PLANNING COMMISSION MEETING

Tuesday, October 23, 2018, 6:30 PM

Fairview City Hall – Council Chambers, 2nd Floor
1300 NE Village Street, Fairview, OR 97024

MEETING AGENDA

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

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

3. **ADOPTION OF MINUTES FROM SEPT. 25 AND OCT. 9, 2018**

4. **PUBLIC MEETING**

   Review Draft Urban Plan for Conformance with Fairview Comprehensive Plan

   Summary: The Planning Commission will hold a public meeting to review the draft Urban Renewal Plan, and make a determination on its conformance with the Comprehensive Plan. This is not a public hearing, but the public is invited to provide comment to the Commission.

5. **PUBLIC HEARINGS**

   a. **File Number 2018-48-MOD**
   The Ceeley Building Modification (SW Corner of Village Street & Market Drive.)
   Type III Quasi-Judicial Procedure

   Summary: The applicant is requesting a Major Modification to prior land use approval for Building D of the Market Square South development, City of Fairview Land Use file no. D-005-98. The proposed modification would add a fourth story to the originally approved three story mixed-use building. The upper stories would consist of 33 total residential units, and ground floor would be occupied by commercial space.

   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 19.415 Amendments to Decisions
   FMC 19.420 Development Review and Site Design Review
   FMC 19.422 Applicability
   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 19.110 Village General Provisions
   FMC 19.135 Village Commercial (VC) and Mixed Use (VMU)
   FMC 19.140 Village General Standards

FMC 19.150 Special Development Standards – VO, VC and VMU Zones
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

b. File Number 2018-62-DR

AGC Heat Transfer (3109 and 3025 NE 230th Avenue)
Type III Quasi-Judicial Procedure

Summary: The applicant is requesting Site Design Review approval for a new 63,075 sq. ft. build-to-suit light industrial building on a 3.88-acre lot in the General Industrial (GI) zone. The building is being constructed for a light manufacturing business.

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 19.85 General Industrial 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

6. COMMISSION AND STAFF UPDATES

7. TENTATIVE AGENDA

8. ADJOURNMENT

NEXT PLANNING COMMISSION MEETING: TUESDAY, NOV. 13, 2018

Planning Commission hearings are broadcast live on Comcast Cable Channel 30 and Frontier FiOs Channel 38. Replays of the meeting are shown on Saturday at 12:30pm and Monday at 2:00pm following the original broadcast date. Meetings are also available for viewing on the MetroEast website. 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, September 25, 2018

PRESENT: Ed Jones, Chair
Russell Williams, Vice Chair
Hollie Holcombe
Jeff Dennerline (by phone)
Steven Hook

ABSENT: Les Bick

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Jones called the meeting to order at 6:33 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

None.

3. PUBLIC HEARING

a. Application 2018-40-CUP:
Zaloznik Duplexes (NE 202nd and NE Oregon – Esther Estate Subdivision)

Chair Jones read the Open Hearing Statement for a Quasi-Judicial Hearing and Associate Planner Rutledge sited the applicable criteria.

AP Rutledge presented the staff report. *(Exhibit A)* The application is for a conditional use permit for two duplexes, each with two units, for a total of four units. Each duplex will have four parking spaces, 2 spaces per unit, for a total of eight. Access will be from a private driveway off Oregon Street. The site location is in Esther Estates subdivision. Lot three and four will each have one duplex and lot five will have the easement to access lots three and four. AP Rutledge reviewed the key conditions of approval and commented staff recommends approval of the application subject to the conditions of approval listed in the staff report.

Applicant Chris Zaloznik, Gresham, OR commented they are willing to accept and comply with the recommendations. He noted lot five has some unique issues that would make it difficult to build on; hence, use as access.

Chair Jones asked if anyone would like to speak in favor of, neutral, or opposition of the application.

Chair Jones inquired if the six locust trees are deemed not a nuisance and are protected; what impact will they have on the site plan. AP Rutledge replied the six trees are located in the rear and to the side on lot four. They should not affect the site plan. He noted the trees identified for potential protection are in the landscape area.

