones commented there has been an increase in commercial traffic along 223rd Ave. He inquired when the traffic study was completed. MCT Valencia replied the traffic study was current and completed in response to the proposed application. She commented there are

physical barrier options to enforce the right turn in and right turn out requirement along Sandy Blvd. and shared some future traffic improvement plans for the area. She noted 223rd is not identified as a freight route and that the County will look into the increased freight traffic.

Hearing no more requests to speak, Chair Jones closed the public hearing.

Commissioner Dennerline asked when the property was zoned Corridor Commercial. SP Selden replied in 2003 or 2004. It followed the completion and recommendation of the Sandy Blvd. Refinement Plan.

Vice Chair Williams remarked he understands the traffic and overflow parking concerns, but the application does meet the criteria.

The Commission discussed the ADA connectivity being adjacent to vehicular access, the request for a five foot wide interior sidewalk, additional landscaping (buffering and shade trees), and traffic and parking impacts.

SP Selden explained one section of the FMC, Access and Circulation, requires a six foot wide sidewalk throughout the site and another section, Public Facilities Interior Pathways, requires at least a five foot wide sidewalk. Staff would support the applicants request for a five foot wide sidewalk in the select locations.

Commissioner Dennerline moved to approve application 2018-15-DR with the conditions of approval; the addition of a revised landscape plan with buffering in the upper north area of the site and additional shading in the interior parking area; and the allowance of the five foot wide interior sidewalks and Commissioner Holcombe seconded.

Chair Jones summarized the modification is to allow five foot wide interior walk ways, the applicant will submit revised drawings with additional landscape buffering in the upper north area of the site and additional shading to interior parking areas, and all other conditions are as written.

The motion passed unanimously.

AYES: 4

NOES: 0

ABSTAINED: 0

6. WORK SESSION

a. Accessory Dwelling Unit (ADU) Amendment Concepts – State Requirements

Associate Planner Rutledge reviewed proposed ADU code amendments based on Commission direction at the prior work session. (*Exhibit C*) Staff requested feedback regarding the proposed language.

The Commission worked through Exhibit A in the staff report reviewing proposed code language and alternatives. Below is a summary of the proposed code amendments and direction of the Commission.

- Proposed definition: supported proposed definition(s).
- Owner-Occupied: Alternative 1 (maintain the requirement).
- Number of Units: Alternative 3 – two units (one attached/one detached).
- Floor Area: Alternative 1 – (not exceed 800 sq. ft. unless in existing space being converted).

- Buffering: Alternative 1 – (remove standard).
- Parking: Alternative 3 – (clarified, 4 spaces).

AP Rutledge explained the next steps are for staff to draft the language with the direction provided and schedule a public hearing.

Chair Jones inquired about setbacks for the ADU's. AP Rutledge answered they will be same standards as residential setbacks for the zone.

5. COMMISSION UPDATES

None.

6. STAFF UPDATES

SP Selden briefed the Commission on potential future applications and scheduling a Commission training.

7. TENTATIVE AGENDA – JULY 10, 2018

- Nominate & elect chair & vice chair.
- Public Hearing

8. ADJOURNMENT

Meeting adjourned by consensus at 8:32 PM.

Devree A. Leymaster
City Recorder

Ed Jones
Chair

Date

**FAIRVIEW
PLANNING COMMISSION
PUBLIC HEARING**

2018-15-DR
Fairview Heights Apartments

June 12, 2018

The logo of the City of Fairview, Oregon, featuring a sun, mountains, and water, with the text "CITY OF FAIRVIEW" and "EST. 1908 OREGON" around the perimeter.

APPLICATION

Site Design Review Approval for new mixed-use development consisting of 5 buildings with:

- 200 apartment units
- 4 live/work units

Multnomah County Transportation is concurrently reviewing request for Road Rules Variance to obtain 2nd access (right-in/right-out on Sandy Blvd.)

SITE LOCATION



SITE LOCATION



Approximate Site Boundaries

SITE LOCATION



Looking North from 223rd

SITE LOCATION



Looking West from Sandy

NOTICES/REFERRALS/TESTIMONY

Notice of Public Hearing

- May 23: Mailed to property owners within 250 ft. of the site.
- May 31: Sign was posted on the site
- June 8: Published in the Gresham Outlook

Referrals

- Application routed to Multnomah County Transportation, Gresham Fire and Fairview Public Works

Written Testimony

- By noon on the hearing day, one piece of written testimony received (Exhibit D-1)

APPLICABLE CRITERIA

Application Review Procedures

- 19.400 Administration of Land Use and Development Review
- 19.412 Description of Permit Procedures
- 19.413 Procedures
- 19.424 Site Design Review - Application Review Procedure
- 19.425 Site Design Review - Application Submission Requirements
- 19.426 Site Design Review - Approval Criteria

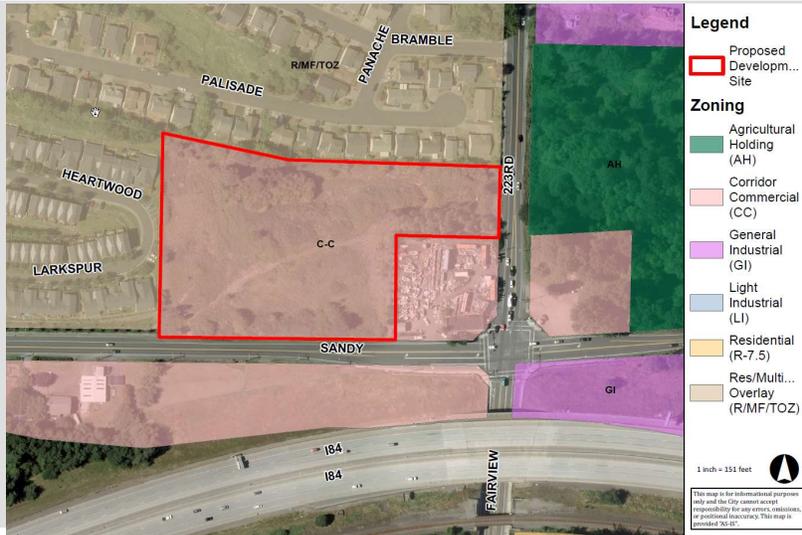
Land Use Districts

- 19.70 Corridor Commercial

Design Standards

- 19.162 Access and Circulation
- 19.163 Landscaping, Street Trees, Fences and Walls
- 19.164 Vehicle and Bicycle Parking
- 19.165 Public Facilities Standards
- 19.170 Sign Regulations

CORRIDOR COMMERCIAL (CC) ZONING

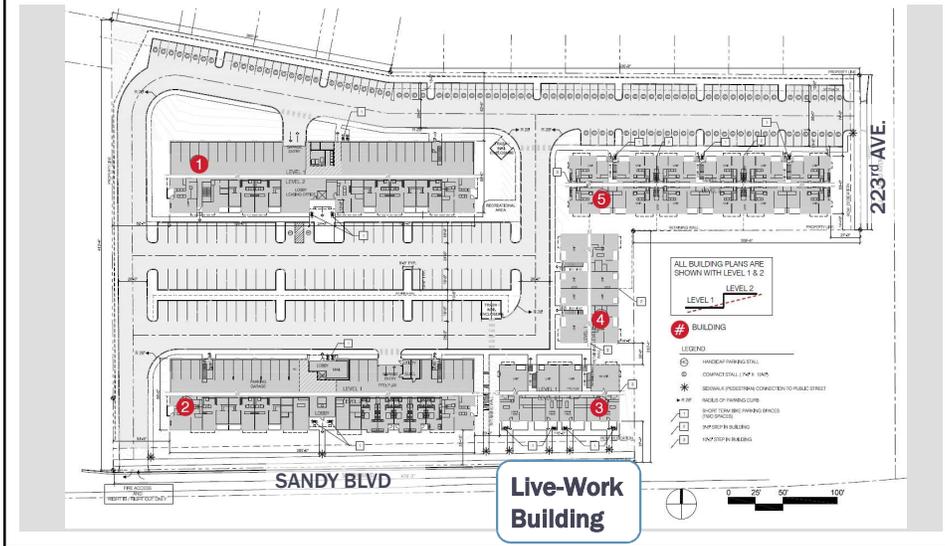


ALLOWED USES

4. Commercial

- | | |
|--|--|
| <ul style="list-style-type: none"> a. Auto-oriented uses and facilities* b. Entertainment (e.g., theaters, clubs, amusement uses) c. Hotels/motels d. Medical and dental offices, clinics and laboratories e. Mixed use development (housing and other permitted use) f. Office uses (i.e., those not otherwise listed) | <ul style="list-style-type: none"> g. Personal and professional services (e.g., child care center, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses) h. Repair services (must be enclosed within building) i. Retail trade and services (e.g., grocery, hardware and variety stores, banks and financial institutions) j. Uses similar to those listed above (subject to CU requirements, as applicable) |
|--|--|

SITE PLAN

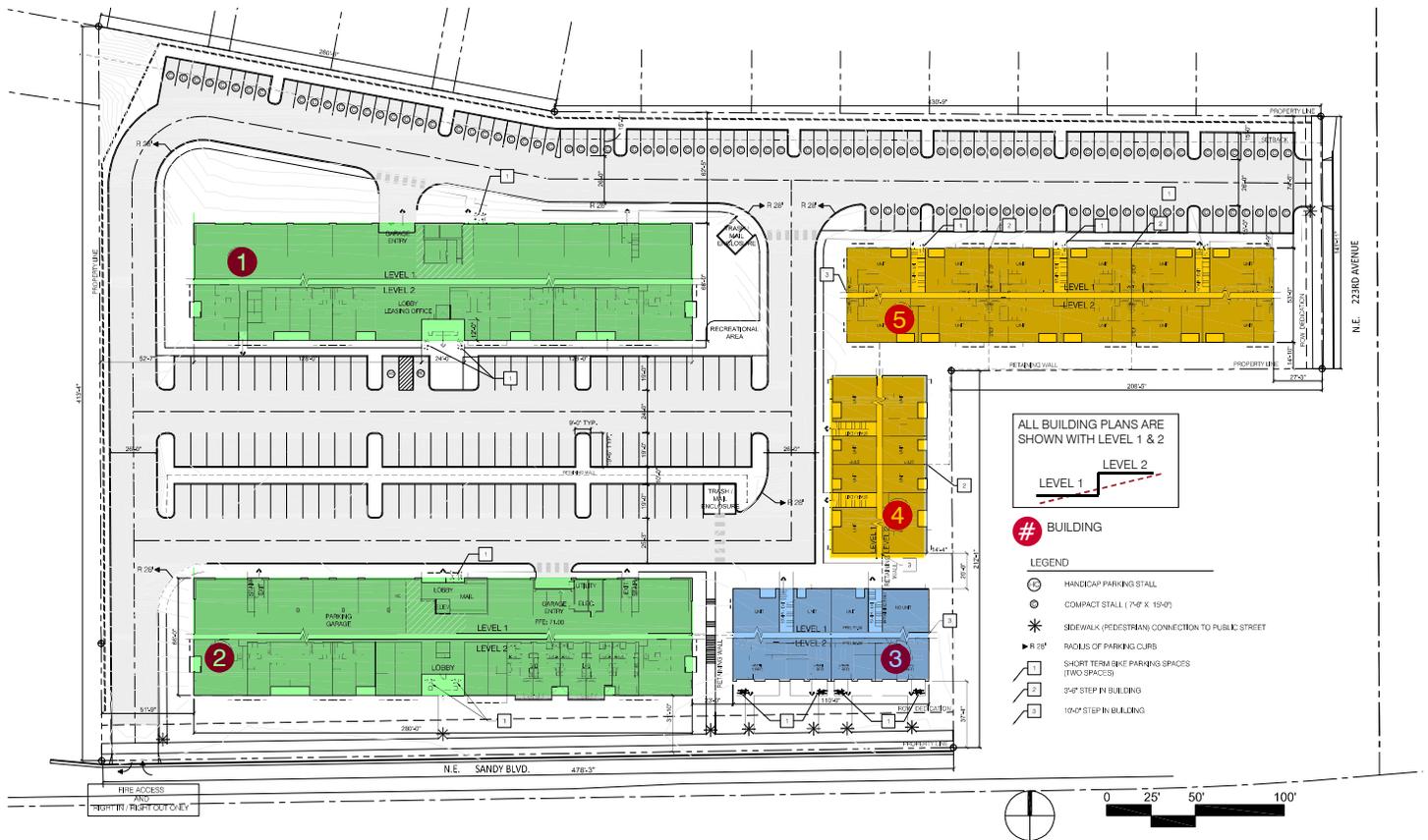




APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Sheet Title:
AREIAL IMAGE

Project Title:
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC



APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Sheet Title:
SITE PLAN

Project Title:
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC

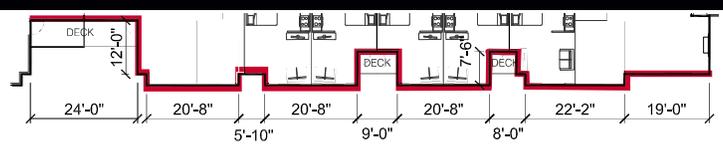




Building #2 - South Elevation



Building #1 - East Elevation



Building #5 - North Elevation

APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

Sheet Title:
ELEVATIONS

Project Title:
FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC



APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

Sheet Title:
PERSPECTIVE FROM NE SANDY BLVD

Project Title:
FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC





APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Street View
PERSPECTIVE FROM SANDY BLVD

Project Title
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC

Leeb Leeb Architects LLC
 71 8th Oak Street
 Portland, OR 97204
 Phone: 503.236.2840
 Fax: 503.236.2837
 leebarc.com



MATERIAL-1
 Fiber Cement
 Horizontal Lap Siding



MATERIAL-2
 Fiber cement
 Straight Edge Shake



MATERIAL-3
 Fiber Cement
 Board & Batt Siding



MATERIAL-4
 Manufactured Masonry
 CMU



MATERIAL-5
 Fiber Cement
 V-Groove Siding



D1 Detail Elevation (Building #2)

- Composite Roof Shingles
- MATERIAL-5
Fiber Cement V-Groove Siding
- Wood support brackets (Non-Structural)
- MATERIAL-2
Fiber Cement Straight edge shake
- Vinyl Windows with Trim
- Wood Railing and Exposed Timber Framing
- Metal guardrail
- Fiber Cement Belly Band
- MATERIAL-1
Fiber cement, Horizontal Lap Siding
- MATERIAL-3
Fiber cement, Board and Batt Siding
- MATERIAL-4
Manufactured masonry, CMU
- Smooth Finish Exposed Concrete
With Reveals



D2 Detail Elevation (Building #5)

APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Street View
ELEVATIONS - DETAILS

Project Title
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC

Leeb Leeb Architects LLC
 71 8th Oak Street
 Portland, OR 97204
 Phone: 503.236.2840
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East Elevation



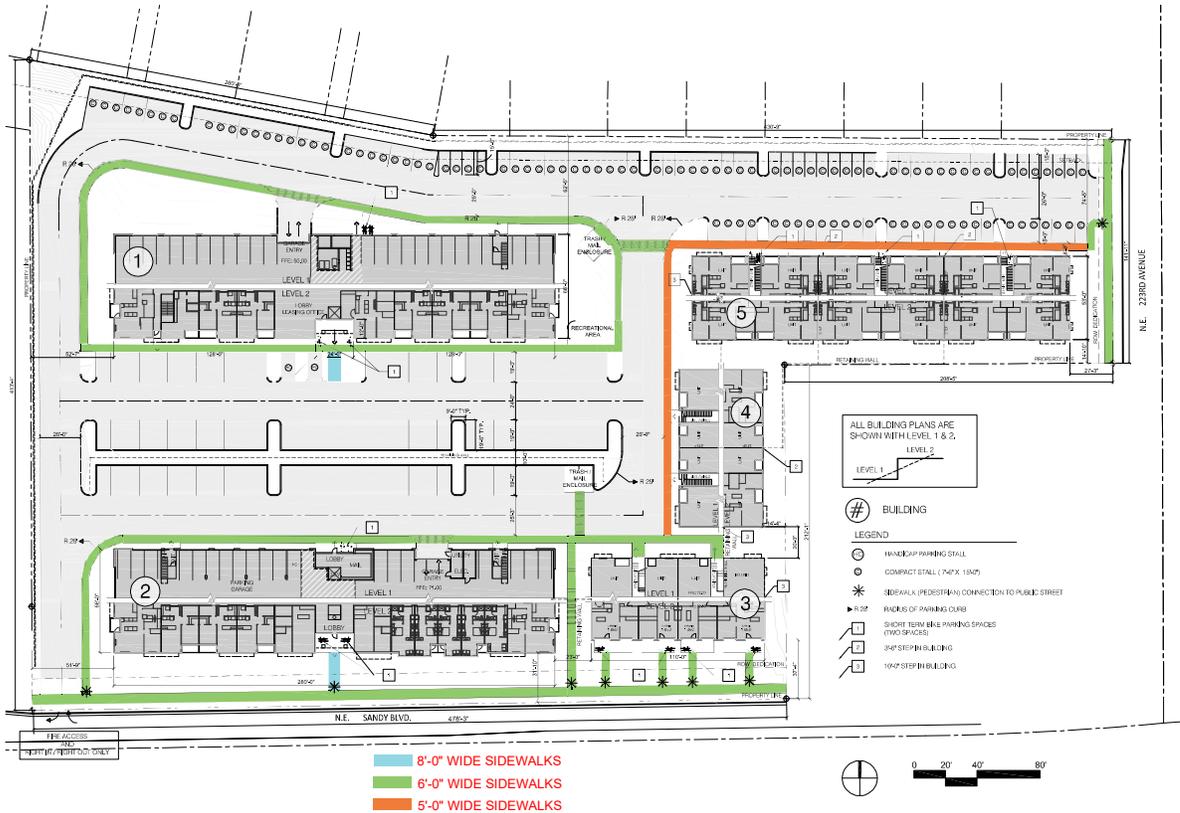
APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

View Title: PERSPECTIVE FROM NE 233RD AVE.

Project Title: FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC



71 5th Oak Street
Portland, OR 97204
Phone: 503.236.2840
Fax: 503.236.2837
leeb.com



APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

View Title: PEDESTRIAN SIDEWALK - PLAN

Project Title: FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC



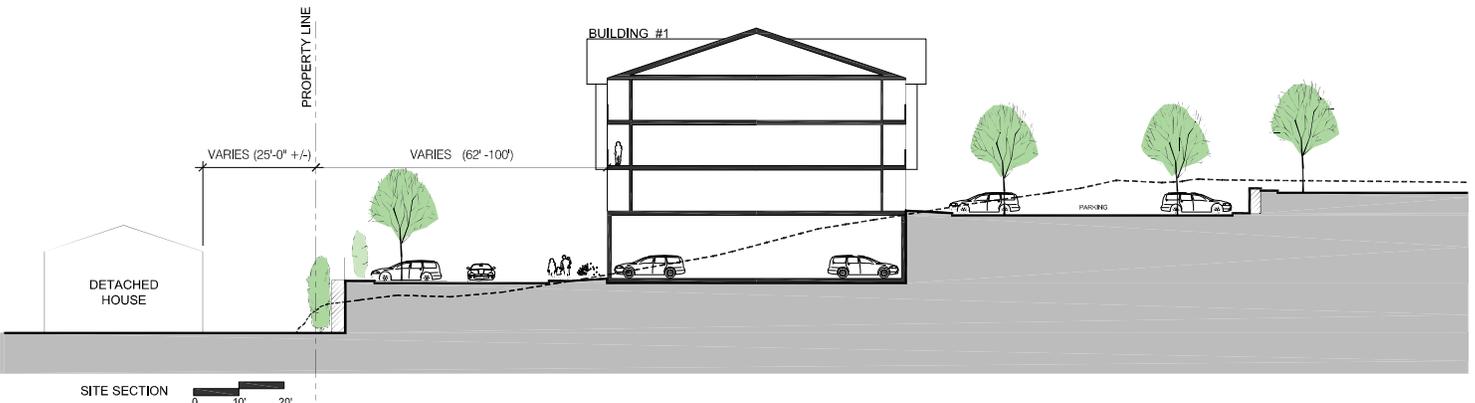
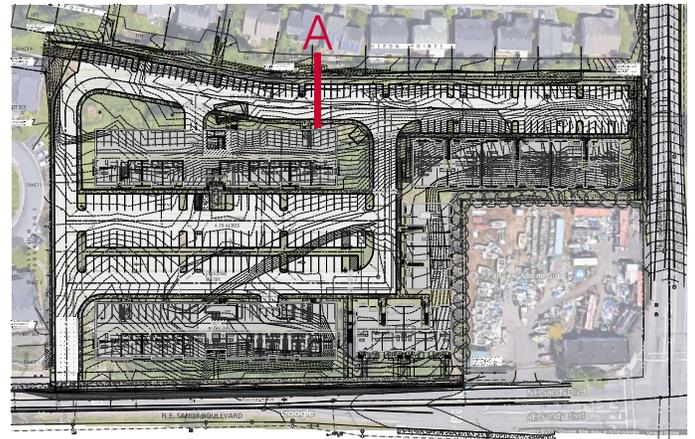
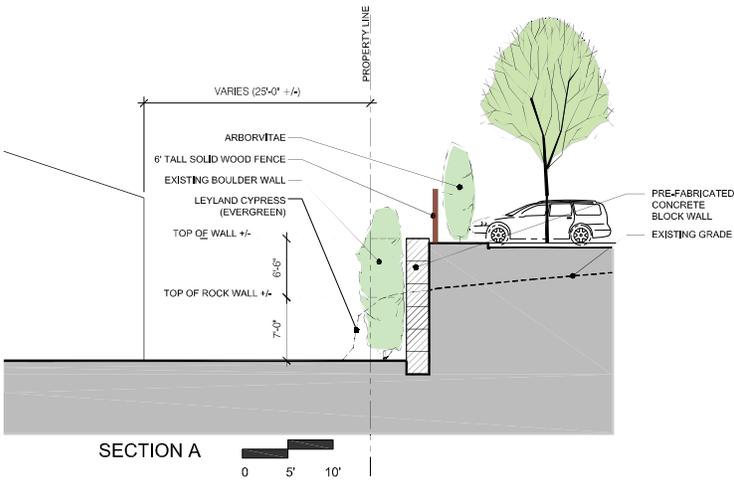
71 5th Oak Street
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leeb.com



APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Street View
PERSPECTIVE FROM NE SANDY BLVD