Chair Jones asked about the incomplete building form and design standards within the drawings. AP Rutledge commented staff is comfortable reviewing these issues during the submittal/approval process for a building permit application. Chair Jones remarked about the

emergency turn around and if Fire provided direction for what is acceptable. AP Rutledge answered Fire did provide options to the applicant. This too will be reviewed during the building permit process.

SP Selden clarified the application was forwarded to the Commission because of the Conditional Use permit. The recommendations by staff are clear and objective, and can be reviewed for compliance during the building permit process.

Chair Jones queried if the Commission should see the changes i.e. trees, fire access, design, etc. and provide input or if staff should review for compliance based on code guidelines.

Vice Chair Williams iterated that staff would not approve for building permits unless all criteria and conditions had been met. SP Selden confirmed yes. Commissioner's Holcombe, Hook and Dennerline supported staff reviewing for compliance.

Chair Jones closed the public hearing.

Commissioner Hook proposed clarifying the qualified professional in the conditions for tree preservation be identified as an arborist.

Commissioner Holcombe noted the duplexes are two story and the homes in front of them are one story. The information provided did not make this clear.

Vice Chair Williams moved to approve application 2018-40-CUP with the conditions of approval and Commissioner Holcombe seconded. The motion passed unanimously.

Ayes: 5
Nays: 0
Abstained: 0

4. COMMISSION AND STAFF UPDATES

Commissioner Holcombe inquired if applicants could be asked to a better job with materials they submit. There are often errors in the drawings and they aren't complete enough to be a good reference tool.

Commissioner Hook inquired what the process is for a complete application. SP Selden answered the FMC has a specific list of items that need to be submitted, which are somewhat broad. Staff uses a checklist based on the list to ensure an application is complete. The quality of what is being submitted and whether it meets the criteria is not required to deem an application complete.

Commissioner Hook requested more visuals (drawings, pictures) be included in the packet. AP Rutledge commented staff can include the visuals they use for the presentations.

SP Selden reported the results of the appeal to the City Council. They overturned the Commissions denial with conditions of approval from staff and with the clarification that the applicant may use 200 sq. ft. of office space on a temporary one year basis; then the space must be leased to a distinct non-accessory use. The Commission requested the review of "mixed use" be included in the code improvement amendments list as a high priority. SP Selden noted the Building Code uses 10% as the break for determining mixed use; it can be helpful to base code on other industry standards.

5. TENTATIVE AGENDA – OCTOBER 9, 2018

- Public Hearing – Request to Amend Sign Code Regulations
- Briefing Urban Renewal Plan

6. ADJOURNMENT

Meeting adjourned by consensus at 7:38 PM.

Devree A. Leymaster City Recorder	Ed Jones Chair
	Date

A complete recording and/or video of these proceedings is available.
Contact the City of Fairview City Recorder Office, 1300 NE Village St., Fairview, OR 97024, (503) 674-6224.

FAIRVIEW PLANNING COMMISSION PUBLIC HEARING

2018-40-CU

Zaloznik Duplex

September 25, 2018

APPLICATION

Conditional Use Permit application for a new development on two parcels in the Residential zone including:

- Two duplexes, (4) four units total
- 2,424 SF per duplex, or 1,212 SF per unit
- (4) four parking spaces per duplex, or 2 per unit
- New driveway, landscaping, and utilities

SITE LOCATION

SITE LOCATION

SITE LOCATION

Approximate Site Boundaries

SITE LOCATION

Heading north from 202nd/Oregon St

NOTICES/REFERRALS/TESTIMONY

Notice of Public Hearing

- Aug 31: Mailed to property owners within 250 ft. of the site.
- Sept 4: Published in the Gresham Outlook
- Sep 14: Sign was posted on the site

Referrals

- Rockwood Water PUD, Gresham Fire, Fairview Public Works

Written Testimony

- By noon on the hearing day, no written testimony received

APPLICABLE CRITERIA

Application Review Procedures

19.400 Administration of Land Use and Development Review
19.412 Description of Permit Procedures
19.413 Procedures
19.440 Conditional Use Permits