Project Title
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC

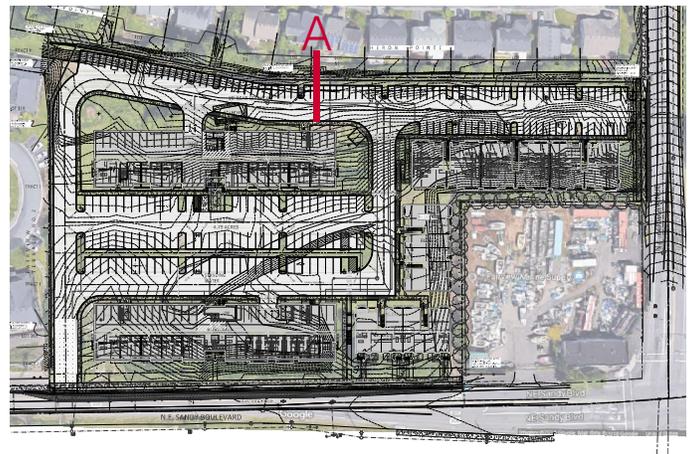


APPLICATION FOR SITE DESIGN REVIEW
 CITY OF FAIRVIEW, OREGON
 DATE: 12 June 2018

Street View
SITE SECTION / RETAINING WALL

Project Title
FAIRVIEW APARTMENTS
 RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
 WEST COAST HOME SOLUTIONS, LLC

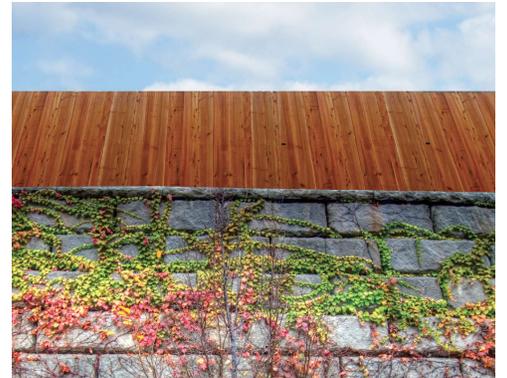




Leyland Cedar Cypress



Arborvitae



Boston Ivy

APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

Sheet Title:
RETAINING WALL / PLANTING

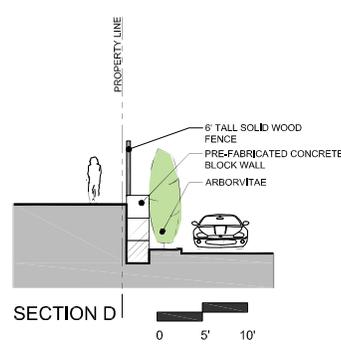
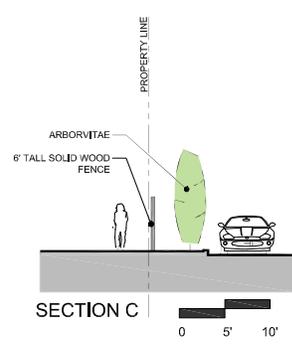
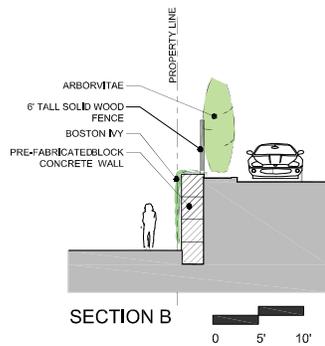
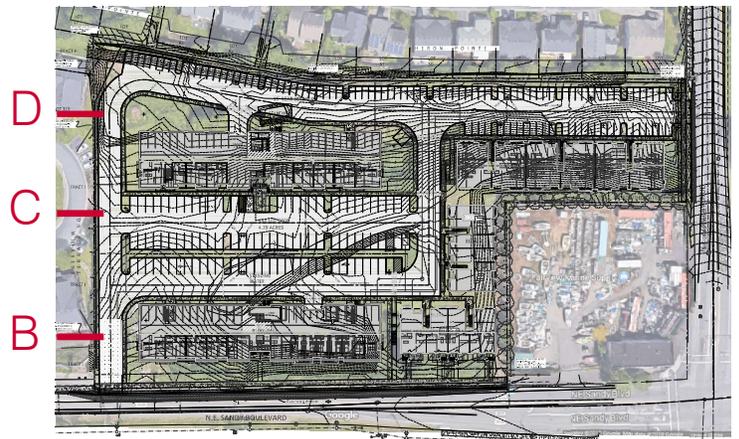
Project Title:
FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC



Arborvitae



Boston Ivy



APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

Sheet Title:
SITE SECTION / RETAINING WALL

Project Title:
FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC





APPLICATION FOR SITE DESIGN REVIEW
CITY OF FAIRVIEW, OREGON
DATE: 12 June 2018

Street Title
PERSPECTIVE FROM NE SANDY BLVD

Project Title
FAIRVIEW APARTMENTS
RESIDENTIAL DEVELOPMENT, CITY OF FAIRVIEW, OR
WEST COAST HOME SOLUTIONS, LLC

Leach Leach Architects LLC
11 8th Oak Street
Portland, OR 97204
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PLANNING COMMISSION WORK SESSION

Accessory Dwelling Unit Code Amendments

June 12, 2018



TIMELINE

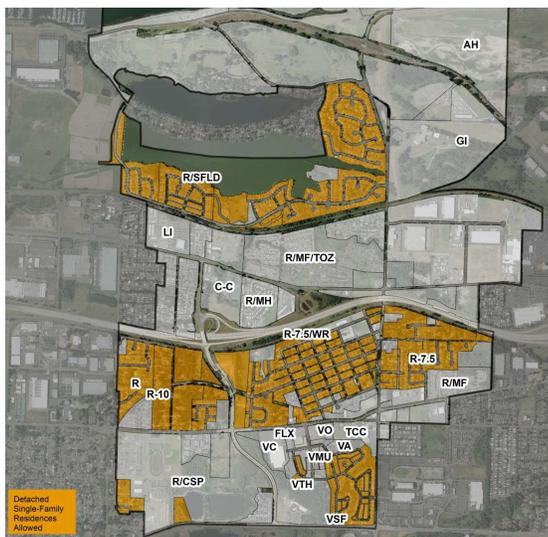
- May 22 – General feedback on ADU code language
- June 12 – Review draft ADU code language
- July 24 – PC hearing on proposed amendments
- August-September – CC hearing on proposed amendments



QUESTIONS

- Are any changes suggested to the draft code revisions before forwarding to a public hearing?
- Should the hearing draft code revisions include both alternatives on any of the amendments?
- Is any additional information needed as part of the public hearing staff report?

ZONING DISTRICTS ALLOWING SINGLE-FAMILY DETACHED



- Residential (R)
- Residential 7.5
- Residential 10
- Res/South Fairview Lake
- Village Single-Family
- Village Townhouse

REQUIRED CODE AMENDMENTS

- State requirements:
 - **Clearly define ADU**
 - Allow ADU's in all zones that allow detached single-family residences
 - **Allow one ADU per single-family dwelling**
 - **Apply clear and objective standards for ADU design, if any**
 - Apply reasonable siting standards



RECOMMENDED CODE AMENDMENTS

- State recommendations:
 - **No-owner occupancy requirement**
 - Type I application review
 - **No additional off-street parking requirements**
 - **Flexible size requirements to allow for entire floor ADU's**
 - Apply the same or less restrictive standards to ADU's as those for accessory structures
 - **Consider two ADU's per dwelling**
 - **Consider SDC methodology to scale with ADU impacts, or waiver**





Planning Commission 2018 Meeting Schedule

Meetings are held the 2nd & 4th Tuesday of the month at 6:30 p.m.

Note: This schedule is subject to change. The Commission will receive updated schedules with meeting packets, and will be notified separately about any meeting cancelation due to lack of agenda items.

JULY 10	
Hearings	2018-21-DR-CUP Fairview Villa Apartments 20922 NE Sandy Blvd.
July 24	
Hearings	2018-45-ZC Accessory Dwelling Unit Code Amendments
AUGUST 14	
Hearings	2018-14-DR Environmental Works – Maintenance & Storage Warehouse and Corporate Office 22820 NE Sandy Blvd.
AUGUST 28	
Hearings	
SEPTEMBER 11	
Hearings	
SEPTEMBER 25	
Hearings	
OCTOBER 9	
Hearings	
Work Sessions	Briefing on Draft Urban Renewal Plan
OCTOBER 23	
Hearings	
Work Sessions	Review and Vote on Urban Renewal Plan's conformance with Comprehensive Plan

Additional Meeting dates through end of 2018:

November 13

November 27

December 11

~~December 25~~ *No meeting due to holiday *

Future 2018 items to be scheduled:

Development Review – Type III + Type IV Land Use Hearings

Site Design Review Applications (Pending Completeness):

2018-37-DR	22800 NE Marine Drive – Allwood Recycling Facility
2018-48-MOD	1601 NE Market Drive – The Ceeley Building Major Modification
2018-50-DR-S	20939 & 20925 NE Halsey Street – Fairview Pkwy Residential/Commercial Mixed-Use Development & Subdivision
2018-51-DR	22001 NE Halsey Street (NW corner of 223 rd) – Halsey Lofts: Mixed-Use Apartment and Commercial
2018-52-DR	East side of NE 223 rd between Sandy & Townsend Way – Mini Storage

Conditional Use Applications (Pending Completeness):

2018-40-CU	202 nd and Oregon/Esther Estates subdivision – Two duplexes on individual lots in the Residential (R) zone
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Pre-Application Conferences Held/Expected to Submit Land Use Applications:

2018-19-PreApp	Meadow Outdoor Advertising – Sign Code Amendment
2018-20-Pre-App	North side of Sandy Blvd., E and W side of 230 th – Light industrial development on two parcels
2018-42-Pre-App	New Fairview Public Works Shop
2018-53-Pre-App	Dean Hurford - Comp Plan Map Amendment, Zoning Map Amendment, and Development Code Text Amendments to re-zone 2 parcels on east side of NE 223 rd between Sandy & Townsend Way from General Industrial (GI) to Light Industrial (LI), to allow mini-storage.

Future Legislative Amendments (Code, Comp Plan, Map) & Planning Projects

- Code improvement amendments (corrections, clarifications, organization)
- Halsey Corridor code amendment concepts (from DLCD grant work)



**PLANNING COMMISSION STAFF REPORT
TYPE III SITE DESIGN REVIEW & CONDITIONAL USE PERMIT
FINDINGS AND STAFF RECOMMENDATION**

Date of Report: July 3, 2018

Staff Contact: Eric Rutledge, Associate Planner
rutledgee@ci.fairview.or.us
503-674-6205

Application Number: 2018-21-DR CUP

Property Owner: Fairway Properties 1 LLC

Applicant: Fairway Properties 1 LLC

Site Address: 20922 NE Sandy Blvd

Parcel Number/Tax ID: R575543 / 1N3E28BD -00904

Proposal: Four story mixed-use building with 48 residential units, 67 parking spaces, and 1,000 SF of office space

Recommendation: **Approval with Conditions**

Exhibits:

- A. Applicant's Narrative & Written Materials**
 - 1. Applicant's narrative
 - 2. Trip Generation & Distribution Study
 - 3. PAC Report

- B. Plans/Drawings**
 - 1. Cover Sheet
 - 2. Existing Conditions
 - 3. Utility Plan

4. Grading Plan
5. Landscaping Plan
6. Site Analysis Map
7. Fire Department Access Plan
8. Site Plan
9. Upper Level Floor Plan
10. Exterior Elevations
11. Color Building Elevations

C. Department Referral Comments

1. Multnomah County Transportation Comments
2. Gresham Fire Comments

I. BACKGROUND & EXISTING CONDITIONS

Address/Location: 20922 NE Sandy Blvd

Acreage: 0.78 Acres – 34,063 SF

Comprehensive Plan: Commercial

Zoning Designation: Corridor Commercial

Zoning Overlays: None

Surround Land Use/Zoning:

North: Sandy Blvd, Osborn Creek
South: All-Stor Storage (mini-storage)
East: Quail Hollow Mobile Home Park
West: All-Stor Storage, vacant land

Streets/Classification: Sandy Blvd. is a Minor Arterial under Multnomah County jurisdiction

Application Narrative:

The applicant proposes a four story mixed-use building including (27) one-bedroom apartments, (18) two-bedroom apartments, (3) studios, and 1,000 SF of office space. There will be (38) garage parking spaces within the building's first floor, plus (29) spaces

Application: 2018-21-DR CUP

Application Name: Fairview Villa Apartments

outside the building including compact and accessible spaces. Tenant storage and long-term bicycle spaces will also be provided within and adjacent to the garage parking area.

Two access points are proposed from Sandy Blvd. The primary access will be from a driveway on the east side of the property and secondary access will be provided via an existing shared driveway along the west border of the property (shared with All-Stor Storage).

Setbacks on the east, south, and west sides of the building will provide space for landscaping and small decks. A conditional use is sought to increase the maximum height of the building from 45 ft. to 51 ft. 6 in., allowing for a sloped roof and vaulted ceilings in the upper floor apartments.

Existing Site Conditions:

The site currently features a single-family house, shed, gate, driveway, and large grassy area. A stand of mature trees is located at the northeast corner of the property near the existing driveway access. The existing house is served by an underground water line and overhead power line. The site slopes gently from southeast to northwest. There are no water bodies or natural resources on the property.

II. NOTICES & REFERRALS

Application Date:	March 21, 2018
Application Deemed Complete:	June 4, 2018
Public Hearing Date:	July 10, 2018
Public Notice Date/Type:	June 18, 2018 Notice to Property Owners (250 ft.) June 19, 2018 Notice in Outlook June 28, 2018 Notice Posted to Site
Referrals:	Multnomah County Transportation Division Gresham Fire

III. APPLICABLE CRITERIA

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

- A) Application Review Procedures
 - FMC 19.400 Administration of Land Use Review
 - FMC 19.413.030 Type III Procedures (Quasi-Judicial)
 - FMC 19.424 Site Design Review – Application Review Procedure
 - FMC 19.425 Site Design Review – Application Submission Requirements
 - FMC 19.426 Site Design Review – Approval Criteria
 - FMC 19.440 Conditional Use Permits
- B) Land Use Districts
 - FMC 19.70 Corridor Commercial District (CC)
- C) Design Standards
 - FMC 19.162 Access and Circulation
 - FMC 19.163 Landscaping, Street Trees, Fences, and Walls
 - FMC 19.164 Vehicle and Bicycle Parking
 - FMC 19.165 Public Facilities Standards
 - FMC 19.170 Sign Regulations

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IV. APPLICATION REVIEW PROCEDURE FINDINGS

Chapter 19.400 Administration of Land Use Review

19.400.030 Time limit on land use decisions for approval.

Unless otherwise specified in the decision or elsewhere in this title, an approved land use decision shall expire two years from date of final decision.

FINDINGS: If approved, this Site Design Review and Conditional Use Permit shall expire two (2) years from the date of final decision.

Condition of Approval: The approval for application 2018-22-DR shall become null and void after two (2) years if construction activities have not commenced.

Chapter 19.413 Procedures

19.413.030 Type III procedure (quasi-judicial).

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

- A. *Public Notification. Notice of the public hearing shall be mailed to the property owner and applicant, if different, and to all property owners within 250 feet of the outer boundaries of the site, not less than 20 days prior to the date of the hearing. Notice must also be provided in a public news paper at least 20 days prior to the hearing date. In addition, a sign indicating the date of the public hearing, shall be posted on the subject property not less than 10 days prior to the date of the hearing. Notice must also be provided at least 20 days prior to the scheduled hearing to any neighborhood or community organization recognized by the city whose boundaries include the subject property.*

FINDINGS: A planning commission hearing on the application was held on July 10, 2018. Public notification was provided by city staff in accordance with the requirements listed above.

Chapter 19.424 Site Design Review – Application Review Procedures

19.424.020 Determination of Type II and Type III applications.

Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:

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

- B. *Commercial, industrial, public/semi-public, and institutional buildings with 5,000 square feet of gross floor area or smaller shall be reviewed as a Type II application, except when development review is allowed under Chapter [19.423](#) FMC. Commercial, industrial, public/semi-public, and institutional buildings with greater than 5,000 square feet of gross floor area shall be reviewed as a Type III application.*
- C. *Developments with more than one building (e.g., two duplex buildings or an industrial building with accessory workshop) shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A and B of this section.*
- D. *Developments with 25 or fewer off-street vehicle parking spaces shall be reviewed as Type II applications, and those with more than 25 off-street vehicle parking spaces shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A through C and E and F of this section.*

FINDINGS: The development proposes more than 3 residential units, more than 5,000 SF, and more than 25 off-street parking spaces, and is therefore subject to a Type III review.

Chapter 19.425 Site Design Review – Application Submission Requirements

19.425.010 General submission requirements.

The applicant shall submit an application containing all of the general information required by FMC [19.413.020](#) (Type II Application) or FMC [19.413.030](#) (Type III Application), as applicable. The type of application shall be determined in accordance with FMC [19.424.020](#).

FINDINGS: The applicant has submitted an application containing all of the information required for the Type III application, Site Design Review, and Conditional Use Approval. The application was routed to all agencies with an interest in the development and was deemed complete on June 4, 2018.

Chapter 19.426 Site Design Review – Approval Criteria

19.426.001 Site design review approval criteria.

The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application.

19.426.010 Complete application.

The application must be complete, as determined in accordance with FMC [19.412.050](#), on types of applications, and Chapter [19.425](#) FMC.

19.426.020 Compliance with land use district provisions.

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

19.426.030 Upgrade existing development.

The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter [19.530](#) FMC, Nonconforming Uses and Development.

19.426.040 Compliance with design standards.

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

- A. Chapter [19.162](#) FMC – Access and Circulation;*
- B. Chapter [19.163](#) FMC – Landscaping, Street Trees, Fences and Walls;*
- C. Chapter [19.164](#) FMC – Automobile and Bicycle Parking;*
- D. Chapter [19.165](#) FMC – Public Facilities Standards;*
- E. Other standards (telecommunications facilities, solid waste storage, environmental performance, signs), as applicable. (Ord. 6-2001 § 1)*

19.426.050 Conditions.

All conditions required as part of an approval shall be met.

19.426.060 Exceptions.

Exceptions to criteria in FMC [19.426.040](#)(A) through (E) may be granted only when approved as a variance.

FINDINGS: This application was determined to be complete on June 4, 2018. Per FMC 19.426.020 and 19.426.40, compliance with the underlying land use district and the design standards in FMC Article III are analyzed below. All conditions required as part of this approval must be met.

Chapter 19.440 Conditional Use Permits

FINDINGS: The conditional use permit findings are addressed after the design standards section below.

V. LAND USE DISTRICT FINDINGS

Chapter 19.70 Corridor Commercial (CC) District

19.70.010 Purpose.

The corridor commercial district is intended to allow auto-accommodating commercial development while encouraging walking, bicycling, and transit. The district allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects and ensure that they do not dominate the character of the commercial area. The district's development standards promote attractive development, an open and pleasant street appearance and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

19.70.020 Permitted land uses.

- A. *Permitted Uses. The land uses listed in Table 19.70.020.A are permitted in the corridor commercial district, subject to the provisions of this chapter.*

FINDINGS: Mixed use development, including housing and other permitted uses are allowed outright in the CC zone. The applicant is proposing commercial space on the ground floor with housing above. Outright permitted commercial uses include office, personal and professional services, repair services, retail trade, and more (full list in FMC 19.70.020.A).

Condition of Approval: To ensure a mixed-use building, at least one of the commercial spaces must be occupied by a use that is not accessory to the primary residential use.

19.70.030 Corridor commercial setback standards.

- A. *Building Setbacks. In the corridor commercial district, setback standards are flexible to allow parking to be located near the entrance of new commercial development. Building setbacks are measured from the wall or facade to the respective property line. The setback standards apply to primary structures as well as accessory structures. The standards may be modified only by approval of a variance.*

FINDINGS: The proposed building and accessory structures meet the setback requirements, as described in the table below. The applicant is seeking a conditional use permit to increase the allowed building height to 51 ft. 6 in., or 6 ft. 6 in. above the allowed limit of 45 ft. As a condition of approval for the height increase, the minimum east side setback shall be increased from 0 ft. to 15 ft.

Setback	Min. Required	Proposed	Condition of Approval
Front	0 ft.	49-90 ft.	
Rear	0 ft., except when abutting residential district, 15 ft. min. is required	10 ft.	
Side	0 ft.	11 ft. east 10 ft. west	0-5 ft. west 15 ft. east

4. *Setback Exceptions.*

- a. *Architectural Features. Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar architectural features may encroach into setbacks by no more than four feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code. Walls and fences may be placed on the property line, subject to the requirements of Chapter [19.163](#)FMC, Landscaping, Street Trees, Fences and Walls.*

19.70.040 Lot coverage and floor area ratio.

There are no maximum lot coverage or floor area ratio requirements, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

19.70.050 Site layout and building orientation.

This section is intended to encourage the efficient use of space, and connectivity to parking areas. The standards, as listed on the following page and illustrated above, complement the front setback standards in FMC [19.70.030](#).

- A. *Applicability. This section applies to all new land divisions, site design review, and conditional use applications.*

Compliance with all of the provisions of subsections B through E of this section is required. As an alternative to meeting the requirements of subsections B through E, the applicant may propose alternative design solutions that satisfy the criteria in subsection F.

FINDINGS: A site design review and conditional use permit are required as part of this application and this standard applies.

B. Pedestrian Access Standard. New land divisions and developments, which are subject to site design review or conditional use permits, shall provide pedestrian pathways as necessary to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking.

- 1. From adjoining street right-of-way to building entrances and off-street parking these pathways shall be provided with an average maximum interval of 100 feet along the street right-of-way.*

FINDINGS: The street frontage along Sandy Blvd. is 192 ft. A 5 ft. wide pedestrian pathway connecting Sandy Blvd. to the parking area and building entrance is provided approximately 112 ft. east of the western property line. The proposed site plan does not meet the 100 foot maximum interval for pedestrian pathway access from Sandy Blvd. See Exhibit B8 Site Plan.

Conditional of Approval: Relocate the 5 ft. wide pedestrian pathway from Sandy Blvd. to the approximate middle of the street frontage to provide access at 93.5 ft. from each property line. Alternatively, provide a secondary pedestrian access from Sandy Blvd. to meet the 100 ft. maximum interval requirement.

- 2. Between adjoining developments where practical.*

FINDINGS: Pedestrian access to adjoining developments is not proposed. The existing developments surrounding the site and their land uses make pedestrian connectivity undesirable and impractical. A privately owned mini-storage operates to the west and south of the site. The east property line abuts the backyard of two mobile homes.

- 3. In conformity with applicable requirements in Chapter [19.162](#) FMC, Access and Circulation.*

FINDINGS: Compliance with FMC 19.162 Access and Circulation is addressed below.

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

1. *Buildings shall have their primary entrance(s) oriented to (facing) the street with a direct pedestrian walkway connecting with the adjoining street right-of-way. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance facing a side when a direct pedestrian walkway not exceeding 30 feet in length is provided between the building entrance and the street right-of-way.*

FINDINGS: The proposed building is oriented towards the street with a direct pedestrian pathway connecting the building to the street right-of-way. This recommended standard is met.

2. *Off-street parking, driveways or other vehicular circulation should not be placed between a building and the street. On corner lots, buildings and their entrances should be oriented to the street corner. Parking, driveways and other vehicle areas shall not be permitted adjacent to street corners.*

FINDINGS: The Building Orientation Standard “encourages” development to be oriented to the street, but does not require the standard to be met. The proposed site plan places off-street parking and vehicular access between the building and the street and does not meet this recommended standard. The building setback is proposed to reduce noise and emission impacts from Sandy Blvd. to future residents.

19.70.060 Building height.

All buildings in the corridor commercial district shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings.

- A. *Maximum Height. Buildings shall be no more than 45 feet in height.*
- B. *Method of Measurement. “Building height” is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:*
 1. *The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the*

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building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;

2. *An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection (B)(1) of this section is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are: chimneys, bell towers, steeples, roof equipment, flag poles, and similar features which are not for human occupancy.*
- C. *Performance Option. The allowable building height may be increased to 55 feet, when approved as part of a conditional use permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between the development and adjacent development. Roof equipment and other similar features, which are necessary to a commercial or industrial operation shall be screened, and may not exceed eight feet in height without approval of a conditional use permit.*

FINDINGS: The proposed building height is 51 ft. 6 in. and the applicant is requesting a conditional use permit to exceed the 45 ft. height limit by 6 ft. 6 in. (See Exhibit B10 Exterior Elevations). The performance option is being pursued by the applicant in order to provide a pitched roof; the applicant proposes this design to improve building aesthetic, facilitate roof drainage, and provide vaulted ceilings for the top floor living spaces. The applicant is proposing an 11 ft. side yard setback on the east property line to mitigate the impact of the taller building on the adjacent mobile home park (no side yard setback is required in the CC zone). Staff recommends granting the performance option under the condition that the applicant provide an additional 4 ft. building setback (15 ft. total) on the east property line. The full conditional use approval criteria are addressed below. 00

Conditional of Approval: In order to reduce the impact of a taller building to the adjacent residential development, prior to issuance of building permits, the following conditions shall be met as part of the conditional use approval:

- Revise the site plan to provide a 15 ft. building setback from the east property line.
- Revise the east building elevation to add additional facade articulation, breaking up large expanses of flat wall planes through projections and recesses, along with variation in building material and color.

- Revise the landscape plan to add additional trees at regular spacing along the east side of the building to serve as a buffer between taller proposed building and lower abutting residential development. Buffer trees shall reach a mature height of at least 20 feet.

19.70.070 Architectural guidelines and standards.

A. Purpose and Applicability. The corridor commercial district architectural guidelines are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. This section applies to all development applications that are subject to site plan review or conditional use permits.

FINDINGS: A site design review and conditional use permit are required as part of this application and this standard applies.

B. Guidelines and Standards. Each of the following standards shall be met. An architectural feature used to comply with more than one standard in this title.

1. Pedestrian-Oriented Design. All buildings shall contribute to the desired pedestrian-friendly character of corridor commercial district buildings. This criterion shall be met by providing all of the architectural features listed in subsections (B)(1)(a) through (d) of this section, along the front building elevation (i.e., facing the street), as applicable.

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

FINDINGS: The development site is not located on a corner. This standard does not apply.

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

FINDINGS: The architectural drawings for the north elevation (front facade) provide regularly spaced and similar-shaped windows. Windows on all floors are

also provided with a 5/4 x 4 wood trim. This standard is met. See Exhibit B10 Exterior Elevations.

- c. *Large display windows on the ground floor. Bulkheads, piers and a storefront cornice (i.e., separates ground floor from second story) shall frame display windows.*

FINDINGS: Large displays windows are provided for the ground floor entry and commercial space, including the appearance of bulkheads along the bottom portion of the window pane. A cornice separates the ground floor commercial space from the second story, and brick piers separate groups of windows. This standard is met. See Exhibit B10.

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

FINDINGS: The pitched roof includes 2 ft. eaves around the building. This standard is met.

- 2. *Design of Large-Scale Buildings and Developments. The standards in subsection (B)(2)(c) of this section shall apply to large-scale buildings and developments, as defined in subsections (B)(2) (a) and (b) of this section:*
 - a. *Buildings with greater than 20,000 square feet of enclosed ground-floor space (i.e., "large-scale"). Multitenant buildings shall be counted as the sum of all tenant spaces within the same building shell;*
 - b. *Multiple-building developments with a combined ground-floor space (enclosed) greater than 40,000 square feet (i.e., shopping centers, public/institutional campuses, and similar developments);*

FINDINGS: A single building is proposed with less than 20,000 square feet of enclosed ground floor space. This standard does not apply.

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*

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applications that are subject to site design review or conditional use permits.

FINDINGS: A site design review and conditional use permit are required as part of this application and this standard applies.

B. Guidelines and Standards. Every development shall provide at least one of the “pedestrian amenities” listed in subsections (B)(1) through (4) 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.).*

FINDINGS: An 8 ft. building canopy is provided over the entryway sidewalk, providing shelter immediately in front of the commercial spaces and resident entryway. The sidewalk in this area is 10 ft. 6 in. and includes short-term bike parking. A bench is also proposed. This standard is met. See Exhibit B8 Site Plan.

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.

FINDINGS: The site is located along TriMet Route 21, however, there are no bus stops along the immediate site frontage. This standard does not apply.

19.70.090 Special standards for certain uses.

This section supplements the standards contained in FMC [19.70.030](#) through [19.70.080](#). It provides additional standards for the following land uses in order to control the scale and compatibility of those uses within the corridor commercial district:

- Accessory Uses and Structures*

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- *Automobile-Oriented Uses and Facilities*
- *Sidewalk Displays*
- *Light Industrial*

FINDINGS: The proposal does not include any uses that require compliance with this code section. This standard does not apply.

VI. DESIGN STANDARDS FINDINGS

Chapter 19.162 Access and Circulation

19.162.010 Purpose.

The purpose of this chapter is to ensure that developments provide safe and efficient access and circulation, for pedestrians and vehicles. FMC [19.162.020](#) provides standards for vehicular access and circulation. FMC [19.162.030](#) provides standards for pedestrian access and circulation. Standards for transportation improvements are provided in Chapter [19.165](#) FMC.

FMC 19.162.020 Vehicular Access and circulation

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

FINDINGS: NE Sandy Blvd. is a Multnomah County road. Access, circulation, and traffic requirements are being reviewed for compliance with Multnomah County road standards and are approved separately by County transportation staff (see Exhibit C1 for Multnomah County Transportation comments). The sections of this chapter that apply are addressed below.

- M. Fire Access and Parking Area Turnarounds. 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 turnaround areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to Chapter [19.165](#) FMC.*

FINDINGS: The applicant has submitted a fire access plan that has been reviewed by Gresham Fire. The applicant is required to comply with the written comments submitted by Gresham Fire. See Exhibit B7 Fire Dept. Access Plan.

Condition of Approval: Prior to final occupancy, the applicant shall provide a final Fire Access and Water Supply Plan to be reviewed by Gresham Fire and

show compliance with all of the comments provided by Gresham Fire in Exhibit C2.

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

FINDINGS: All portions of proposed driveways, aisles, turnaround areas, and ramps have a vertical clearance of at least 13 ft. 6 in. This standard is met.

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 turnarounds 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.

FINDINGS: The parking and driving area will be constructed with asphaltic concrete. This standard is met.

2. Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turnarounds 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.

FINDINGS: Storm water drains are provided throughout the site, leading to a 300 SF water quality facility at the northwest corner of the site. A final stormwater report is required to ensure the water quality facility is adequately sized for the development. See Exhibit B3 Utility Plan.

Condition of Approval: Prior to issuance of building permits, a final stormwater management plan is required showing the site complies with the 2014 Portland Stormwater Management Manual. Surface water facilities shall be constructed in conformance with city standards.

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 (5) 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.*

FINDINGS: The proposed pathway system extends to key points throughout the site including the northern building perimeter, all entrances, and a single connection to NE Sandy Blvd. There are no future phases of development, adjacent trails, or public parks/open space nearby. This standard is met.

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.*

FINDINGS: The pathway system provides direct and safe access from NE Sandy Blvd. to the primary building entrance. The location of the pathway shall be relocated or a secondary access provided in order to comply with FMC 19.70.050(B)(1).

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.*

FINDINGS: Sidewalks are provided around the north, west, and east perimeter of the building, connecting the primary and side entrances. A pathway is not proposed between the building perimeter sidewalk and the trash enclosure at the northwest corner of the property. It is expected that the trash enclosure will be frequently used by residents and tenants. The trash enclosure is also located immediately east of vehicle driveway accessing the site, creating a potential conflict point between pedestrians and vehicles. A pedestrian walkway between the building perimeter sidewalk and the trash enclosure is required to improve pedestrian visibility and safety. See Exhibit B8 Site Plan.

Condition of Approval: Provide a pedestrian walkway between the building perimeter sidewalk and the trash enclosure.

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:*

FINDINGS: The block formation standard required for land divisions and large site developments in FMC 19.162.020(K) does not apply to this site. This standard does not apply.

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.*

FINDINGS: The surrounding land uses do not include any existing or planned commercial services or neighborhood facilities. This standard does not apply.

B. *Design and Construction. Pathways shall conform to all of the standards in subsections (B)(1) through (B)(5) of this section:*

1. *Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape buffer, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.*

FINDINGS: Pedestrian pathways are not proposed parallel or adjacent to a driveway or street. This standard does not apply.

2. *Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter [19.163 FMC, Landscaping, Street Trees, Fences and Walls](#). No pathway/building separation is required for commercial, industrial, public, or institutional uses.*

FINDINGS: Housing is not proposed on the ground floor. This standard does not apply.

3. *Crosswalks. Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings.*

Condition of Approval: All pathways crossing a parking area or driveway must be clearly marked with contrasting paving material or humped/raised crossings.

4. *Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 10 feet wide. (See also Chapter [19.165](#) FMC, Transportation Standards for public, multi-use pathway standard.)*

FINDINGS: The Fairview Development code allows for two different pedestrian pathway widths. In addition to the 6 ft. standard noted above, the Public Facilities standards in FMC 19.165.025(K) "Transportation Improvements – Internal Pathways" call for internal pathways to be at least 5 ft. in width. The Planning Commission has previously found that a 5 ft. width complies with ADA requirements and that the differing requirements created an unintended conflicts, and have approved pedestrian pathways at the 5 ft. width.

The sidewalk adjacent to the north building elevation is 6' 6" and meets the required width standard. The west/east building sidewalks and pedestrian crosswalks through the parking lot are proposed at 5 ft. and meet the lesser of the pathway width standards in the development code. All sidewalks adjacent to the building will be concrete. This standard is met. See Exhibit B8 Site Plan.

5. *Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.*

Condition of Approval: Prior to the issuance of building permits, site development plans must comply with applicable ADA requirements.

Chapter 19.163 Landscaping, Street Trees, Fences and Walls

19.163.020 Landscape conservation.

- A. *Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development and protect vegetation that is subject to requirements of the significant environmental concern and riparian buffer overlay zones, Chapter [19.106](#) FMC. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation*

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and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

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

FINDINGS: A grove of mature trees is present along the east and northeast property line. This standard applies to the following significant vegetation currently on the site (see Exhibit B5 Landscape Plan):

Size (dbh)	Species	Location
12”	Douglas fir	Just east of NE corner of proposed building
18”	Douglas fir	Just north of NE corner of proposed building
24”	Douglas fir	Just north of NE corner of proposed building
24”	Douglas fir	Landscape area – east side of site
24”	Douglas fir	Parking area – east side of site near driveway
36”	Douglas fir	Parking/landscape area – east side of site
36”	Douglas fir	NE corner of proposed building
36”	Douglas fir	NE corner of proposed building
48”	Douglas fir	Landscape area – east side of site
10”	Douglas fir	NE corner of site, just east of 48” fir

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

FINDINGS: The site does not contain any sensitive lands as described in the Natural Resource or Floodplain Overlay sections.

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

FINDINGS: None of the trees listed as significant vegetation are considered non-native, invasive plants.

- C. *Mapping and Protection Required. Significant vegetation shall be mapped as required by this code. Significant trees shall be mapped individually and identified by species and size (diameter at four feet above grade, or "DBH"). A "protection" area shall be defined around the edge of all branches (drip-line) of each tree (drip lines may overlap between trees). The city also may require an inventory, survey, or assessment prepared by a qualified professional when necessary to determine vegetation boundaries, building setbacks, and other protection or mitigation requirements.*
- D. *Protection Standards. All of the following protection standards shall apply to significant vegetation areas:*
 1. *Protection of Significant Trees. Significant trees identified as meeting the criteria in subsection (B)(1) of this section shall be retained whenever practicable. Preservation may become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district.*

FINDINGS: The site plan (Exhibit B8) maps significant vegetation by type and size. A drip line is also included for each tree. The applicant is proposing to remove all of the existing trees on the site, and has not provided an assessment of the trees by a certified arborist to determine how the trees could be protected during development.

The grove of mature trees at the northeast corner of the site provides a buffer between developments and adds aesthetic value to the site. The significant vegetation also provides shade, habitat, and protection from stormwater runoff. The code requires that significant trees be retained "whenever practicable" and that preservation may be impracticable when "it would prevent reasonable development of...land uses permitted by the applicable land use district." The

proposed building setback away from the Sandy Blvd. frontage and location of the tree grove at the NE corner of the property provides an opportunity to preserve the existing trees. The treed area of the site is limited to the edge and still allows for reasonable development of the majority of the site with commercial and residential uses. Staff has not found, based on the evidence provided with the land use application, that preservation of significant trees is impracticable.

Condition of Approval: The following significant vegetation shall remain on site and be protected during and after construction. Prior to issuance of building permits, the applicant shall submit an arborist report and tree protection plan to ensure the health of these four trees prior to, during and after construction. Based on the tree protection plan, the site plan shall be revised and the location of parking and other improvements moved in order to protect the significant vegetation. Should the arborist report find that any of the following trees are diseased or dying, mitigation shall be proposed for city review in lieu of preservation.

Size (dbh)	Species	Location
24"	Douglas fir	Landscape area – east side of site
24"	Douglas fir	Parking area – east side of site near driveway
48"	Douglas fir	Landscape area – east side of site
10"	Douglas fir	NE corner of site, just east of 48" fir

2. *Sensitive Lands. Sensitive lands shall be protected in conformance with the provisions of Chapters [19.105](#) and [19.106](#) FMC.*

FINDINGS: There are no sensitive lands on the site. This standard does not apply.

3. *Conservation Easements and Dedications. When necessary to implement the Comprehensive Plan, the city may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees. This will be addressed on a case by case basis.*

FINDINGS: There are no sensitive lands on the site. This standard does not apply.

19.163.025 Existing landscaping.

- A. *Applicability. This section shall apply to all developments.*

FINDINGS: This section applies to the proposed development.

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

FINDINGS: Ten existing trees are defined as “significant vegetation”. Four of the 12 are required to be protected on site as described in the finding for [19.163.020.C-D](#).

Condition of Approval: Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, as determined by the required tree protection plan for the four trees to be preserved.

- C. *Exemptions. The protection standards in FMC [19.163.020\(D\)](#) shall not apply in the following situations:*
1. *Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection (C)(2) of this section.*
 2. *Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval when the vegetation poses an immediate threat to life or safety, as determined by the planning director. The planning director shall prepare a notice or letter of decision within 10 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall.*

FINDINGS: The significant vegetation on site is not proposed to be removed under the exemption section.

Condition of Approval: Dead, diseased, and/or hazardous vegetation shall only be removed if the applicant provides *“a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal.”*

19.163.030 New landscaping.

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

FINDINGS: Site design review is required and this section applies.

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

FINDINGS: A landscape plan has been submitted as part of the design review application (Exhibit B5). This standard is met.

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

5. *Corridor commercial district: five percent of the site.*

FINDINGS: The total site area is 34,063 SF. A total of 5,160 SF of landscaping will be provided, or 15.1%. The landscape area calculation does not include the 446 SF of gravel mulch counted towards landscaping on the applicant’s site plan. This standard is met. (See Exhibit B8 Site Plan).

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

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

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

FINDINGS: The landscape plan includes native vegetation such as Mountain hemlock, Douglas' spirea, Creeping orange grape, Pacific wax myrtle, and Western strawberry. See Exhibit B5 Landscaping Plan. This standard is met.

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

FINDINGS: A variety of trees, shrubs, and ground covers will be used to fit the space and provide screening and shade. All plants chosen are well suited for the local climate. This standard is met.

3. *Non-native, invasive plants, as per FMC [19.164.020\(B\)](#), shall be prohibited.*

FINDINGS: Non-native plants are not proposed. This standard is met.

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

FINDINGS: The concrete pavers adjacent to the parking spaces are the only hardscape features proposed as part of the landscaping and do not cover 15% of the required 5% landscaping. This standard is met.

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

FINDINGS: Nonplant ground covers are not included in the landscape plan. The applicant meets the minimum landscaping requirements. This standard is met.

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

FINDINGS: All of the proposed trees will be 1.5 inch caliper at the time of planting (See Exhibit B5 Landscaping Plan). This standard is met.

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

FINDINGS: All of the proposed shrubs will be from 1 or 2 gallon containers at time of planting (See Exhibit B5 Landscaping Plan). This standard is met.

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

FINDINGS: Ground cover will include Western strawberry and turf. The applicant narrative indicates the groundcover will be designed to cover 80% of the underlying soil within three years. This standard is met.

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

FINDINGS: The site currently meets the minimum landscaping requirements without counting the significant vegetation. If necessary to meet the minimum landscaping requirements, the revised site plan may count the significant vegetation towards landscape area.

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

FINDINGS: A 300 SF water quality planter is proposed at the NW corner of the site. The storm facility will be planted with Pacific wax myrtle, Douglas spirea, and common rush, all native plants. This standard is met.

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

All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of this chapter. Landscaping shall be installed with development to provide erosion control, visual

interest, buffering, privacy, open space and pathway identification, shading and wind buffering, based on the following standards:

1. *Yard Setback Landscaping. Landscaping shall satisfy the following criteria:*
 - a. *Provide visual screening and privacy within side and rear yards; while leaving front yards and building entrances mostly visible for security purposes;*
 - b. *Use shrubs and trees as windbreaks, as appropriate;*
 - c. *Retain natural vegetation, as practicable;*
 - d. *Define pedestrian pathways and open space areas with landscape materials;*
 - e. *Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;*
 - f. *Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided;*
 - g. *Use a combination of plants for year-long color and interest;*
 - h. *Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.*

FINDINGS: The site plan proposes setbacks and setback landscaping along all perimeters to buffer impacts to adjacent properties and improve site aesthetics. The proposed setback landscaping meets this standard by using trees and shrubs for screening, windbreaks, and shade. The landscape plan also utilizes a combination of plants for year-long color and interest.

2. *Parking Areas. A minimum of five percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed"*

means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

FINDINGS: The total exterior parking area is 5,606 SF and the parking area landscaping is 2,732 SF or 28.9%. A total of 6 parking lot trees will be provided for 29 exterior parking spaces, or approximately one tree per five parking spaces. Trees and shrubs are evenly distributed around the parking lot perimeter to provide a partial canopy. All landscape areas have a minimum dimension of 4 ft. x 4 ft. See Exhibit B8 Site Plan. This standard is met.

3. *Buffering and Screening Required. Buffering and screening are required under the following conditions:*
 - a. *Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other ground cover. All walls shall be maintained in good condition, or otherwise replaced by the owner.*

FINDINGS: An evergreen hedge using Darwin's barberry is proposed between Sandy Blvd and the parking area. A break is proposed in the hedge to allow pedestrian access from Sandy Blvd. Occasional trees and a grass lawn will be planted in the remaining front setback area. This standard is met.

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

FINDINGS: A 6 ft. 6 in. raised sidewalk is proposed between the parking area and the building. This standard is met.

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

FINDINGS: An enclosed area for trash and recycling is proposed at the northwest corner of the parking area. Three sides will be constructed with concrete blocks and the fourth side with an access gate. The wall facing the street will also be screened with shrubs and trees. This standard is met.

19.163.040 Street trees.

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

FINDINGS: NE Sandy Blvd. is a county road and street tree requirements are under the jurisdiction of Multnomah County. This standard does not apply. Exhibit C1 provides full comments and requirements from Multnomah County.

19.163.050 Fences and walls.

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The fences and walls section provides height limits for construction of new walls. The guidelines prevent walls that reduce pedestrian connectivity and sight clearance. The standards also provide guidelines relating to maintenance.

The following standards shall apply to all fences and walls:

- A. *General Requirements. All fences and walls shall comply with the standards of this section. The city may require installation of walls and/or fences as a condition of development approval, in accordance with conditional use permits or site design review. Walls built for required landscape buffers shall comply with FMC [19.163.030](#).*

- B. *Dimensions.*
 - 1. *The maximum allowable height of fences and walls is six feet, as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. A building permit is required for walls exceeding six feet in height, in conformance with the Uniform Building Code.*

FINDINGS: The existing metal fence along the west and south property lines will remain on site. A new 6 ft. tall wood fence will be constructed along the west property line, adjacent to the mobile home park. See Exhibit B8 Site Plan. This standard is met.

- 2. *The height of fences and walls within a front yard setback shall not exceed four feet (except decorative arbors, gates, etc.), as measured from the grade closest to the street right-of-way.*

- 3. *Walls and fences to be built for required buffers shall comply with FMC [19.163.030](#).*

FINDINGS: No buffers are required for this site in the CC zone. This standard does not apply.

- 4. *Fences and walls shall comply with the vision clearance standards of FMC [19.162.020](#).*

FINDINGS: No fences or walls are proposed in the vision clearance area. This standard is met.

C. *Maintenance. For safety and for compliance with the purpose of this chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner.*

Condition of Approval: Fences are walls constructed as part of this development shall be maintained in good condition or otherwise replaced by the owner.