Land Use Districts

19.30 Residential District

Design Standards

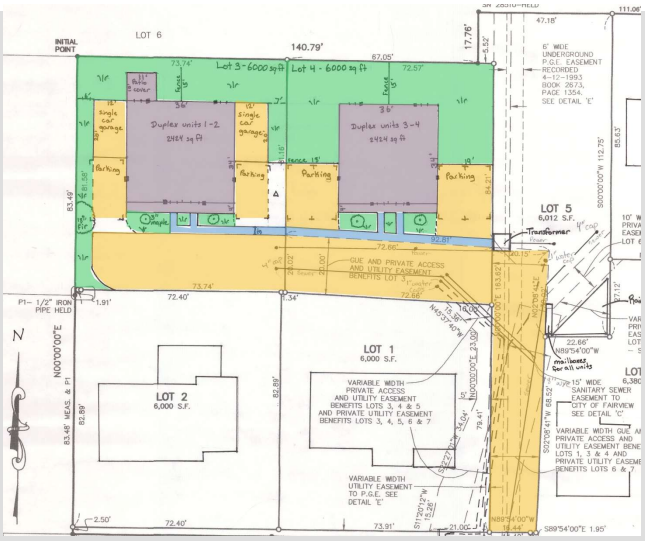
19.162 Access and Circulation
19.163 Landscaping, Street Trees, Fences and Walls
19.164 Vehicle and Bicycle Parking

CORRIDOR COMMERCIAL (CC) ZONING

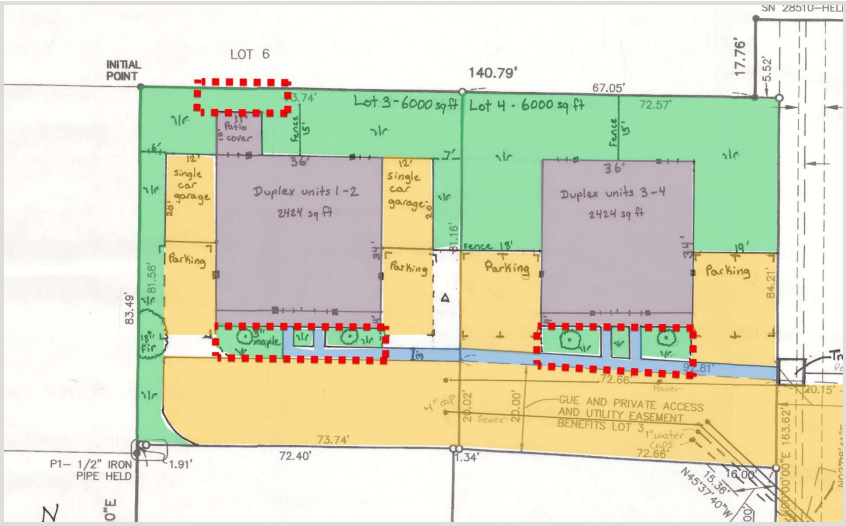
ALLOWED USES

Residential	
a. Single-family detached b. Single-family detached zero-lot line* c. Accessory dwellings* d. Accessing uses and structures (other than accessory dwellings)* e. Manufactured homes on individual lots* f. Two-family –Duplex (CU)*	*Subject to standards in FMC 19.30.110, Special standards for certain uses CU = Conditional Use