D. *Fences – Recreational Courts.*

E. *Swimming Pool Fences.*

F. *Barbed Wire Fencing.*

G. *Electrically Charged or Sharp Pointed Fencing.*

H. *Critical Facility Security Fences.*

FINDINGS: Recreational courts, swimming pool fences, barbed wire fencing, electrically charged/sharp pointed fencing, and critical facility security fencing are not proposed. Standards D-H above do not apply.

Chapter 19.164 Vehicle and Bicycle Parking

19.164.020 Applicability.

All developments subject to site design review Chapter [19.420](#) FMC, including development of parking facilities, shall comply with the provisions of this chapter.

FINDINGS: Site design review is required as part of this application and this chapter applies.

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.*

Type of Use	Parking Ratio	Proposed # Units/SF	Min. # Spaces Required
Studio <500 SF	1 space per unit	3	3
One bedroom >500 SF	1.25 spaces per unit	27	33.75
Two bedroom	1.5 spaces per unit	18	27
General office	2.7 spaces per 1,000 SF	1,000 SF	2.7

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Total number of spaces required	66.45
Total number of spaces proposed	67

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.*

FINDINGS: The applicant is not seeking credit for on street parking, and on-street parking is not permitted for new development along Sandy Blvd. as part of the Urban Arterial roadway cross section. This standard does not apply.

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.)*

FINDINGS: Vehicle parking will be located in a ground floor garage and outdoor surface level lot. The proposed location meets the location requirements outlined in Article II. This standard is met.

- 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.*

FINDINGS: No off-site parking is proposed.

- 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.

FINDINGS: The required parking was calculated using the sum of the residential and commercial uses. This standard is met.

- 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.*

FINDINGS: The applicant is not proposing shared parking facilities. This standard does not apply.

- 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, Sign Regulations](#).*

D. *Maximum Number of Parking Spaces. The number of parking spaces provided shall not exceed the standards in the following table:*

<i>Use</i>	<i>Max in Transit/Ped Areas</i>	<i>Max in Non-Transit Areas</i>	<i>Proposed</i>
General office	3.4 per 1,000 SF	4.1 per 1,000 SF	2.7 per 1,000 SF
Residential	none	none	64

FINDINGS: The proposed parking does not exceed the allowed maximum. This standard is met.

- 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.*

FINDINGS: Parking management issues related to the mixed use nature of the development are not anticipated. The development meets the minimum parking requirements and a management study is not required.

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.*

FINDINGS: A total of 27 of the 67 parking spaces (40.3%) are proposed to be compact. This exceeds the allowed limit of 40%. All proposed compact, standard, and disabled spaces meet the dimension standards of the code. See Exhibit B8 Site Plan.

Condition of Approval: Reduce the number of compact spaces below the allowed limit of 40%.

G. *Variances. Developments may request exceptions to the parking standards; see FMC [19.520.030\(A\)\(4\)](#).*

FINDINGS: The applicant is not requesting a parking variance.

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

FINDINGS: A parking area with 67 parking spaces requires one ADA space with a 96 in. wide access aisle and two ADA spaces with 60 in. wide access aisles. The proposed parking area includes two ADA spaces with a 96" wide aisle access and one space with a 60" wide aisle access. This standard is met.

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.*

FINDINGS: The proposed parking is not over 3 acres. This standard does not apply.

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:*

a. *Short-term bicycle parking shall be provided at a ratio of one 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.*

FINDINGS: 64 vehicle parking spaces are required for the multifamily use, which requires a minimum of 7 short-term bicycle parking spaces. A total of 8 short-term bicycle parking spaces are proposed near the main building entrance, including 7 for the residential building users. See Exhibit B8 Site Plan. This standard is met.

b. *Long-term bicycle parking shall be provided at a ratio of one 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.*

FINDINGS: A minimum of 48 long-term bicycle parking spaces are required. A total of 56 long-term bicycle spaces will be provided, including 48 spaces for the residential building users. The long-term bicycle parking enclosure will be located at the SE corner of the parking garage, providing shelter and security. See Exhibit B8 Site Plan. This standard is met.

2. *Commercial Retail, Office, and Institutional Developments. Commercial retail, office, and institutional developments shall provide bicycle parking spaces according to the following standards:*
 - a. *Short-term bicycle parking shall be provided at a ratio of one 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.*

Findings: 2.7 vehicle parking spaces are required for the commercial use, which translates to a requirement of one short-term commercial bike parking space. A total of 8 short term bicycle parking will be provided near the main building entrance, including 1 for commercial building users. This standard is met.

- b. *Long-term bicycle parking shall be provided at a ratio of one bicycle space per employee.*

FINDINGS: It is estimated the 1,000 SF commercial space will employ a maximum of 8 employees. A total of 56 long-term bicycle spaces will be provided, including 8 spaces for employees. This standard is met.

3. *Schools.*
4. *Colleges and Trade Schools.*
5. *Town Center Commercial District.*
6. *Multiple Uses.*

FINDINGS: Subsections 3-6 above do not apply.

- 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.

FINDINGS: The short term bicycle parking is located under the canopy near the primary building entrance, with direct access to Sandy Blvd. via the striped pedestrian aisle through the parking lot. The long term parking bicycle parking is located near a side entrance to the garage with pedestrian access. This standard is met.

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

FINDINGS: The short term bicycle parking is located near the front building entrance with good visibility. This standard is met.

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.

FINDINGS: The long term bicycle parking is provided via a secure enclosure in the garage. This standard is met.

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

FINDINGS: Both bicycle parking locations will receive the same amount of light as the vehicle parking. This standard is met.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

Condition of Approval: 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).

FINDINGS: The short-term bicycle parking is proposed to be located in the 10 ft. 6 in. pedestrian walkway in front of the primary building entrance. Where the

bike rack is located, the pedestrian pathway width will be reduced below 5 ft. and may create a hazard to pedestrians.

Condition of Approval: Relocate the short-term bicycle parking or provide a design that allows a 5 ft. clearance at all times for the pedestrian walkway in front of the primary building entrance. If the short-term bicycle parking is relocated, the new location must comply with all other location requirements described in this chapter.

Chapter 19.165 Public Facilities Standards

19.165.010 Purpose and applicability.

- A. *Purpose. The purpose of this chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land...*
- B. *When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities, utilities and other public improvements within the city shall occur in accordance with the standards of this chapter...*
- C. *Standard Specifications. The city engineer shall establish standard construction specifications consistent with the design standards of this chapter and application of engineering principles. They are incorporated in this code by reference.*
- D. *Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this code. Improvements required as a condition of development approval that require a dedication of property for a public use, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact of the proposed development on public facilities.*
- E. *Rough Proportionality Report. Where the applicant objects to the imposition of any applicable development standard under this chapter that required a dedication of property for a public use, the applicant must provide a rough proportionality report justifying an alternative level of improvements including:...*

FINDINGS: NE Sandy Blvd. is a Multnomah County road. Any public improvement requirements associated the roadway shall meet Multnomah County standards (e.g. sidewalks, curb cuts, stormwater, etc.). All other public improvements are subject to the standards in this chapter.

19.165.025 Transportation improvements.

FINDINGS: Subsections A-J address public streets, which are under Multnomah County's jurisdiction. The proposal shall comply with all Multnomah County requirements for the design and construction of improvements along Sandy Blvd. See Multnomah County comments in Exhibit C1.

The current right-of-way width along the property's NE Sandy Blvd. frontage is 65 ft., including 40 ft. from the centerline of the road to the applicant's property line. The preferred width for NE Sandy Blvd. (minor arterial) is 90 ft., or 45 ft. from the centerline of the road to each abutting property line. Multnomah County is requiring an additional 5 ft. right-of-way dedication along the applicant's north property line to meet the required right-of-way width for a minor arterial. The 5 ft. dedication is not indicated on the applicant's site map. The required dedication will impact parking and landscaping area currently proposed on the site plan.

A previous payment in lieu of improvements (PILO) has been paid to the County. If the previous PILO does not cover the cost of required improvements, the applicant may be required to pay additional funds.

Condition of Approval: Prior to final occupancy, the applicant shall meet all of the Conditions of Approval required by Multnomah County for transportation improvements (see Exhibit C1).

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.

FINDINGS: All pathways are at least 5 ft. in width except where the short-term bike parking is located in front of the primary building entrance.

Condition of Approval: Relocate the short-term bicycle parking, update the bicycle parking design, or widen the sidewalk area to ensure a 5 ft. pedestrian pathway in front of the primary building entrance.

Maintenance of internal pathways is the continuing obligation of the property owner. All work and future work must comply with the City of Fairview public works construction standards.

Standards L-O, Q-W, and Z:

FINDINGS: These standards do not apply. They address the creation of new streets and alleys, none of which are proposed.

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

Condition of Approval: Facilities within the Multnomah County right-of-way shall be constructed in accordance with County standards. Facilities constructed on-site shall meet the standards specified in FMC 19.162 Access and Circulation.

X. Mail Boxes. Plans for mail boxes to be used shall be approved by the United States Postal Service (USPS).

FINDINGS: Mailboxes are proposed in the lobby of the first floor.

Condition of Approval: Prior to final occupancy, mailboxes shall be installed in accordance with approved plans from USPS.

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

FINDINGS: The property is located within the mid-county lighting district and is subject to district standards.

Condition of Approval: Prior to final occupancy the applicant shall meet the street light requirements of mid-county lighting district.

19.165.030 Public use areas.

Public use areas implement Comprehensive Plan policies that may require a developer to reserve a piece of land for future park and open space to serve the residents of the new

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development. Specific issues to consider include the amount of time the city has to purchase parkland and whether dedication of park land should count as a credit towards SDCs.

Findings: Dedication of a future park or open space area is not appropriate for this site. This standard does not apply.

19.165.040 Sanitary sewer and water service improvements.

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

FINDINGS (water): A 10" PVC water main is available north of the site in NE Sandy Blvd.

Condition of Approval: Per the City of Fairview Standard Details, all public water systems must be located within public rights of way.

Condition of Approval: Existing water laterals that will not be used must be abandoned and capped at the main.

Condition of Approval: Prior to receiving a building permit the applicant shall submit a water connection application and pay all applicable fees.

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

Condition of Approval: Prior to receiving a building permit the development will need to meet fire flow verification standards set by Gresham Fire and Emergency Services.

FINDINGS (sewer): A 21" sanitary sewer main is available north of the site in NE Sandy Blvd.

Condition of Approval: Per the City of Fairview Standard Details, all public sewer systems must be located within public rights of way.

Condition of Approval: The applicant shall provide sanitary sewer capacity (in gpd) in writing to determine capacity accommodation with the City's existing sanitary sewer system designed capacity.

Condition of Approval: Existing sewer laterals that will not be used must be abandoned and capped at the main. If there is an existing private wastewater

disposal system on site it shall be abandoned in accordance with the regulations of the Oregon Department of Environmental Quality.

Condition of Approval: Per the City of Fairview Standard Details, all public sewer systems must be located within public rights of way.

19.165.050 Storm drainage.

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

- A. *General Provisions. The city shall issue a development permit only where adequate provisions for stormwater and flood water runoff have been made.*
- B. *Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city engineer.*
- C. *Effect on Downstream Drainage. Where it is anticipated by the city engineer that the additional runoff resulting from the development will overload an existing drainage facility, the city may deny approval of the development permit unless provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.*
- D. *Easements. Where a development is traversed by a watercourse, drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.*

Condition of Approval: Prior to the issuance of building permits the applicant shall provide the city with a final stormwater management plan an Stormwater Facility Operations & Maintenance agreement demonstrating compliance with the 2014 Portland Stormwater Management Manual.

19.165.060 Utilities.

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

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- A. *Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:*
- B. *Easements. Easements shall be provided for all underground utility facilities.*
- C. *Exception to Undergrounding Requirement. The standard applies only to proposed subdivisions. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, Chapter [19.106](#) FMC, or existing development conditions.*

FINDINGS: The applicant's narrative indicates all utilities will be placed underground. See Exhibit A1. This standard is met.

19.165.070 Easements.

The easements section provisions reserve adequate space for utilities.

Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also, Chapter [19.420](#) FMC, Development Review and Site Design Review and Chapter [19.430](#), Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or city engineer.

FINDINGS: New utility easements dedicated to the City of Fairview are not required for this development. Multnomah County requires a 5 ft. right-of-way dedication along NE Sandy Blvd for future street design and a 5 ft. slope/utility/drainage/sidewalk/landscaping/traffic control device easement. See Exhibit C1 Multnomah County Transportation comments.

19.165.080 Construction plan approval and assurances.

The construction plan approval portion ensures the completion of a development by a builder.

No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements, shall be undertaken except after the plans have been approved by the city, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the city for construction and other services in connection with the improvement. The permit fee shall be set by the city council. The city may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements.

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

19.165.090 Installation.

- A. Conformance Required. Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the city.*
- B. Adopted Installation Standards. The Standard Specifications for Public Works Construction, Oregon Chapter APWA shall be a part of the city's adopted installation standard(s); other standards may also be required upon recommendation of the city engineer.*
- C. Commencement. Work shall not begin until the city has been notified in advance.*
- D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the city is notified.*
- E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter [19.415](#) FMC, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.*
- F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the city that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, conform to*

approved plans and conditions of approval, and are of high grade, prior to city acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide three sets (one mylar, one electronic, one paper copy) of "as-built" plans, in conformance with the city engineer's specifications, for permanent filing with the city.

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

Chapter 19.170 Sign Regulations

19.170.030 Sign permit required.

Sign permits are subject to a Type I review process. Building and electrical permits and corresponding inspections may be required based on size and weight requirements.

Condition of Approval: Any signs on the site, including monument signs for the development and building signs for the commercial uses, must obtain a sign permit and comply with FMC 19.170.

Chapter 19.440 Conditional Use Permits

19.440.100 Purpose.

There are certain uses, which, due to the nature of their impacts on surrounding land uses and public facilities, require a case-by-case review and analysis. These are identified as "conditional uses" in Article II of this title, Land Use Districts. The purpose of this chapter is to provide standards and procedures under which a conditional use may be permitted, enlarged or altered if the site is appropriate and if other appropriate conditions of approval can be met.

FINDINGS: The applicant is requesting approval of a conditional use permit to utilize the building height performance option allowed in the CC zone. The proposed building height is 51 ft. 6 in., or 6 ft. 6 in. above the allowed height limit of 45 ft. in the CC zone. The additional 6 ft. 6 in. will allow the building to have a pitched roof and vaulted ceilings on the top floor while maintaining 11 and 12 ft. ceilings on the lower floors. The pitched roof is also proposed to improve roof drainage and runoff. See Exhibit B10 Exterior Elevations.

"FMC 19.70.060C Building Height Performance Option. The allowable building height may be increased to 55 feet, when approved as part of a conditional use permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a

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height transition between the development and adjacent development. Roof equipment and other similar features, which are necessary to a commercial or industrial operation shall be screened, and may not exceed eight feet in height without approval of a conditional use permit.”

19.440.200 Approvals process.

- A. *Initial Application. An application for a new conditional use shall be processed as a Type III procedure. The application shall meet the submission requirements, and the approval criteria contained in this chapter.*

FINDINGS: The conditional use permit is being processed as a Type III application, concurrent with the Design Review for the site. All of the application submission requirements have been met.

- B. *Modification of Approved or Existing Conditional Use. Modifications to approved or existing conditional uses shall be processed in accordance with Chapter [19.415 FMC](#), Modifications to Approved Plans and Conditions of Approval.*

FINDINGS: This standard does not apply.

19.440.400 Criteria, standards and conditions of approval.

The city shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following standards and criteria.

- A. *Use Criteria.*

1. *The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;*

FINDINGS: The proposed 6 ft. 6 in. height increase will not result in additional living units or floor area, and therefore will not result in additional parking, traffic, or emission impacts. Negative light, glare, erosion, and dust impact are not expected to result from exceeding the allowed building height. The building mass will be increased slightly as a result of the height increase, however, this increase can be mitigated through the 15 ft. building setback, and by providing increased facade articulation to break up large expanses of flat wall planes and

create visual interest (see condition of approval for Corridor Commercial building height standard 19.70.060.C).

2. *The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards, or other reasonable conditions of approval; and*

FINDINGS: As discussed above, the visual impact of the proposed building height can be mitigated by setting the building back from the adjacent Quail Hollow residential property to the east, and by providing additional facade design elements.

3. *All required public facilities have adequate capacity to serve the proposal.*

FINDINGS: Public facilities have adequate capacity to serve the development and the conditional use permit will not result in additional demand for service.

- B. *Site Design Standards. The criteria for site design review approval (Chapter [19.420](#) FMC) shall be met.*

FINDINGS: As outlined in the findings in this report, the development meets the requirements for site design review approval.

- C. *Conditions of Approval. The city may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:*

1. *Limiting the hours, days, place and/or manner of operation;*
2. *Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;*
3. *Requiring larger setback areas, lot area, and/or lot depth or width;*
4. *Limiting the building height, size or lot coverage, and/or location on the site;*
5. *Designating the size, number, location and/or design of vehicle access points or parking areas;*

6. *Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;*
7. *Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of parking and loading areas;*
8. *Limiting the number, size, location, height and/or lighting of signs;*
9. *Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;*
10. *Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;*
11. *Requiring and designating the size, height, location and/or materials for fences;*
12. *Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;*
13. *Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans. Dedication of land and construction shall conform to the provisions of Chapter [19.160](#) FMC.*

FINDINGS: Conditions of approval, consistent with this standard, are listed under Corridor Commercial building height standard 19.70.060.C, and address compatibility with abutting residential development through setbacks, building design and landscaping.

19.440.500 Additional development standards for conditional use types.

- A. *Concurrent Variance Application(s). A conditional use permit shall not grant variances to regulations otherwise prescribed by the development code. Variance application(s) may be filed in conjunction with the conditional use application and both applications may be reviewed at the same hearing.*

FINDINGS: Variances to the development code are not requested for the development.

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- B. Additional Development Standards. Development standards for specific uses are contained in Article II of this title, Land Use Districts.*

FINDINGS: As described in the findings of this report, the proposal meets or can be conditioned to meet all of the development standards in Article II of the development code.

VII. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

Staff finds that the proposed application will meet the requirements of the City Code as conditioned, and recommends approval of the site design review and conditional use permit.

PLANNING COMMISSION ALTERNATIVES

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

CONDITIONS OF APPROVAL

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

A. General Requirements

1. Approval for application shall be shown on Exhibits A-C
2. Any modifications to the approved plans or changes of use, except those changes relating to the Building Codes, will require approval by the Planning Director or Planning Commission as described in FMC 19.415 Amendments to Decisions.
3. The applicant agrees to comply with all regulations and requirements of the Fairview City Code which are current on this date, except where variance or deviation from such regulation and requirements have been specifically

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approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval.

4. This approval for application 2018-21-DR CUP shall become null and void after two (2) years if construction activities has not commenced.
5. Prior to receiving permits all plans must be approved by the City, applicable fees paid, and permits issued.
6. Any signs on the site, including monument signs for the development and building signs for the commercial uses, must obtain a sign permit and comply with FMC 19.170.
7. At least one of the commercial spaces must be occupied by a use that is not accessory to the primary residential use.

B. Prior to grading/site disturbance

1. Prior to the issuance of any development permit or construction activity on the site, the applicant shall submit a construction management plan for review and approval by the Public Works Department. The plan shall include but is not limited to, a tentative development timeline, any significant impacts (noise/vibrations, street closures, etc.), a construction vehicle parking plan, names of persons who can be contacted to correct problems, hours of construction activity, and any work that may occur within a public right-of-way.
2. The applicant shall obtain a grading and erosion control permit from the Fairview Public Works Department. The City of Fairview permit shall be obtained no more than 30 days before grading is commenced on site.

C. Plan Check Review/Prior to Construction

1. Prior to the issuance of building permits the applicant shall prepare a final Fire Access and Water Supply Plan to be reviewed and approved by Gresham Fire. The Plans shall address all of the Oregon Fire Code standards as stated in the Gresham Fire comments in Exhibit C2.
2. Prior to the issuance of building permits the applicant shall provide the city with a final stormwater management plan and stormwater facility Operations & Maintenance Agreement in compliance with the 2014 Portland Stormwater Management manual.

3. In order to reduce the impact of a taller building to the adjacent residential development, prior to issuance of building permits, the following conditions shall be met as part of the conditional use approval:
 - a. Revise the site plan to provide a 15 ft. building setback from the east property line.
 - b. Revise the east building elevation to add additional facade articulation, breaking up large expanses of flat wall planes through projections and recesses, along with variation in building material and color.
 - c. Revise the landscape plan to add additional trees at regular spacing along the east side of the building to serve as a buffer between taller proposed building and lower abutting residential development. Buffer trees shall reach a mature height of at least 20 feet.
4. Prior to receiving a building permit, site development plans must comply with applicable ADA requirements.
5. Revise the site plan to provide a pedestrian walkway between the building perimeter sidewalk and the trash enclosure.
6. Revise the site plan and reduce the number of compact spaces below the allowed limit of 40%.
7. Prior to receiving a building permit the applicant shall submit a water connection application and pay all applicable fees.
8. Prior to receiving a building permit the development will need to meet fire flow verification standards set by Gresham Fire and Emergency Services.
9. Prior to receiving a building permit, the applicant shall provide sanitary sewer capacity (in gpd) in writing to determine capacity accommodation with the City's existing sanitary sewer system designed capacity.
10. Prior to beginning construction, all construction plans must be approved by the City and Multnomah County, development permit fees paid, and permits issued.

D. Landscaping/Street Trees

1. Prior to final occupancy, all vegetation shall be planted in the quantities, location, and sizes as shown on the Landscape Plan.

2. The property owner shall maintain all landscaped areas in perpetuity upon completion and they shall be kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.
3. The significant vegetation listed in the findings under FMC 19.163.020(D) shall remain on site and be protected during and after construction. Prior to issuance of building permits, the applicant shall submit an arborist report and tree protection plan to ensure the health of these four trees prior to, during and after construction. Based on the tree protection plan, the site plan shall be revised and the location of parking and other improvements moved in order to protect the significant vegetation. Should the arborist report find that any of the following trees are diseased or dying, mitigation shall be proposed for city
4. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, as determined by the required tree protection plan for the four trees to be preserved.
5. Dead, diseased, and/or hazardous vegetation shall only be removed if the applicant provides *“a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal.”*

E. Vehicle/Bike Parking and Pedestrian Access

1. All pedestrian access and circulation including any portion of raised walkway shall comply with ADA requirements.
2. All pathways crossing a parking area or driveway must be clearly marked with contrasting paving material or humped/raised crossings.
3. All parking shall meet city dimensional standards and be striped according to city standards.
4. Five (5) ADA parking spaces shall be marked and signed, per FMC 19.164.030.H.
5. Revise the site plan and relocate the 5 ft. wide pedestrian pathway from Sandy Blvd. to the approximate middle of the street frontage to provide access at 93.5 ft. from each property line. Alternatively, provide a secondary

pedestrian access from Sandy Blvd. to meet the 100 ft. maximum interval requirement.

6. Revise the site plan and relocate the short-term bicycle parking or provide a design that allows a 5 ft. clearance at all times for the pedestrian walkway in front of the primary building entrance. If the short-term bicycle parking is relocated, the new location must comply with all other location requirements described in this chapter.
7. Bicycle parking shall be clearly marked and reserved for bicycle parking only.
8. Maintenance of internal pathways is the continuing obligation of the property owner. All work and future work must comply with the City of Fairview public works construction standards.

F. Prior to Final Occupancy

1. Copies of any applicable CC&R's and Operations and Maintenance Agreements must be recorded and provided to the city.
2. All mail boxes shall be installed in accordance with approved plan from USPS.
3. Public Works shall approve backflow assembly devices to be installed at appropriate service locations.
4. All mechanical equipment and satellite dishes over one meter in size shall be screened from any pedestrian way or public right-of-way.
5. The applicant shall meet all of the Conditions of Approval required by Multnomah County for transportation improvements (see Exhibit C1).
8. The applicant shall meet the street light requirements of mid-county lighting district.
9. Facilities within the Multnomah County right-of-way shall be constructed in accordance with County standards. Facilities constructed on-site shall meet the standards specified in FMC 19.162 Access and Circulation.
10. Per the City of Fairview Standard Details, all public water systems must be located within public rights of way.
11. Existing water laterals that will not be used must be abandoned and capped at the main.

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12. Existing sewer laterals that will not be used must be abandoned and capped at the main. If there is an existing private wastewater disposal system on site it shall be abandoned in accordance with the regulations of the Oregon Department of Environmental Quality.
13. Per the City of Fairview Standard Details, all public sewer systems must be located within public rights of way.
14. Public Works shall approve backflow assembly devices to be installed at appropriate service locations.
15. All onsite external lighting shall be designed and installed to have no off-site glare.

G. Multnomah County Transportation Conditions:

1. Prior to issuance of the Certificate of Occupancy, dedicate 5 feet of right-of-way along the site's Sandy Boulevard frontage to Multnomah County for road purposes.
2. Prior to issuance of the Certificate of Occupancy, dedicate a five-foot slope/utility/drainage/sidewalk/landscaping/traffic control device easement along the site's NE Sandy Boulevard frontage for the benefit of Multnomah County.
3. Prior to issuance of the Certificate of Occupancy, construct half-street improvements to Multnomah County standards along the site's Sandy Blvd and obtain a Construction Permit from Multnomah County for all improvements within the County right of way. Half street improvements include: Grade/rock/pave to commercial depth between existing pavement and new curb; Construct bicycle lanes as required; Furnish street trees as required; Furnish street lighting facilities as required; Construct Multnomah County standard concrete curb and 6-foot wide concrete sidewalk in compliance with ADA specifications; Install underground traffic control devices conduit and related equipment as required; Construct storm drainage facilities as required or provide payment to Multnomah County in-lieu of constructing the improvements.
4. Maintain sight distance at all access points on Sandy serving the property consistent with AASHTO requirements.
5. Any work in the right of way, including the removal of trees, landscaping, encroachments in the right-of-way or any increase in storm-water drainage from the site to the right of way will require review and a permit from Multnomah County.
6. Prior to issuance of the Certificate of Occupancy, acquire driveway permits for the site's access to NE Sandy Blvd.
7. Prior to issuance of the Certificate of Occupancy, a Level of Service (LOS) Analysis for the

intersections of Sandy/Fairview Parkway, the driveways and Sandy Blvd, and 223rd/Sandy Blvd. shall be completed and submitted to the county for review. If impacts are found, the developer shall mitigate impacts.



FAIRVIEW VILLA APARTMENTS

A MIXED USE DEVELOPMENT

Design Review Application

March 20, 2018

PREPARED FOR:
Fairview Villa Apartments
Fairway Properties 1, LLC
20922 N.E. Sandy Blvd.
Fairview, OR 97024

Exhibit A1

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INTRODUCTION TO DEVELOPMENT PROJECT

i. General Information

Applicant (Owner):	Les Bick Fairway Properties 1, LLC 3561 N.E. 215 th Court Fairview, OR 97024 Phone: (503) 328-6282 Email: lesbick@comcast.net
Project Location:	20922 N.E. Sandy Blvd. Fairview, OR 97024
Application Type:	Design Review
Property ID:	R575543
County:	Multnomah County
State ID (Primary):	1N3E288BD 904
Alt Account #:	R649856860
Site Size:	0.78 Acres – 34,063 S.F
Use:	Mixed Use – Residential/Commercial
Zoning:	CC Corridor Commercial
Architect:	Bill Whitney AXIS Design Group Architecture & Engineering, Inc. 52 N.W. 2 nd Street Gresham, OR 97030 Phone: (503) 667-4252 Fax: (503) 546-9276 Email: BillW@axisdesigngroup.com
Civil Engineer:	Tom Sisul Sisul Engineering 375 Portland Avenue Gladstone, OR 97027 Phone: (503) 657-0188 Email: TomSisul@sisulengineering.com
Landscape Architect:	Ms. Gregg S. Everhart ASLA Everhart Landscape Architecture, LLC 4014 S.E. Taylor Street Portland, OR 97214 Phone: (503) 235-1815 Email: gseverhart@gmail.com

Exhibit A1

ii. Summary of Application

This application includes the required City application form, preliminary project plans, required application fee, and all other required information. This application has been prepared pursuant to direction provided at a Pre-Application Conference held with city staff and subsequent correspondence with city staff 1/11/18.

iii. Existing Conditions

0.78 acres at 20922 N.E. Sandy Boulevard. Parcel #R575543. Tax Lot #1N3E28BD00904. Zoned Corridor Commercial.

North: The property fronts along N.E. Sandy Boulevard.

South: This part of the parcel is adjacent to the, 'ALL-STOR Storage - Self Storage' units. (Corridor Commercial Zone)

East: The property is next to the, 'Quail Hollow Mobile Home Park'. (R/MH Zone)

West: the shared-access driveway forms the west side of the property. (Corridor Commercial Zone)

The site is basically flat, with a slight sloping from the S.E. corner toward the N.W. corner.

iv. Proposed Development

To build a four-story mixed use development as permitted by the Corridor Commercial Zoning. The structure will contain 61,104 S.F., consisting of (27) one-bedroom apartments, (18) two-bedroom units, (3) studios, and 500 S.F. of office space. There will be (38) secured parking spaces within the building's first floor, plus (29) spaces outside the building including compact and (2) accessible spaces. Tenant storage units and (48) long-term bicycle spaces will also be provided within and adjacent to the garage parking area. The required parking for the entire project is (64) spaces which is what our plans show. Eight short term bike spaces are provided in front of the building.

There will be two access points from Sandy Blvd. The primary access will be from a driveway on the northeast side of the street frontage. Secondary access will be shared driveway along the west border of the property. This access will be shared, as called for in a recorded deed, with the 'ALL-STOR Storage' facility to the west and south of the property. The ten foot setbacks on the East, South, and West sides of the building will provide space for landscaping and small decks. Additional landscaping, play area for children, benches and picnic area may also be provided for tenants and guests on the roof (second floor) of the commercial/office space.

Planned height of the building will be 45 feet to the roof eave. A Conditional Use Approval is being sought to permit the roof height to be extended higher. Actual roof height will be 51' – 6" per the FDC 19.85.060 standard of measurement. This will result in an appealing residential character with sloped roof. The upper units may have vaulted ceilings. A sloped roof will also help to avoid leaking problems associated with a flat roof.

Required landscaping is 5% of the site (1,703 S.F.). 5,298 S.F. will be provided around the perimeter of the building, at the N.W. corner of the property, and on top of the commercial/office space. The trash/recycling containers will be enclosed per FDC standards and located at the N.W. corner as well. Columnar shaped trees will be planted around the perimeter of the site.

All utilities serve the parcel. The adjacent parcels contain a storm water planter which will be part of the storm water management system for this project. A water quality planter will be integrated into the landscaped area along the Sandy Blvd. frontage. **Site Lighting will be included with a Photometric Plan that will be submitted with the Building Permit application Drawings. We'll need the input of our Lighting Consultant to determine proper fixture selection, location, and lot coverage.**

19.70.020 – Permitted Land Use

Mixed use (apartment/office) is allowed per 4. Commercial (e). Mixed Use as noted in Table 19.70.020.A

19.70.030 – Corridor Commercial Setback Standards

Building setbacks are flexible to allow parking to be located near the entrance of new commercial development.

1. Front setbacks. Minimum allowable front setback is zero feet. There is no maximum front setback. Actual setback is 49' – 10" at the N.E. property corner.
2. Rear setback. Minimum rear setback for all structures shall be zero feet for street-access lots. Actual setback is 10'.
3. Side setback. There is no minimum side setback required, except that buildings shall conform to vision clearance standards in Chapter 19.162 FMC, the landscape and buffering requirements in Chapter 19.163 FMC and applicable fire and building codes. Actual side setback is 10' on the west and 11' on the east.

19.162 FMC is not applicable because building setback from N.E. Sandy Blvd.

19.163.030 requires a minimum of 5% of the site area be landscaped for projects requiring site design approval.

19.163.040 requires street trees for projects requiring site design review.

19.163.050 fences and walls restricts the height of any fences to 6 FT or 4 FT along street frontages.

19.70.040 – Lot Coverage

There are no maximum lot coverage or floor area ratio requirements that would restrict this project.

19.70.050 – Site Layout and Building Orientation

B. Pedestrian Access Standard

1. From adjoining street right of way to building entrances and off street parking.
2. N/A
3. Conformity with requirements of 19.162 Access and Circulation. Use of both existing north driveway at Sandy Blvd. and the west driveway to the shared access provide efficient site circulation good access to both points of entry/exit to covered parking under the building. They also are the preferred circulation system of the Gresham Fire Department.

C. Building Orientation Standard

1. The building main entrance faces Sandy Blvd. and is located to provide proper sight lines for safety and convenience it will be connected to the Sandy frontage with a pedestrian walk. The entry will be covered by a large canopy providing space also for bench and short term bike parking.

Exhibit A1

2. Off street parking is located between the building and the street for maximum visibility, convenience and safety. Residents require the use of their cars as this is not a pedestrian type part of town. The covered enclosed portion of parking is preferred for resident security.

19.70.060 – Building Height

- A. Maximum height shall be no more than 45 feet. A conditional use approval is being applied for permitting up to 55 feet of height.
- B. Method of measurement. Actual height is 51' – 6" per FMC 19.85.060 standard of measurement.
- C. Performance option allows for increase to 55 feet as part of Conditional Use Permit.

19.70.070 – Architectural Guidelines and Standards

1. Pedestrian Oriented Design
 - a. Corner lot – N/A
 - b. Windows – window shapes and sizes will be fairly simple and repetitive for a well integrated appearance. Sliding glass doors at decks will be recessed and all vinyl windows will have 5/4 x 4 wood trim. The common area and commercial tenant space on the ground floor will be large aluminum store front windows.
 - c. Same as (b.) above.
 - d. Roof will be sloped with 4:12 pitch. Eave overhang will be 2' at the building perimeter. The roof over the central common area and commercial tenant space will be flat. A canopy will extend out over the main entrance providing cover for short term bike parking, bench, and a portion of the front walk.
2. Design of Large Scale Buildings – N/A

19.70.080 – Pedestrian and Transit Amenities

- B. Guidelines and Standards
 - 1-3. An extra wide sidewalk (10' – 6" deep) is proposed for the area adjacent to the main entrance. It will be 40' wide and covered by canopy extending 8' out from the face of the building. It will have space for short term bike parking and a bench.
 - 4-5. N/A

19.70.090 – N/A

19.426.030 – Upgrade Existing Development

19.530 – Non Conforming Uses and Development - Existing building(s) on the site will be demolished.

19.162.020 – Vehicular Access and Circulation

Exhibit A1

The existing driveway location is to be retained and improved. We are in the process of securing an access permit from Multnomah County. We are also seeking a determination on frontage public improvements or payment in lieu of. We will be dedicating property per Fairview and Multnomah County direction for future street widening and slope/drainage/sidewalk/landscaping/easement.

19.163 – Landscaping, Significant Vegetation, Street Trees, Fences and Walls

Landscape description: The building is on the south side of the site to provide more space for landscaping along Sandy Blvd., as well as more distance from street noise for residents. Two types of deciduous trees and evergreen conifer surround the parking lot in order to provide shade and wind protection. The new conifers are located in the northeast portion of the site in order to block east winds. A buffer of evergreen shrubs next to parking lot and in storm water planter will screen parking from the road. Various types of evergreen shrubs and deciduous trees are located to west, south and east of building. Each tree or shrub was selected to thrive in the growing conditions which range from nearly full shade on the east to full sun on southern exposure. The trees are columnar and placed to either shade windows or frame views of Mt. Hood.

19.163.010 – Landscape Conservation

All existing vegetation is shown on the Existing Conditions drawing. The largest trees are along north end of east property line. Unfortunately, preserving all the existing trees is impracticable since it prevents reasonable development of the building permitted on the site, including the required parking. Two 36" dbh Douglas firs are located too close to an existing shed that will be demolished to survive. That part of the site is part of the proposed building. An additional 12", 18" and 24" dbh Douglas fir are located so close to the proposed building that their root zones would also be negatively impacted. Another 24" and 36" Douglas fir are located in or right next to required parking. The remaining trees (24" and 12" dbh cedar in r/w and 10" dbh Douglas fir on site) will be removed because they are likely to be destabilized due to removal of neighboring trees and grading and construction of driveway and parking.

19.163.025 – Existing Landscaping

Connecting the new west driveway to the existing driveway to storage facility will require removal of one hornbeam tree on the neighboring property. Most of the existing site is building, concrete slab or gravel. Topsoil for the rest of the site will be stockpiled for reuse in landscaped areas.

19.163.025 (C) (1) Although they do not meet the standard of being 6" or greater dbh trees, there are remnants of an arborvitae hedge parallel to Sandy Blvd. They have matured and are beginning to lose branches and their location will impede vision of and from cars leaving the site for Sandy Blvd., making them hazardous. These are located in the area of future street improvements and will be removed.

19.163.030 – New Landscaping

- C. Landscape Area Standards – The minimum percentage of required landscape for a Corridor Commercial District is 5% of the site. This site of 0.79 acres has 5,721 S.F. of landscaped area (16.8%).
- D. Landscape Materials – The proposed trees, shrubs and groundcovers and their proposed sizes are shown on the Landscape Plan. The *Berberis repens*, *Tsuga mertensiana*, *Myrica californica*, *Fragaria chiloensis* and *Spiraea*

Exhibit A1

douglasii are all native. The rest of the trees and shrubs are species and cultivars chosen to fit space, provide screening and shade, and thrive. No invasive plants are used. The only non-plant “groundcover” are: pavers adjacent to parking spaces and a two foot band of gravel mulch between shrubs and building on east and south sides. Plan sizes meet or exceed the minimum requirements. The *Berberis repens* and *Fragaria chiloensis* will grow as groundcovers and provide more than 80% coverage within three years. The storm water planter will be planted with the *Myrica californica* and *Spiraea douglasii* (as shown) plus 72 *Juncus effusus*/100 sq. ft.

- E. (1a-h) – Landscape Design Standards – This land use does not require setbacks but at least 10’ setback is provided on every side. The west setback will add a columnar cultivar of the tree on neighbor’s property and extend the turf area. The south setback will have two heat tolerant species of trees and shrubs. The trees will eventually shade some of the windows and block views between balconies while the line of evergreen shrubs will screen the neighboring properties chain-link fence. The trees and shrubs on the eastern side will get a limited amount of sunlight between existing wood fences and proposed building but the vegetation will enhance view of building from the existing residences.
- E. (2) – Parking Areas – The landscaped area around the parking exceeds the 5% requirement. Although the building itself will provide substantial shade to the parking lot, the trees next to the building highlight the building entry. More than the one tree per five parking spaces are provided around the parking area. It has no areas with more than twelve contiguous parking spaces. All planting spaces are 4’ or wider.
- F. (3) Buffering and Screening
 - a. Parking/Maneuvering Area Adjacent to Streets and Drives. An evergreen hedge is proposed parallel to the parking area. This is not the more typical location (parallel to the adjacent street) as it allows a more generous landscaped area next to Sandy Blvd. The proposed evergreen shrubs will provide the required 36” in height at maturity and a larger pot size is used in order to ensure required screening within a year after planting.
 - b. Parking/Maneuvering Area Adjacent to Building. There is a raised pathway between the building and adjacent head-in parking. It is wide enough so that overhanging portions of vehicles will not block pathway nor damage the building.
 - c. Screening of Service Areas. There is an enclosed area for trash and recycling in northwest corner of parking lot. Three sides are concrete block with access gate on south. The evergreen shrubs that screen the parking lot extend along north side of this service area.

19.163.040 – Street Trees

No street trees are proposed. They shall be deferred until the construction of curbs and sidewalks. We are proposing that public improvements (street trees, curb and sidewalk) along the Sandy Blvd., frontage be deferred through a payment in lieu of (PILO) arrangement with Multnomah County.

19.163.050 – Fences and Walls

Existing fences on neighboring properties to east and west will be preserved but screened with hedges of evergreen shrubs. Existing conditions plans show fences to east and north sides of site that will be removed. No new fencing is proposed.

19.164 – Automotive and Bike Parking

Exhibit A1

Minimum parking

(27) one-bedroom apartments	27 x 1.25 =	33.75
(18) two-bedroom apartments	18 x 1.5 =	27
(3) studios	3 x 1 =	3
		<hr/>
		63.75 stalls

Commercial Tenant Space

1,000 S.F. @ 2.7 space/1000 S.F.	.1 x 2.7 =	2.7
----------------------------------	------------	-----

Total Parking Required	66.4 =	67
Parking Provided		67

On street parking/shared – N/A

Max. parking – N/A

Stall dimensions – Standard (9' x 19') – 40 spaces provided | Compact (7.5' x 15') – 27 spaces provided

Bike Parking

Short Term	1 space/10 parking space =	7
	1 space/10 parking space =	1
	Total provided	<hr/>
		8

Long Term	Multi Family –	
	1 space/dwelling unit	48
	Commercial –	
	1 space/employee	8 Max.
	Total Required. & Provided	56

19.165.025 – Transportation Improvements

The adjacent street to the site is Sandy Blvd., a Multnomah County road right-of-way. The County has previously been paid a fee in lieu of (PILO) for frontage improvements. If it doesn't cover the cost of required improvements for this site it will need additional funding. All known right-of-way dedications and appropriate easements have been previously met with a previous land use request through the City of Fairview (04-78-MP).

A traffic study has been completed by Lancaster Engineering which identifies anticipated trip generation volume. A driveway permit for site access will be applied for prior to the Planning Commission Hearing.

Street Lights were reviewed with Chet Hagen of The Mid County Lighting District. He said that there are two existing street lights along the Sandy Blvd. frontage which should be adequate to serve this proposed new development.

19.165.030 – N/A

19.165.040 – Sanitary Sewer and Water Service Improvements

Sanitary sewer and water service has been extended previously to the subject parcel, via the improvements tied to City File #04-78-MP.

19.165.050 – Storm Drainage

No upstream drainage flows through the subject parcel. Provisions for storm water disposal were provided for with the development of the self storage facility adjacent to the proposed site. Storm water quality facilities will be developed on the subject site to meet City of Fairview standards. A PAC Report by Sisul Engineering is part of our Land Use Review Application.

19.165.060 – Utilities

All utilities will be installed underground to serve the subject site's development.

19.165.070 – Easements

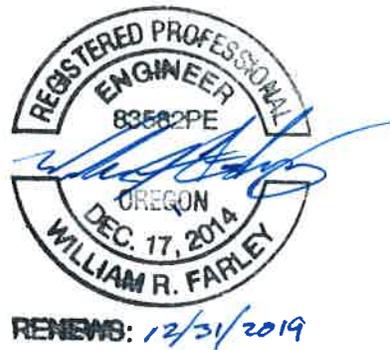
Necessary easements are identified on the Proposed Site Plan. **There are no exiting or proposed covenants on the property.**

19.170 – Sign Regulations

19.170.040 – Design Standards-

The building will have signage directing visitors and residents to the enclosed parking on the first level and to the central main entry and elevator. There will also be signage located on the front face of the canopy for the commercial tenant(s).

There will be a monument sign located at the Sandy Boulevard entrance or along the Sandy Blvd. frontage identifying the Building and probably commercial tenants. The monument sign will be located and sized to meet city standards.



**LANCASTER
ENGINEERING**

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Portland, OR 97204
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Technical Memorandum

To: Timothy Brunner
Axis Design Group | Architecture & Engineering, Inc.

From: Daniel Stumpf, EI
William Farley, PE

Date: March 8, 2018

Subject: Fairview Mixed-Use Development – Trip Generation & Distribution Study

Introduction

This memorandum reports and evaluates the transportation impacts related to proposed Fairview Mixed-Use Development, located at 20922 NE Sandy Boulevard in Fairview, Oregon. The proposed development will include the construction of a four-story building, with the top three floors consisting of 48 residential units and the bottom floor consisting of 976 square-feet of commercial office space.

The purpose of this memorandum is to examine the projected trip generation of the proposed development to determine the site impacts to the nearby transportation system. Projected trip generation of the site will be compared between existing and proposed site conditions during the morning peak hour, evening peak hour, and average weekday.

Location Description

Project Site Description

The project site fronts NE Sandy Boulevard and is located north of Interstate 84 (I-84) and east of Fairview Parkway. The site includes a single tax lot, lot 904, which encompasses an approximate total of 0.78 acres. The site is currently developed with a single-family detached house which will be removed upon redevelopment of the site.

Access to the site will be provided via the existing ALL-STOR Storage Condominiums driveway, located along the west side of the subject site, as well as the existing single-family house's access along US-30B.

Vicinity Roadways

NE Sandy Boulevard is classified by the City of Fairview as a Minor Arterial east and a Major Arterial west of Fairview Parkway. The roadway has a varying cross-section of two to five travel lanes and has a posted speed



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of 40 mph. Bicycle lanes are generally provided along both sides of the roadway while curbs and sidewalks are intermittently provided.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)



Site Trips

Trip Generation

The proposed Fairview Mixed-Use Development includes the construction of a four-story building consisting of 48 residential dwelling units and 976 square-feet of commercial office space, which will replace an existing single-family house. To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Data from land-use codes 210, *Single-Family Detached Housing*, 221, *Multifamily Housing (Mid-Rise)*, and 710, *General Office Building*, was used to estimate the existing and proposed development's trip generation based on the number of residential dwelling units and the square-footage of office gross floor area.