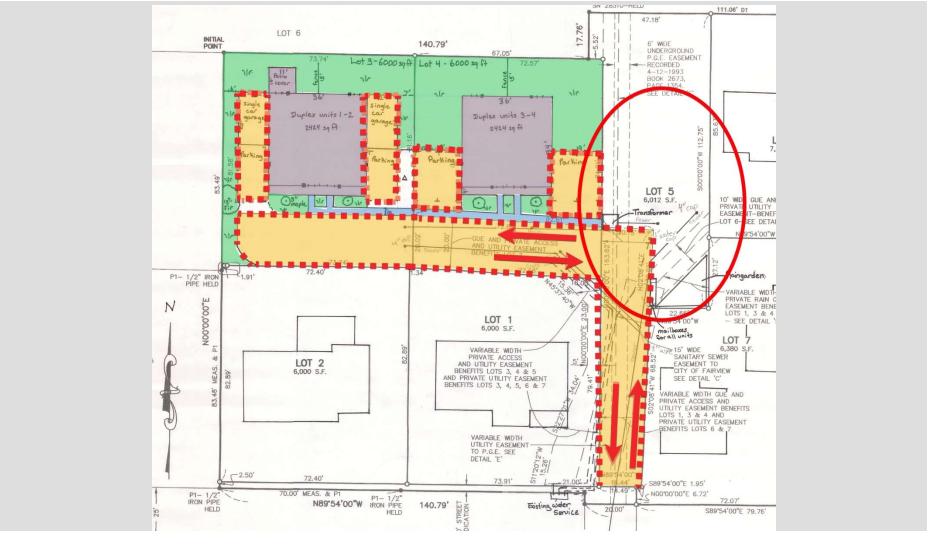
SITE PLAN



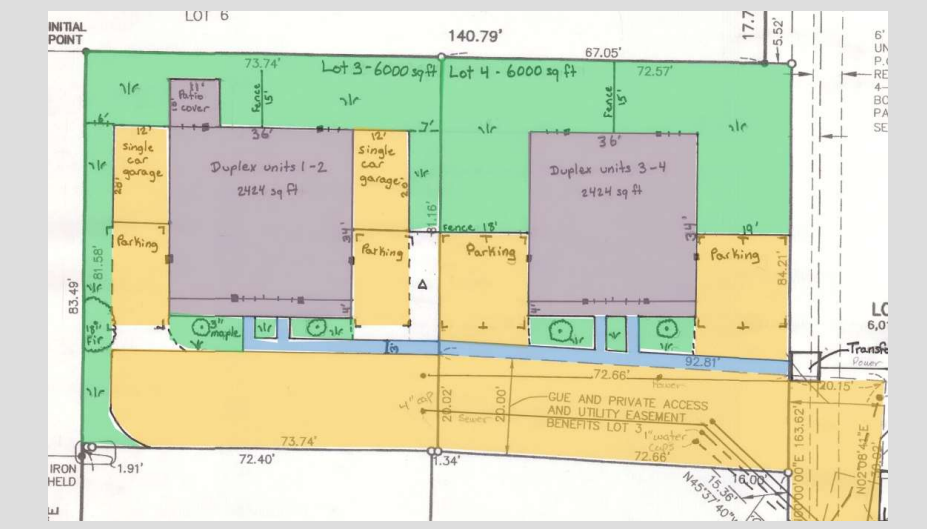
SETBACKS



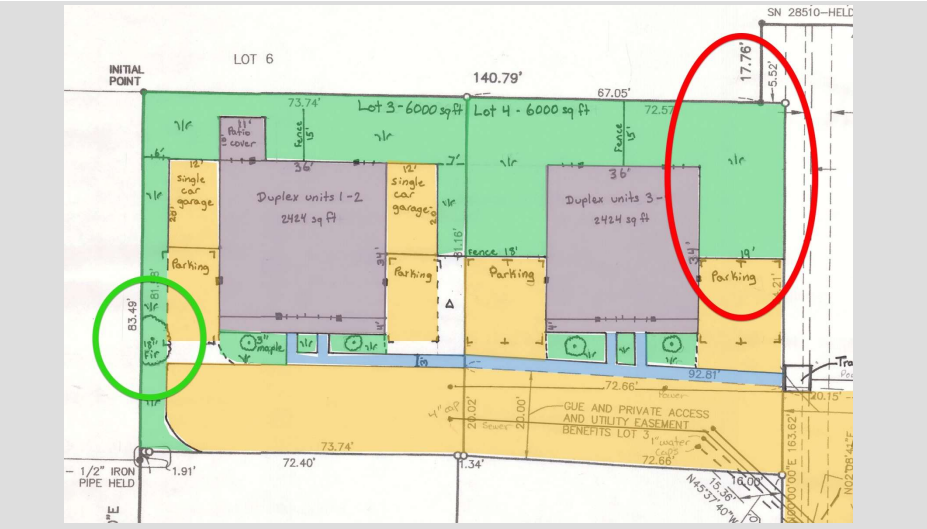
SITE ACCESS & PARKING



PEDESTRIAN CIRCULATION



LANDSCAPING & TREE PROTECTION

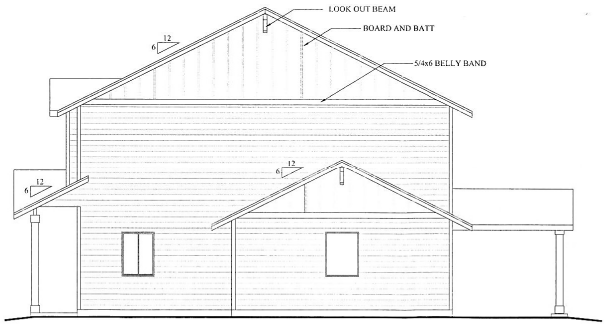


BUILDING DESIGN – LOT 3

BUILDING DESIGN – LOT 3

REAR ELEVATION
1/4" = 1'-0"

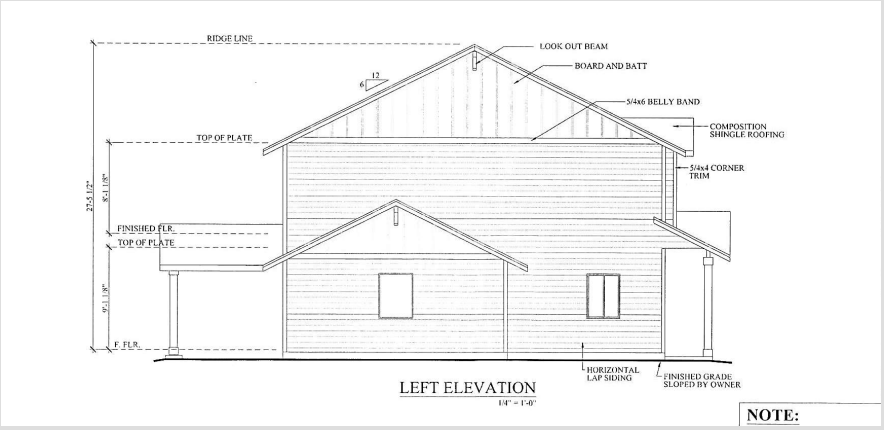
BUILDING DESIGN – LOT 3



RIGHT ELEVATION
1/4" = 1'-0"

NOTE:
EXTERIO
ESTIMAT
CLEARIN

BUILDING DESIGN – LOT 3



PUBLIC FACILITIES

- All transportation improvements were made as part of the Esther Estates Subdivision
- Water & sewer available from NE Oregon St.
- All stormwater from the development site to be managed in accordance with the Portland Stormwater Manual
- Fire improvements, such as a new public hydrant, may be required

KEY CONDITIONS OF APPROVAL

- D1 The applicant shall submit a revised, scaled site plan that shows the front setback for each building to be between 10-30 ft. from the private access easement.
- B1 The applicant shall submit a revised site plan and building elevations that show compliance with the 15 ft. rear setback.

KEY CONDITIONS OF APPROVAL

- B2 The applicant shall submit revised architectural drawings that show the duplexes comply with the building form and detailed design architectural standards in FMC 19.30.100

KEY CONDITIONS OF APPROVAL

- D4 The applicant shall submit a revised site plan that shows one of the two pedestrian paths connecting building entrances on the same lot to be at least 5 ft. in width. If both pedestrian paths are retained, both shall be at least 5 ft. in width.
- B2 The applicant shall submit a revised site plan that includes a turn-around location for emergency and service/delivery vehicles in conformance with the Uniform Building Code and approved by Gresham Fire.

KEY CONDITIONS OF APPROVAL

- D7 The applicant shall submit a revised site plan showing a greater variety of vegetation including at least three different species of trees or shrubs and one ground cover.
- E1 The 18" fir tree and six (6) locust trees at the east end of Lot 4 shall remain on site and be protected through construction. If the locust trees are determined to be nuisance plants, they may be removed.

STAFF RECOMMENDATION

Staff finds that the proposed application will meet the requirements of the City Code as conditioned, and recommends approval of the conditional use permit subject to conditions listed and described in the Staff Report.