The trip generation calculations show that the proposed development is projected to generate an additional 17 morning peak hour, 21 evening peak hour, and 262 average weekday site trips. The trip generation estimates are summarized in Table 1. Detailed trip generation calculations are included as an attachment to this study.

Table 1 – Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Existing Development									
Single-Family House	210	1 unit	0	1	1	1	0	1	10
Proposed Development									
Multifamily Housing	221	48 units	4	13	17	13	8	21	262
General Office	710	976 sq.ft.	1	0	1	0	1	1	10
Total			5	13	18	13	9	22	272
Net New Trips			5	12	17	12	9	21	262

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.



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Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on the locations of likely trip destinations and locations of major transportation facilities within the site vicinity. The following trip distribution was estimated and used for analysis:

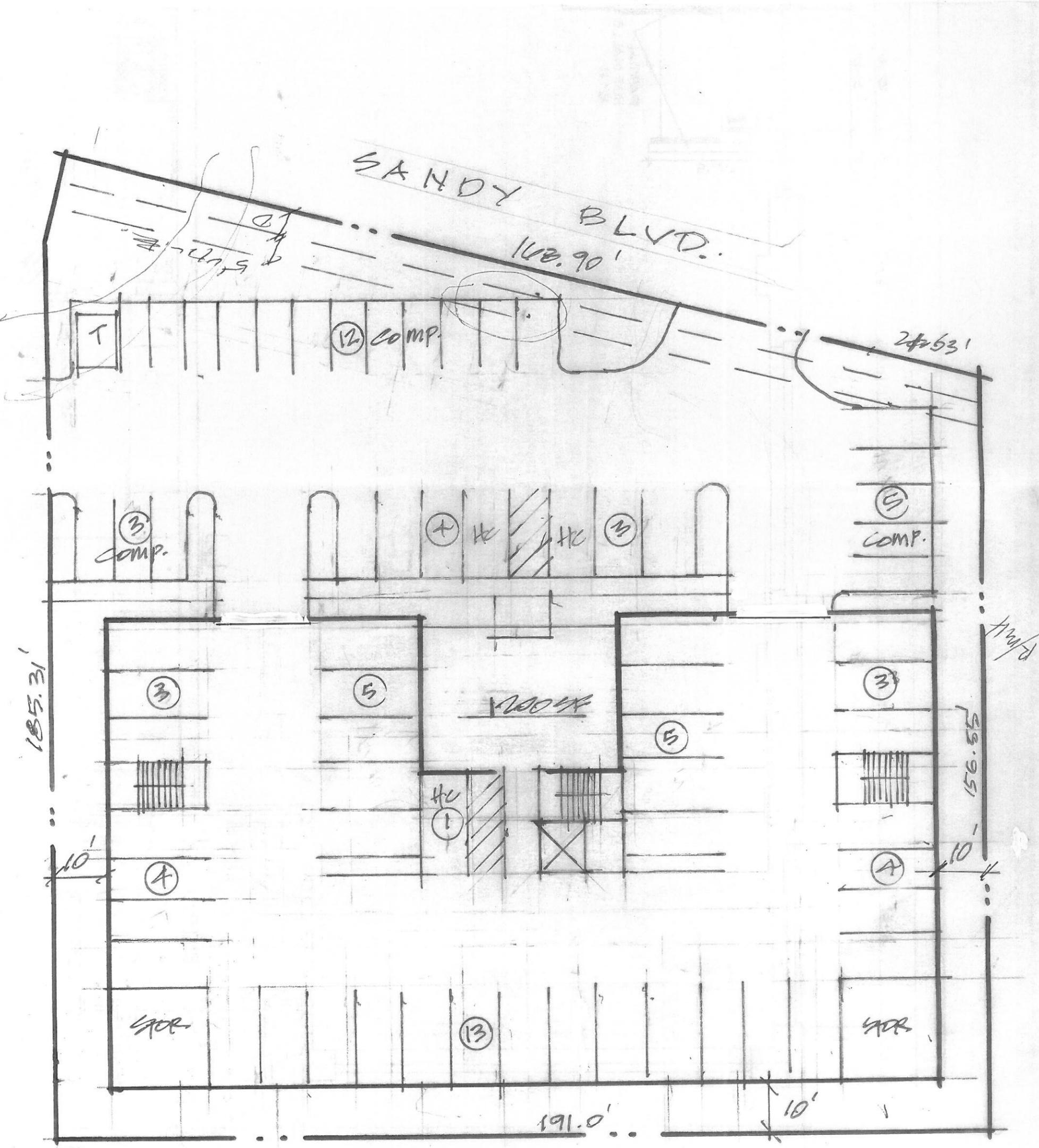
- Approximately 80 percent of site trips will travel to/from the west along NE Sandy Boulevard; and
- Approximately 20 percent of site trips will travel to/from the east along NE Sandy Boulevard.

Based on this distribution it is projected that 14 morning peak hour and 17 evening peak hour trips will travel to/from the west along NE Sandy Boulevard while 3 morning peak hour and 4 evening peak hour trips will travel to/from the east. Accordingly, the proposed development is projected to have minimal to minor transportation impacts on nearby intersections within the site vicinity.

Conclusions

Based on the projected trip generation of the site, the impacts of the proposed Fairview Mixed-Use Development to the existing transportation system are expected to be minimal. Furthermore, the new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities.

If you have any questions regarding this technical memorandum, please don't hesitate to contact us.



PARKING
 INSIDE = 38 SP
 OUTSIDE = 27
 65 SP.

APARTMENTS
 ONE BEDRM 30 x 1.25 = 37.5
 TWO BEDRM 18 x 1.5 = 27
 65 SP.



TRIP GENERATION CALCULATIONS
Existing Development

Land Use: Single-Family Detached Housing
Land Use Code: 210
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 1

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	0	1	1

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	1	0	1

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10



TRIP GENERATION CALCULATIONS
Proposed Development

Land Use: Multifamily Housing (Mid-Rise)
Land Use Code: 221
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 48

AM PEAK HOUR

Trip Rate: 0.36

	Enter	Exit	Total
Directional Distribution	26%	74%	
Trip Ends	4	13	17

PM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	13	8	21

WEEKDAY

Trip Rate: 5.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	131	131	262

SATURDAY

Trip Rate: 4.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	118	118	236



TRIP GENERATION CALCULATIONS
Proposed Development

Land Use: General Office Building
Land Use Code: 710
Setting/Location: General Urban/Suburban
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 1.0

AM PEAK HOUR

Trip Rate: 1.16

	Enter	Exit	Total
Directional Distribution	86%	14%	
Trip Ends	1	0	1

PM PEAK HOUR

Trip Rate: 1.15

	Enter	Exit	Total
Directional Distribution	16%	84%	
Trip Ends	0	1	1

WEEKDAY

Trip Rate: 9.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

SATURDAY

Trip Rate: 2.21

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1	1	2

PAC Report

Project Name 20922 NE Sandy Blvd	Permit No. N/A	Created 3/2/18 10:26 AM
Project Address 20922 NE Sandy Blvd Fairview, OR 97024	Designer Jordan Marlia	Last Modified 3/2/18 10:34 AM
	Company Sisul Engineering.	Report Generated 3/2/18 10:34 AM

Project Summary

Commercial building

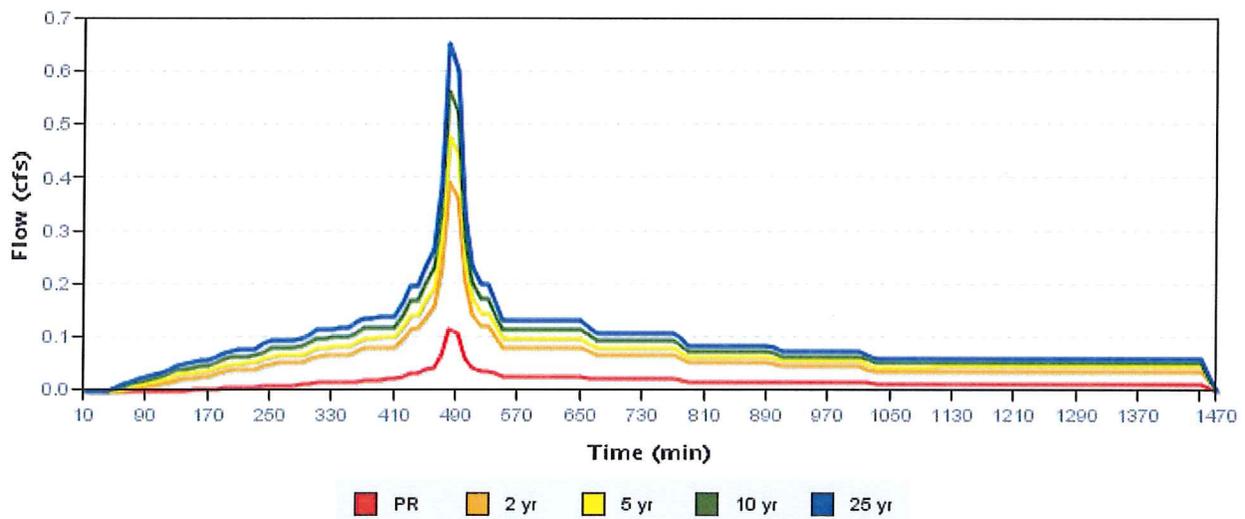
Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
BASIN1	27786	2.00	3	Planter (Flat)	D	300	1.1%	Pass	Not Used

PRELIMINARY

Catchment BASIN1

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	Open Pit Falling Head
	Native Soil Infiltration Rate (I_{test})	2.00
Correction Factor	CF_{test}	2
Design Infiltration Rates	Native Soil (I_{dsgn})	1.00 in/hr
	Imported Growing Medium	2.00 in/hr
Catchment Information	Hierarchy Category	3
	Disposal Point	A
	Hierarchy Description	Off-site flow to drainageway, river, or storm-only pipe system
	Pollution Reduction Requirement	Pass
	10-year Storm Requirement	N/A
	Flow Control Requirement	N/A
	Impervious Area	27786 sq ft 0.638 acre
	Time of Concentration (T_c)	5
	Pre-Development Curve Number (CN_{pre})	74
Post-Development Curve Number (CN_{post})	98	

SBUH Results



	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0.001	10.306	0.115	1451.897

Exhibit A3

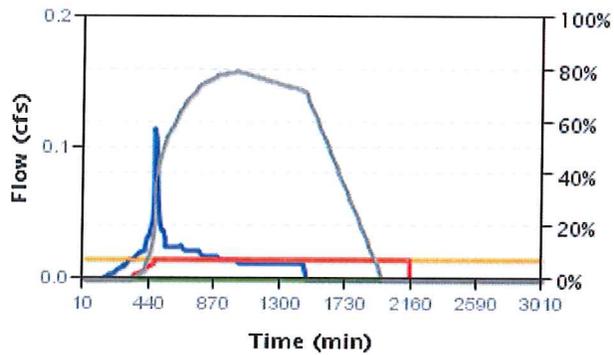
2 yr	0.051	1280.134	0.392	5027.762
5 yr	0.101	1957.603	0.479	6179.371
10 yr	0.157	2712.402	0.566	7332.704
25 yr	0.219	3527.247	0.652	8487.123

Facility BASIN1

Facility Details	Facility Type	Planter (Flat)
	Facility Configuration	D: Lined Facility with RS and Ud
	Facility Shape	Planter
	Above Grade Storage Data	
	Bottom Area	300 sq ft
	Bottom Width	10.00 ft
	Storage Depth 1	24.0 in 
	Growing Medium Depth	18 in
	Surface Capacity at Depth 1	600.0 cu ft
	Design Infiltration Rate for Native Soil	0.000 in/hr
	Infiltration Capacity	0.014 cfs
Facility Facts	Total Facility Area Including Freeboard	300.00 sq ft
	Sizing Ratio	1.1%
Pollution Reduction Results	Pollution Reduction Score	Pass
	Overflow Volume	1449.852 cf
	Surface Capacity Used	79%
Flow Control Results	Flow Control Score	Not Used
	Overflow Volume	7363.760 cf
	Surface Capacity Used	100%

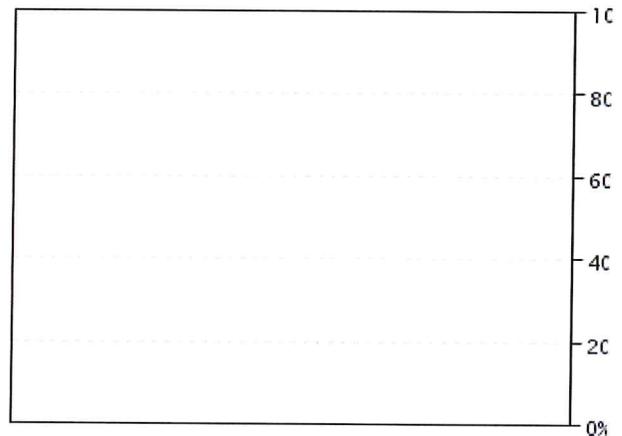
 Indicates value is outside of recommended range

Pollution Reduction Event Surface Facility Modeling

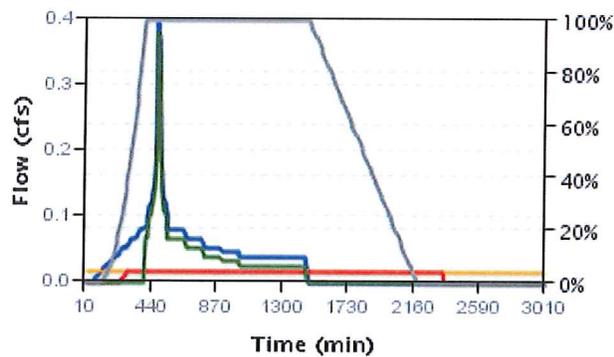


- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

Pollution Reduction Event Below Grade Modeling

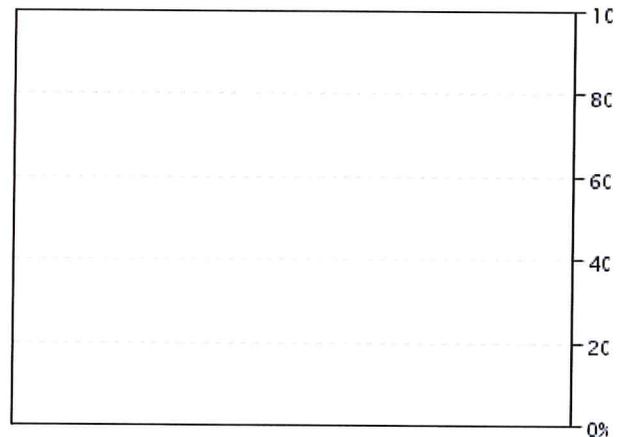


2 Year Event Surface Facility Modeling

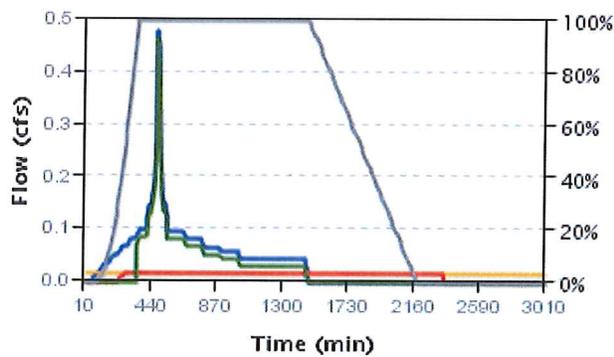


- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

2 Year Event Below Grade Modeling



5 Year Event Surface Facility Modeling



- Inflow from rain
- Total flow to below grade storage
- Percent surface capacity
- Infiltration capacity
- Flow bypassing growing medium

5 Year Event Below Grade Modeling

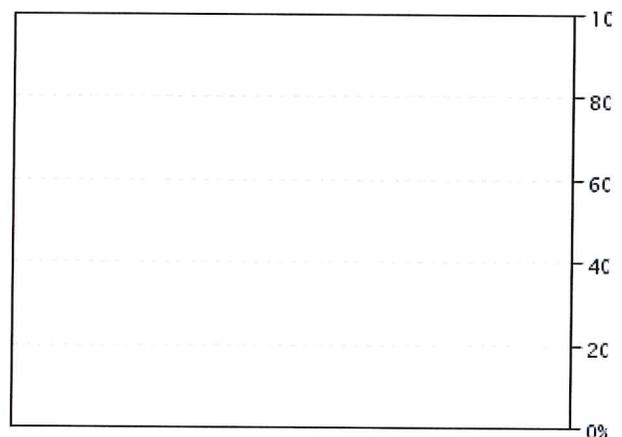
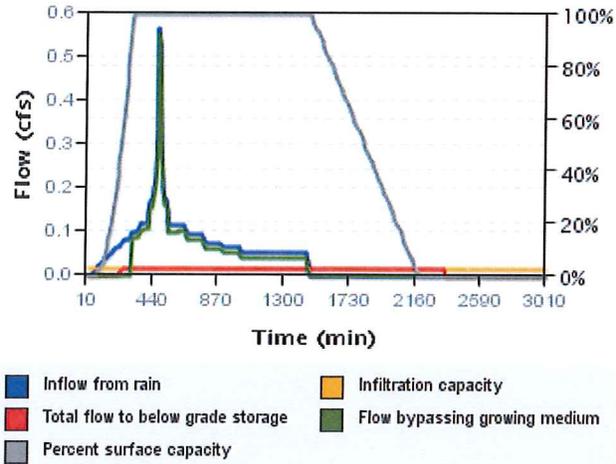
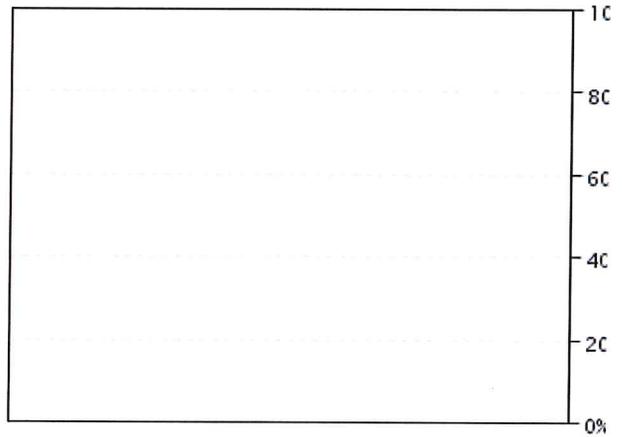


Exhibit A3

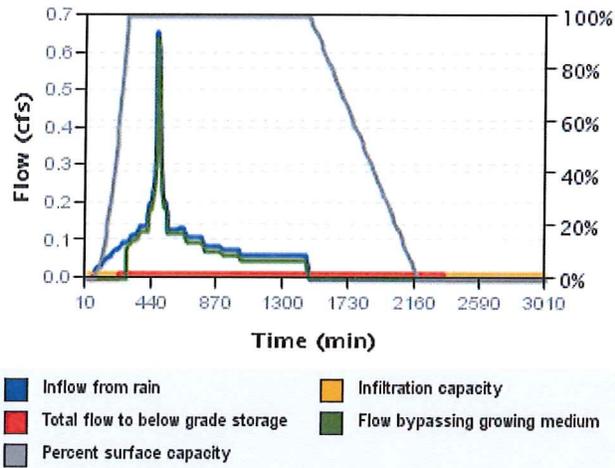
10 Year Event Surface Facility Modeling



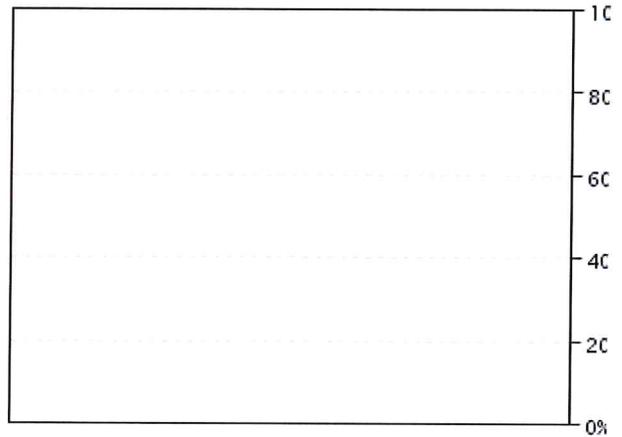
10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling



25 Year Event Below Grade Modeling



FAIRVIEW VILLA APARTMENTS

A MIXED USE BUILDING

20922 NE SANDY BOULEVARD FAIRVIEW, OR.

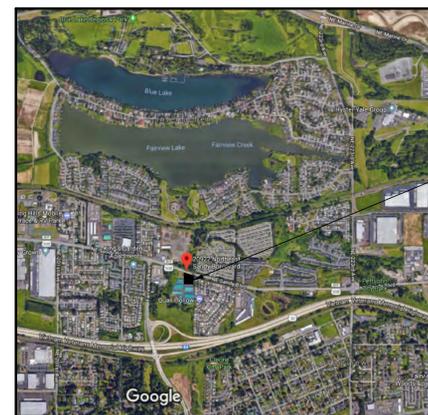
DESIGN REVIEW

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NORTH ELEVATION

FAIRVIEW VILLA APARTMENTS
 20922 NE SANDY BLVD.
 FAIRVIEW, OR. 97024



PROJECT LOCATION



PROJECT DESCRIPTION

A FOUR-STORY, 61,104 SQUARE FOOT MIXED USE DEVELOPMENT CONTAINING (27) ONE BEDROOM APARTMENTS, (18) TWO BEDROOM APARTMENTS, (3) STUDIOS AND 1,000 SQUARE FEET OF OFFICE SPACE. AN ENCLOSED GROUND FLOOR PARKING GARAGE PROVIDES (38) SECURED VEHICLE PARKING SPACES AS WELL AS LONG-TERM BICYCLE STORAGE AND TENANT STORAGE. A LANDSCAPED PARKING AREA IN THE FRONT OF THE BUILDING PROVIDES (28) VEHICLE PARKING SPACES, A TRASH ENCLOSURE, AN ACCESSIBLE PEDESTRIAN ROUTE AND SHORT-TERM BICYCLE PARKING NEAR THE BUILDING ENTRANCE.

SITE INFORMATION

ADDRESSES: 20922 NE SANDY BLVD. FAIRVIEW, OR 97024
 PROPERTY ID: R575543
 COUNTY: MULTNOMAH
 JURISDICTION: CITY OF FAIRVIEW
 FIRE DISTRICT: GRESHAM FIRE
 ZONING: CORRIDOR COMMERCIAL
 PROPOSED USE: MIXED-USE
 PROPOSED OCCUPANCY CLASSIFICATION: R-3 / S-2 w/ Fire Sprinklers
 SITE AREA: 34,063 SF (0.78 ACRES)
 PROPOSED BUILDING AREA: 61,104 SF
 PROPOSED BUILDING HEIGHT: 4 STORIES / 51'-6" w/ Conditional Use

APPLICANT:

FAIRWAY PROPERTIES, 1 LLC
 3561 NE 215TH COURT
 FAIRVIEW, OR 97024
 (503) 328-6282
 lesbick@comcast.net

PREPARED BY:

LES BICK
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 (503) 328-6282
 lesbick@comcast.net
 AND
 BILL WHITNEY
 WHITNEY-AXIS DESIGN GROUP
 (503) 667-4252
 billw@axisdesigngroup.com

PROJECT TEAM

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 52 NW 2ND ST.
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 EMAIL: billw@axisdesigngroup.com
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 CONTACT: LES BICK
 EMAIL: lesbick@comcast.net
 CIVIL: SISUL ENGINEERS
 375 PORTLAND AVE.
 GLADSTONE, OR. 97027
 TEL: (503) 657-0188
 CONTACT: TOM SISUL
 EMAIL: tomsisul@sisulengineering.com
 LANDSCAPE: EVERHART LANDSCAPE ARCHITECTURE, LCC
 4014 SE TAYLOR,
 PORTLAND, OR 97214
 TEL: (503) 235-1815
 CONTACT: GREGG S. EVERHART, ASLA
 EMAIL: gseverhart@gmail.com
 SURVEYOR: W.B. WELLS & ASSOCIATES, INC., ENGINEERS, SURVEYORS, PLANNERS
 6130 NE 78TH COURT SUITE C11
 PORTLAND, OR 97218
 TEL: (503) 284-5896
 FAX: (503) 284-8530
 CONTACT: BRETT BEDORE

SHEET INDEX		ISSUE LOG	
SHEET NUMBER	SHEET TITLE	DESIGN REVIEW (3.22.18)	
GENERAL			
G-000	COVER SHEET		
CIVIL			
1	EXISTING CONDITIONS PLAN		
2	UTILITY PLAN		
3	GRADING PLAN		
LANDSCAPE			
L-100	PROPOSED LANDSCAPE PLAN		
ARCHITECTURAL			
A-100	SITE ANALYSIS MAP		
A-101	FIRE DEPARTMENT ACCESS PLAN		
A-102	PROPOSED SITE PLAN		
A-121	TYPICAL UPPER FLOOR PLAN		
A-221	EXTERIOR ELEVATIONS		
A-222	COLOR BUILDING ELEVATION		

REVISIONS		
No.	Description	Date

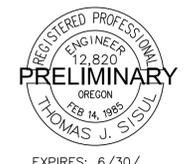
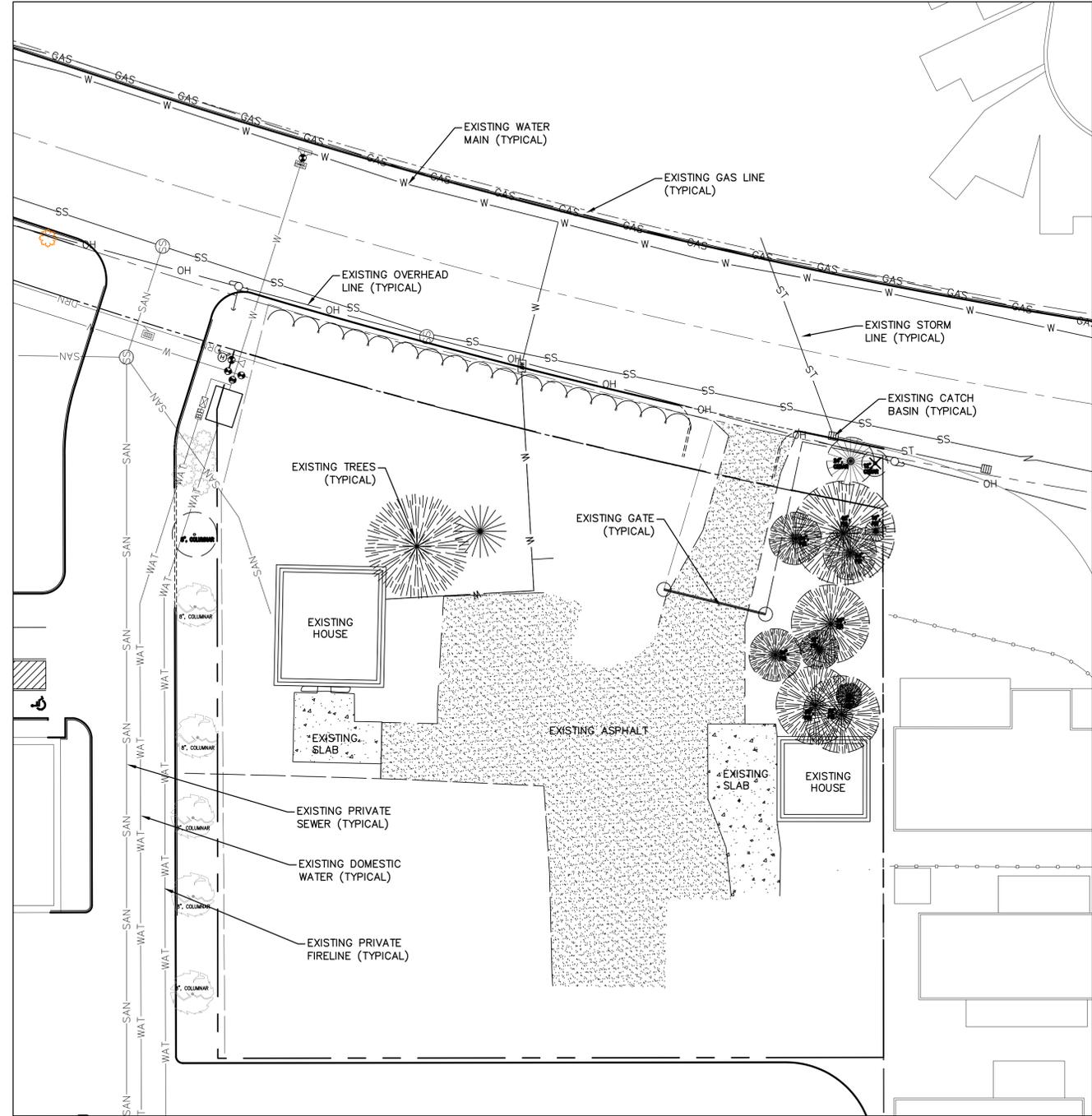
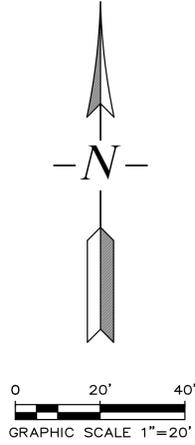
DRAWN BY: EU
 CHECKED BY: BW
 JOB NO: 18-001

DATE: 03/22/2018
 ISSUED FOR: DESIGN REVIEW

SHEET TITLE
 COVER SHEET

SHEET NO.

G-000



EXPIRES: 6/30/

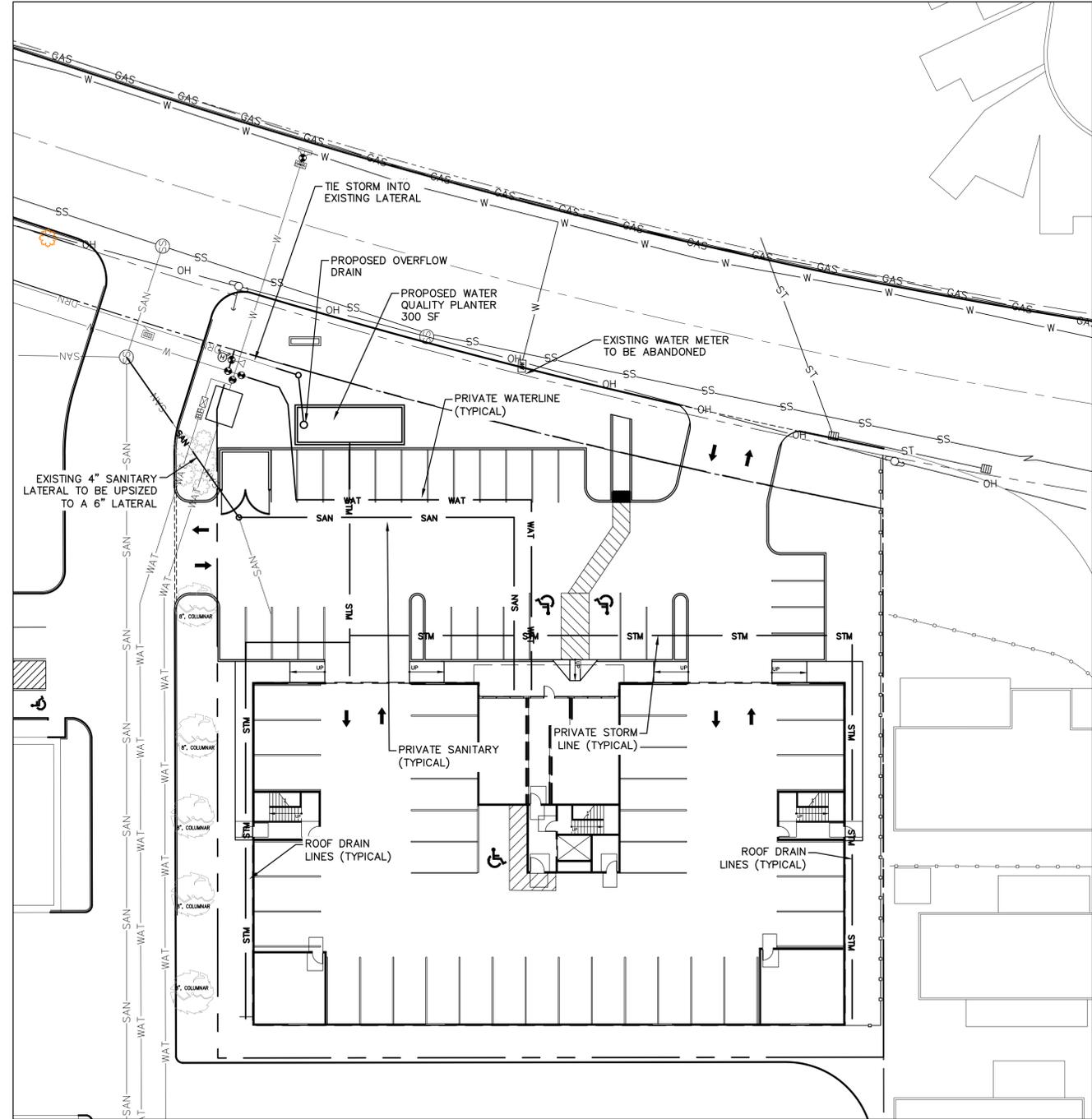
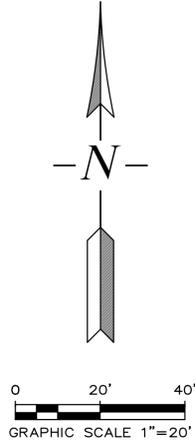
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FAIRVIEW VILLA APARTMENTS
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Existing Conditions Plan

SISUL ENGINEERING
 376 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188
DRAWING

DATE	MAR. 2018
SCALE	1"=20'
DRAWN	JVM
JOB	SG18-026
SHEET	1
OF 3 SHEETS	



EXPIRES: 6/30/

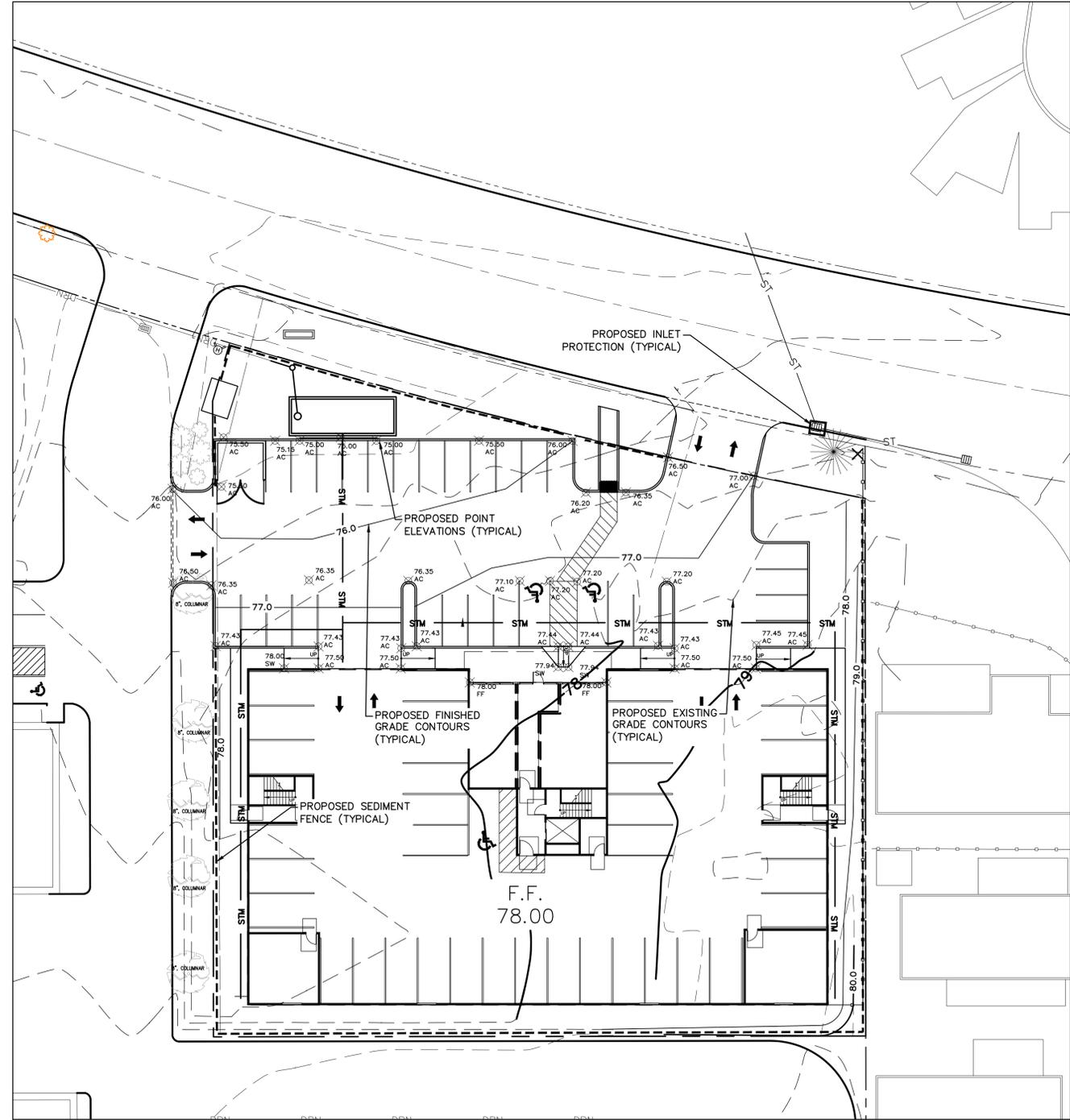
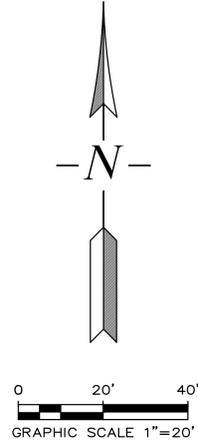
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Utility Plan

SISUL ENGINEERING
376 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188
DRAWING

DATE	MAR. 2018
SCALE	1"=20'
DRAWN	JVM
JOB	SGL18-026
SHEET	2
OF 3 SHEETS	



EXPIRES: 6/30/

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FAIRVIEW VILLA APARTMENTS
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Grading Plan

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 GLADSTONE, OREGON 97027
 (503) 657-0188
DRAWING

DATE	MAR. 2018
SCALE	1"=20'
DRAWN	JVM
JOB	SGL18-026
SHEET	3
OF 3 SHEETS	

SHEET NOTES:

1. TOPSOIL TO BE STOCKPILED AND REUSED AFTER CONSTRUCTION. IT WILL BE AMENDED AS NEEDED WITH COMPOSTED YARD DEBRIS AND ALL BARE GROUND MULCHED WITH COARSE WOOD BARK.
2. MOST SPECIES ARE DROUGHT TOLERANT ONCE ESTABLISHED. TEMPORARY DRIP SYSTEMS WILL BE USED AS NEEDED. THE TURF TO WEST OF BUILDING AND ALL LANDSCAPING NORTH OF THE PARKING AREA WILL HAVE A PERMANENT IRRIGATION SYSTEM.

REGISTERED
309
Gregg S. Everhart
OREGON
10/18/1993
LANDSCAPE ARCHITECT

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ARCHITECTURE & ENGINEERING, INC.
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T: 503.284.0988 | F: 503.546.9276

EVERHART
LANDSCAPE ARCHITECTURE, LLC
4014 SE Taylor Street
Portland, OR 97214
503-235-1815.

FAIRVIEW VILLA APARTMENTS
20922 NE SANDY BLVD.
FAIRVIEW, OR. 97024

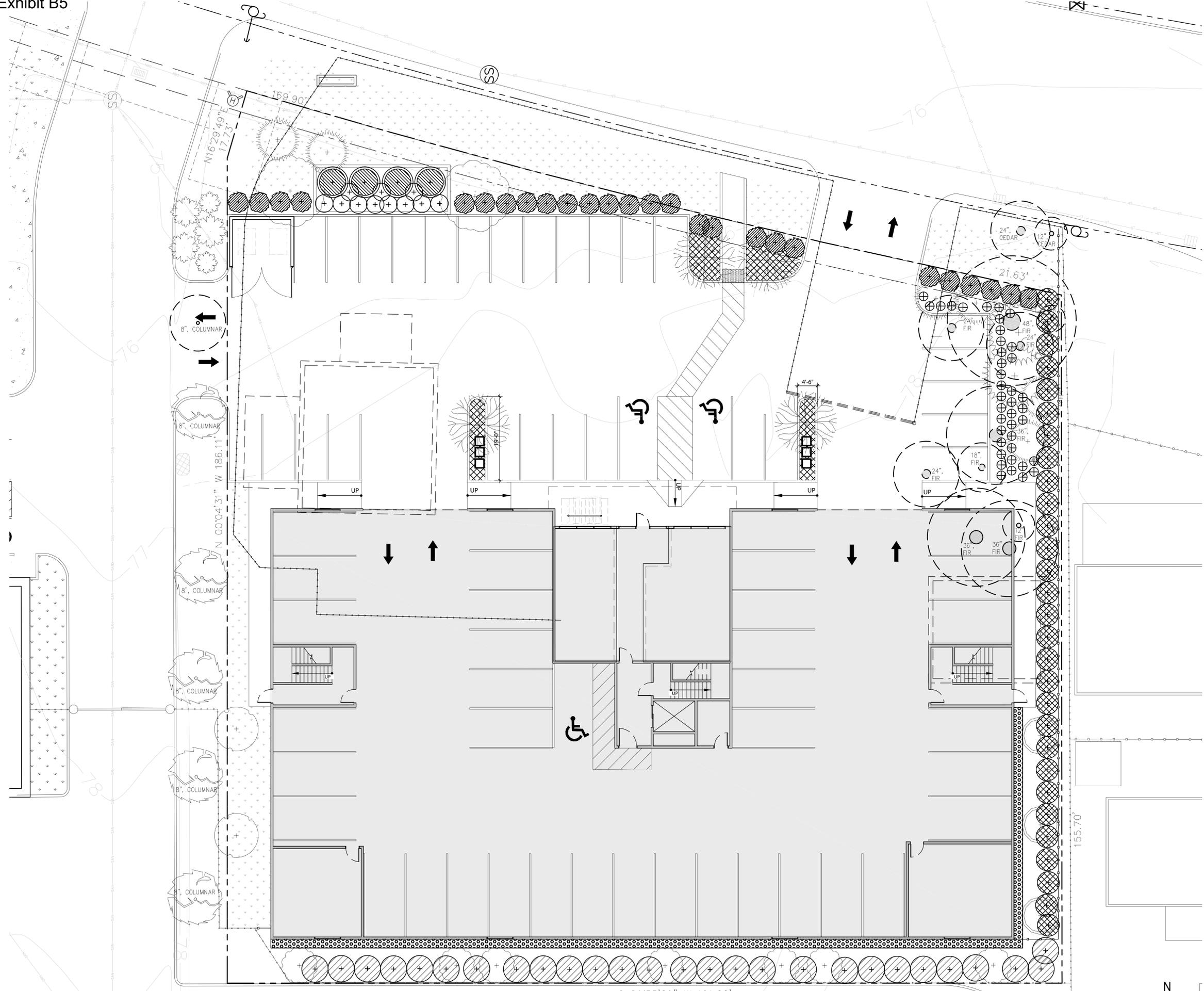
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No.	Description	Date

DRAWN BY: GSE
CHECKED BY: EU
JOB NO: 18-001
DATE: 03/20/2018
ISSUED FOR: DESIGN REVIEW
SHEET TITLE
PROP LANDSCAPE PLAN
SHEET NO.

L-100

S:\Projects\2018 Projects\18-001 - Fairview_Apartments\E_Correspondence\E1_DesignTeam\Landscapes\From\2018-03-20 Updated Landscape Plan\Base Site Plan (3)\L-100 - 18-001 - Proposed Landscape Plan.dwg © Plot Date: Mar 21 18 © Time: 9:37 AM



PLANT SCHEDULE

	Carpinus betulus 'Frans Fontaine' Frans Fontaine Hornbeam	1.5" dbh
	Quercus palustris 'Pringreen' Green Pillar Oak	1.5" dbh
	Malus adirondack Adirondack Crabapple	1.5" dbh
	Zelkova serrata 'Village Green' Village Green Zelkova	1.5" dbh
	Tsuga mertensiana Mountain Hemlock	1.5" dbh
	Quercus frainetto 'Schmidt' Forest Green Oak	1.5" dbh
	Pseudotsuga menziesii Douglas fir	1.5" dbh
	Berberis darwinii Darwin's Barberry	1 gal.
	Ilex cornuta 'Burfordi Nana' Burford Dwarf Holly	2 gal.
	Berberis repens Creeping Oregon Grape	1 gal.
	Myrica californica Pacific Wax Myrtle	2 gal.
	Spiraea douglasii Douglas' Spiraea	1 gal.
	Fragaria chiloensis Western strawberry	
	Turf / Ecolawn (next to Sandy Blvd)	
	Gravel mulch	

1 PROPOSED LANDSCAPE PLAN
SCALE: 1"=10'-0"

SHEET NOTES

1. THE NEW MIXED-USE BUILDING IS TO HAVE FULL AUTOMATIC FIRE SPRINKLER AND FIRE ALARM SYSTEM COVERAGE.
2. EMERGENCY RESPONDER RADIO COVERAGE IS REQUIRED PER OFC 510.1.1.

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FAIRVIEW VILLA APARTMENTS

20922 NE SANDY BLVD.
 FAIRVIEW, OR. 97024

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JOB NO: 18-001

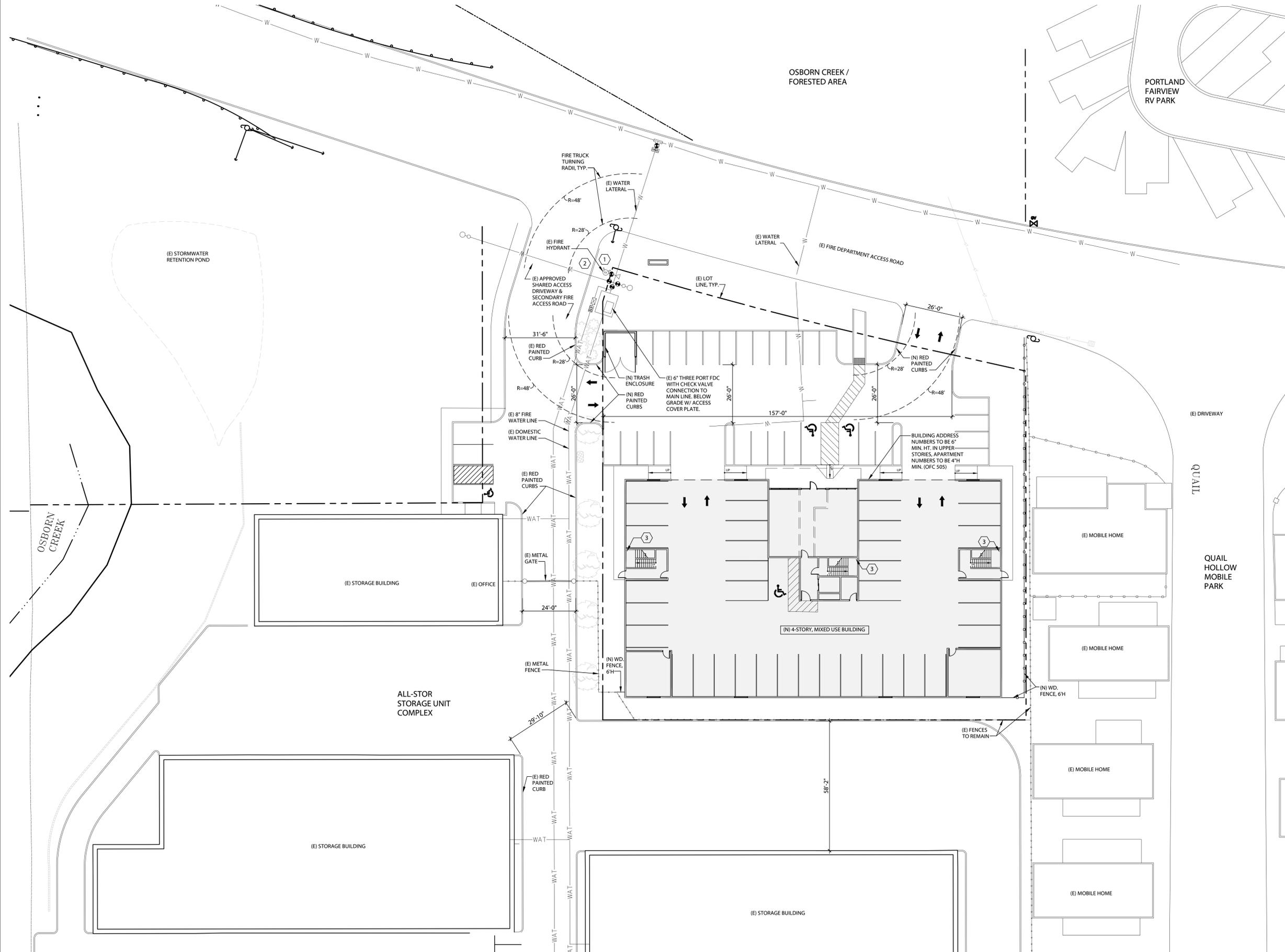
DATE: 03/22/2018

ISSUED FOR: DESIGN REVIEW

SHEET TITLE

FIRE DEPARTMENT
 ACCESS PLAN

SHEET NO.



NOTES

- 1 (E) FIRE HYDRANT TO BE MODIFIED AS NECESSARY TO PROVIDE A 5-INCH STORZ ADAPTER WITH NATIONAL STANDARD THREADS INSTALLED ON THE 4-1/2-INCH FIRE HYDRANT OUTLET. THE ADAPTER SHALL BE CONSTRUCTED OF HIGH STRENGTH ALUMINUM ALLOW, HAVE A TEFLON COATING ON THE SEAT AND THREADS, AND USE A RUBBER GASKET AND (2) SET SCREWS TO SECURE IT IN PLACE. THE ADAPTER SHALL BE PROVIDED WITH AN ALUMINUM ALLOY PRESSURE CAP. THE CAP SHALL BE ATTACHED TO THE HYDRANT BARREL OR STORZ ADAPTER WITH A CABLE TO PREVENT THEFT OF CAP. ADAPTER SHALL BE HARRINGTON HPH450-45NHWCAP OR EQUAL APPROVED BY GRESHAM FIRE.
- 2 AT (E) FIRE HYDRANT, BLUE REFLECTIVE MARKERS TO BE INSTALLED ADJACENT AND TO THE SIDE OF CENTERLINE OF ACCESS ROADWAY.
- 3 PROVIDE (N) CLASS III STANDPIPE WITH HOSE CONNECTIONS PER NFPA 15 AND OFC 905.6.



1 FIRE DEPARTMENT ACCESS PLAN
 SCALE: 1" = 20'-0"

S:\Projects\2018 Projects\18-001_Fairview_Apartments\F2_Current\CAD\A-101 - 18-001 - Fire Dept Access Plan.dwg © Plot Date: Mar 16 18 © Time: 5:51 PM

SHEET NOTES:

- SEE LANDSCAPE PLAN FOR PLANT LOCATIONS, SIZES AND SPECIES, SOIL AND IRRIGATION SPECIFICATIONS.
- SEE CIVIL DRAWINGS FOR GRADING, UTILITY CONNECTIONS AND SEDIMENT FENCE LOCATIONS.

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FAIRVIEW VILLA APARTMENTS
 20922 NE SANDY BLVD.
 FAIRVIEW, OR. 97024

SITE STATISTICS

TOTAL SITE AREA:	34,063 SF (100 %)
TOTAL BLDG. AREA (FOOTPRINT):	16,500 SF (48.4%)
LANDSCAPE AREA: 5% REQ'D IN COMMERCIAL CORRIDOR:	1,703 SF
TOTAL AREA PROVIDED:	5,606 SF (16.5%)
TOTAL EXTERIOR PARKING AREA:	9,452 SF (27.7%)
PARKING LANDSCAPING: 5% OF PARKING AREA REQ'D:	467 SF
PROVIDED:	2732 SF (28.9%)
PARKING LOT TREES: 1 TREE PER 5 PARKING SPACES REQ'D:	6
PROVIDED:	14
TOTAL IMPERVIOUS AREA:	27,952 SF (82.1%)

PARKING REQUIREMENTS & COUNTS

REQ'D. PARKING FOR MULTI-FAMILY: (27) 1-BDRM UNITS * (1.25) SPACES EA. =	34
(18) 2-BDRM UNITS * (1.5) SPACES EA. =	27
(3) STUDIOS * (1) SPACES EA. =	3
TOTAL:	64

REQ'D. PARKING FOR GENERAL OFFICE:
 1015 SF OFFICE SPACE: (2.7) SPACES PER
 1000 SF GROSS LEASABLE AREA = 3

TOTAL PARKING SPACES REQUIRED:	67
PARKING PROVIDED: EXTERIOR PARKING SPACES: (INCLUDES 2 ADA SP)	29
GARAGE PARKING SPACES: (INCLUDES 1 ADA SP)	38
COMPACT SPACES = 27 (40% of 67)	
TOTAL PARKING SPACES PROVIDED:	67

BICYCLE PARKING:

SHORT-TERM: MULTI-FAMILY: (1) SPACE PER (10) CAR SPACES =	7
OFFICE: (1) SPACE PER (10) VEHICLE SPACES =	1
TOTAL REQ'D:	8
TOTAL PROVIDED:	8

LONG TERM:

MULTI-FAMILY: (1) SPACE PER DWELLING UNIT =	48
OFFICE: (1) SPACE PER EMPLOYEE =	8 MAX.
TOTAL REQ'D:	56
TOTAL PROVIDED:	56

REVISIONS

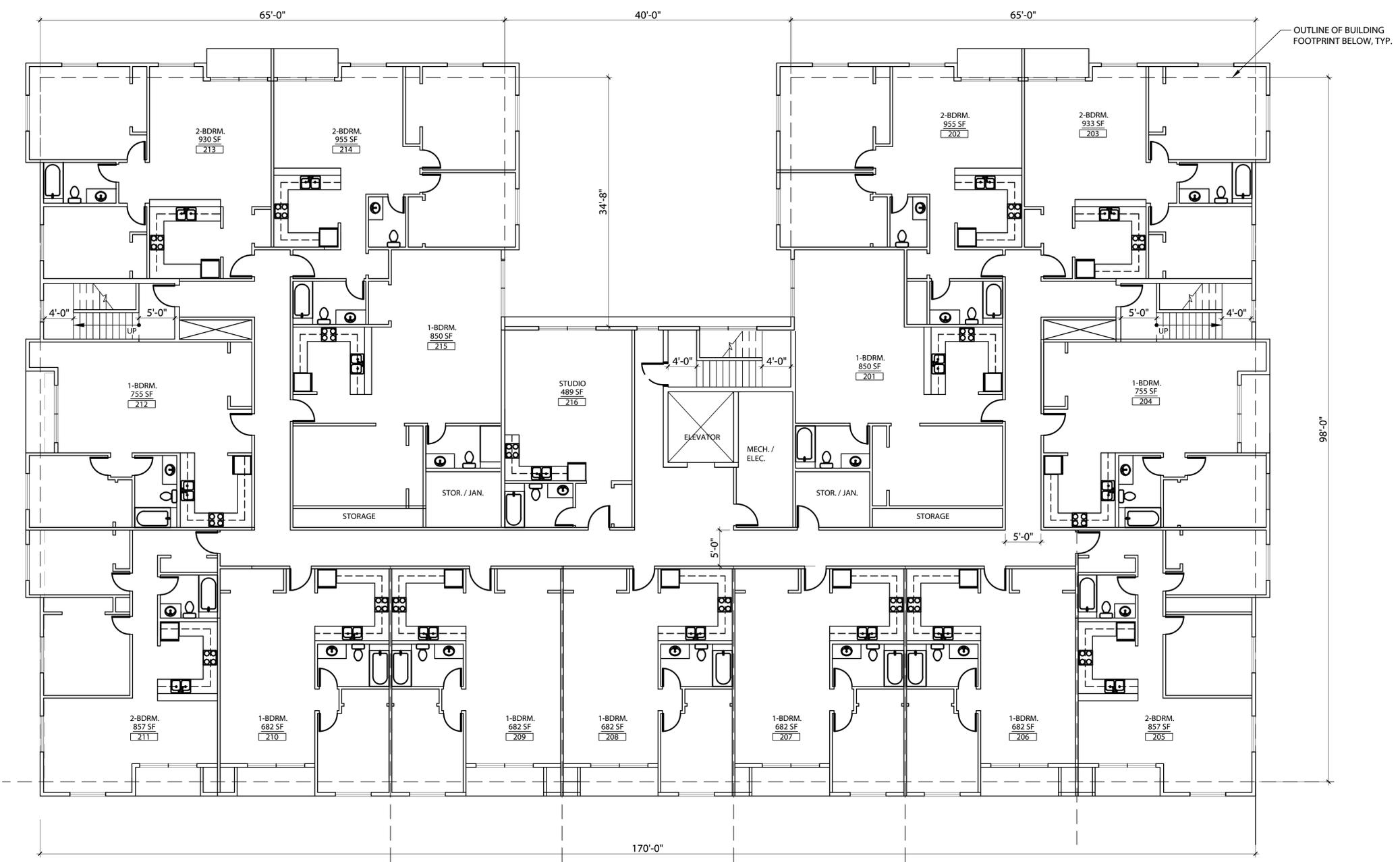
No.	Description	Date
1	COMMENTS RESPONSE #1	4/12/2018

DRAWN BY: EU
 CHECKED BY: BW
 JOB NO: 18-001
 DATE: 03/22/2018
 ISSUED FOR: DESIGN REVIEW
 SHEET TITLE
PROPOSED SITE PLAN
 SHEET NO.

S:\Projects\2018 Projects\18-001 - Fairview_Apartments\F2_Current\Site Plan.dwg © Plot Date: Apr 12 18 @ Time: 11:21 AM

1 PROPOSED SITE PLAN
 SCALE: 1"=10'-0"

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FAIRVIEW VILLA APARTMENTS
 20922 NE SANDY BLVD.
 FAIRVIEW, OR. 97024

REVISIONS

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DATE: 03/22/2018
 ISSUED FOR: DESIGN REVIEW

SHEET TITLE
PROPOSED UPPER LEVEL FLOOR PLAN

SHEET NO.

1 PROPOSED UPPER LEVEL FLOOR PLAN
 SCALE: 1/8" = 1'-0"



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MEMORANDUM

TO: Eric Rutledge, Associate Planner, City of Fairview

FROM: Joanna Valencia, AICP, Transportation Planning and Development Manager

DATE: July 3, 2018

SUBJECT: 2018-21-DR / Fairview Villa (County File No: EP-2017-9700), 20922 NE Sandy Blvd

The Multnomah County Transportation Program has reviewed the proposed:

- A four-story mixed use development in the Corridor Commercial Zone. The structure will contain 61,104 SF, consisting of (27) one-bedroom apartments, (18) two-bedroom units, (3) studios, and 1,000 SF of office space. There will be (38) secured parking spaces within the building's first floor, plus (29) spaces outside the building including compact and (2) accessible spaces.
- There will be two access points from Sandy Blvd. The primary access will be from a driveway on the east side of the property. Secondary access will be a shared driveway along the west border of the property, as called for in a recorded deed with the 'ALL-STOR Storage' facility to the west and south of the property.

The comments provided in this memorandum are based on the information provided in the application packet. Additionally this memo reflects the county's approval of the road rules variance request and required conditions.

Sandy Boulevard is a Minor Arterial facility under county jurisdiction.

Conditions of Approval:

1. **Prior to issuance of the Certificate of Occupancy, dedicate 5 feet of right-of-way along the site's Sandy Boulevard frontage to Multnomah County for road purposes.**
2. **Prior to issuance of the Certificate of Occupancy, dedicate a five-foot slope/utility/drainage/sidewalk/landscaping/traffic control device easement along the site's NE Sandy Boulevard frontage for the benefit of Multnomah County.**
3. **Prior to issuance of the Certificate of Occupancy, construct half-street improvements to Multnomah County standards along the site's Sandy Blvd and obtain a Construction Permit**

from Multnomah County for all improvements within the County right of way. Half street improvements include: Grade/rock/pave to commercial depth between existing pavement and new curb; Construct bicycle lanes as required; Furnish street trees as required; Furnish street lighting facilities as required; Construct Multnomah County standard concrete curb and 6-foot wide concrete sidewalk in compliance with ADA specifications; Install underground traffic control devices conduit and related equipment as required; Construct storm drainage facilities as required or provide payment to Multnomah County in-lieu of constructing the improvements.

4. **Maintain sight distance at all access points on Sandy serving the property consistent with AASHTO requirements.**
5. **Any work in the right of way, including the removal of trees, landscaping, encroachments in the right-of-way or any increase in storm-water drainage from the site to the right of way will require review and a permit from Multnomah County.**
6. **Prior to issuance of the Certificate of Occupancy, acquire driveway permits for the site's access to NE Sandy Blvd.**
7. **Prior to issuance of the Certificate of Occupancy, a Level of Service (LOS) Analysis for the intersections of Sandy/Fairview Parkway, the driveways and Sandy Blvd, and 223rd/Sandy Blvd. shall be completed and submitted to the county for review. If impacts are found, the developer shall mitigate impacts.**

Findings:

In order to be granted a variance, the applicant must demonstrate that the following Multnomah County Road Rules (MCRR) standards are met. Below are responses supporting approval of the variance. As conditioned, the roads rules criteria are met.

16.100 Variance Requirements:

A. Multnomah County Code 29.507 provides for a variance by the County Engineer from County standards and requirements when written documentation substantiates that the requested variance is in keeping with the intent and purpose of County Code and adopted rules, and the requested variance will not adversely affect the intended function of the County road system or related facilities. A variance approval may include mitigation measures as conditions of approval.

MCRR 16.200 General Variance Criteria:

A. Special circumstances or conditions apply to the property or intended use that do not apply to other property in the same area. The circumstances or conditions may relate to the size, shape, natural features and topography of the property or the location or size of physical improvements on the site or the nature of the use compared to surrounding uses;

Response: Development of the property for an apartment building meeting City of Fairview Density requirements will require Fire Dept. approval. In order to get approval from Gresham Fire the property will need to make

use of the Shared Access rights to the driveway at the west plus the Sandy Blvd. driveway to achieve thru passage for fire dept. trucks. This is a request for a driveway location on Sandy Blvd. that differs from the county standard. They are proposing to use the existing access location for the new driveway location. Other driveways of adjacent properties: The Quail Hollow Mobile Park driveway is about 130' to the east, the closest driveway to the west is the All Stor Storage Condos at 175'. Traffic volume to it is quite limited. Other neighboring driveways are well beyond the 295' min. spacing. This section of Sandy is classified as Moderate Arterial. The proposed use for this application is compatible with adjacent uses. On-site circulation requires this access for general circulation as well as providing fire truck access. The site is very tight and does not provide enough space for a fire truck turn around or hammer-head.

B. The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant and extraordinary hardship would result from strict compliance with the standards;

Response: Space at the NW corner of the property is needed for storm water related water quality planter, for required landscaping, and parking required for the size of apartment building that meets city min. density standards. Additionally, the city code allows building density as proposed that is needed to achieve an equitable development. The particular size and shape of the parcel requires this access to maintain safe and efficient fire truck access as well as vehicular access to Sandy Blvd. There is an existing driveway on Sandy at approximately the same location we are proposing the new access. The proposed location is approximately half way between the two other existing access points on adjacent properties. There is not a driveway across the street.

C. The authorization of the variance will not be materially detrimental to the public welfare or injurious to other property in the vicinity, or adversely affect the appropriate development of adjoining properties;

Response: There is an existing curb cut at the location of the proposed access, which has been used for many years for residential access. Actually, historically the existing access was for (2) residences. There is no reason to think the access will negatively affect adjacent properties as the proposed property use is compatible with the adjacent uses. The adjacent land uses included a residential mobile home court towards the east, a storage unit development towards the south with access located directly to the west. Across the street is an RV park to the northeast and commercial development directly north and to the west. None of the adjacent land uses have access points conflicting with the existing location of our proposed access.

D. The circumstances of any hardship are not of the applicant's making.

Response: This request is made in order to achieve the needed density of development as permitted and encouraged by the city of Fairview development code. The size of the existing parcel combined with the density permitted necessitate the need for the access onto Sandy Blvd and is not of the applicant's making. This variance is needed, in order to achieve the density allowed and satisfy appropriate circulation for vehicles and fire truck access it is necessary to request the access onto Sandy Blvd.

Troutdale File #: 18-21

Fairview Villa Apts. 20922 NE Sandy

FROM: Kyle Stuart, Gresham Fire (kyle.stuart@GreshamOregon.gov)

DATE: 3-28-2018

FIRE COMMENTS:

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

1. Provide fire flow per Oregon Fire Code Appendix B. Fire flow for apartment buildings varies based on construction and square footage. ***OFC App B Table B105.1.***
2. A temporary address of 6" shall be provided at each construction entrance prior to the arrival of materials or workers. ***OFC 505 & 3301***
3. The site addressing shall meet the Gresham Fire Addressing Policy. Each entrance shall be a monument sign with a minimum 6" address numbers. After pulling in the driveway, each entrance shall have a monument sign with a site plan of the complex on the right side (provide a copy with the building permit plans for our review). Each building shall have a sign placard with a minimum 10" address letters and 6" unit numbers. Each individual apartment shall have a minimum 4" address numbers and commercial tenant spaces a minimum 6" numbers. ***OFC 505.1***
4. Public fire hydrant locations are not indicated on the plans. They must be shown. All fire hydrants shall have STORZ quick adapters on the large port. The model required is Harrington HPHA50-45NHWCAP. Fire hydrants must be within 400ft from the farthest portion of the structure. This is how the hose would lie on the ground and cannot cross curbs, landscaped areas or over portions of the building. ***OFC 507***
5. A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC's". ***OFC Appendix C 102.2 & NFPA 13E***
6. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the marker accordingly. ***OFC 508.5.4***
7. Prior to applying for a building permit provide a fire flow test and report. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. ***OFC 507.3 & B-101.1***
8. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The

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

9. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. **OFC, Appendix D, Section D102.1**
10. At least one of the required aerial fire access roads shall be located a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. This will be required to be approved by the fire code official. **OFC App D-105.3**
11. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide do not allow parking on either side within that space. Parking spaces outside that space are acceptable. Indicate signage or curb marking on the building permit plans. I can email you our policy. **OFC D 103.6**
12. Each building is required to be provided with fire sprinklers. This includes balconies, decks and ground floor patios. **903, 903.3.1.2**
13. A fire alarm system will be required. **OFC 903.4 and 907**
14. **If** a gate is installed on a fire access road, it must meet the requirements of the Gresham Fire Gate Policy. This policy can be faxed to you if requested. **OFC 506.1**