PLANNING COMMISSION ALTERNATIVES

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

EXHIBIT 1: BUILDING DESIGN – LOT 4

Building form	Building form feature
Front elevation - top	Two (2) gables with projections
Front elevation - bottom	(1) patio, (1) canopy extension
Rear elevation - top	None
Rear elevation - bottom	None
Left side - top	None
Left side - bottom	None
Right side - top	None
Right side - bottom	None

EXHIBIT 2: BUILDING DESIGN – LOT 4

Detailed design	Design feature
Front elevation	Covered porch, off-sets in building face
Rear elevation	Eaves
Left side	Eaves, gable, decorative pattern
Right side	Eaves, gable, decorative pattern

MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, October 9, 2018

PRESENT: Ed Jones, Chair
Russell Williams, Vice Chair
Hollie Holcombe
Jeff Dennerline
Steven Hook
Les Bick

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Devree Leymaster, City Recorder

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. PUBLIC HEARING

a. Application 2018-61-TA
Sign Code Text Amendment Request from Meadow Outdoor Advertising

Chair Jones read the Open Hearing Statement for a Legislative Hearing and Associate Planner Rutledge sited the applicable criteria.

AP Rutledge presented the staff report. *(Exhibit A)* The proposal is to amend FMC Chapter 19.170 Sign Regulations to allow legal, non-conforming existing billboards to be reconstructed on the property in order to improve the structural and aesthetic nature of the signs. Amendments would apply to three existing billboards in Fairview. Written testimony from Outfront Media was received in favor of the application. *(Exhibit B)*

Applicant Brian Cassidy, Meadow Outdoor Advertising, provided a summary of his request and proposed changes to the code. *(Exhibit C)* He noted the purpose of the application is so an old billboard may be rebuilt to be a more attractive structure. He supported staff's proposed changes, but commented staff's proposed language is broader; it allows all three existing billboard structures to be rebuilt. Mr. Cassidy explained their current State permit is for advertising on one side only. Because the sign is currently nonconforming they are unable to get a permit allowing advertising on both sides of the sign; will need supporting documents from the city.

Chair Jones asked if anyone would like to speak in favor of, neutral to, or opposed to the application.

Dan Dhruva, Pacific Outdoor Advertising, Portland, OR spoke in favor of the proposed amendments. He shared his company has one billboard sign in Fairview and noted the proposal does not increase the number of signs.

Commissioner Bick asked staff why they had no recommendation. Senior Planner Selden replied this is a policy decision for Council. The only recommendation is to review the material and testimony heard and make a recommendation to Council.

Commissioner Hook inquired about the reference in Outfront Media's letter to a revenue source. AP Rutledge clarified there is no ongoing revenue source to the city i.e. recurring permit or license fee.

Commissioner Holcombe asked if the number of times a sign can be rebuilt can be limited. SP Selden replied yes, the Commission could add a limit.

Commissioner Hook clarified the sign may be no more than 40 feet above I-84, not from ground level. AP Rutledge answered yes, the proposed amendment is to allow them to be raised 40 ft. above the adjacent roadway. The applicant's sign is 30 ft. above 1-84 and could be raised 10ft. with this amendment.

Commissioner Hook asked the applicant if he had a plan for the second side of the sign. Mr. Cassidy replied they have no current contract; would sell advertising space when applicable.

Chair Jones closed the public hearing.

Commissioner Dennerline proposed keeping subsections a) and b) in the applicants proposed changes and "by the billboard owner" in staff's recommended text in Exhibit C. Commissioner Holcombe agreed.

AP Rutledge explained the reasoning to remove a) and b) is because the other two existing billboards are already mounted on a single pole with less of a footprint.

Commissioner Hook commented signs can be beneficial. He noted the prior intent was to phase out and not allow billboards. He requested clarification that illuminated billboard signs would not be allowed. SP Selden replied flashing signs, signs with movement, etc. are prohibited in the sign code.

Commissioner Dennerline moved to recommend adoption of application 2018-61TA with staff recommended alternate text and addition of subsection a) and b) from the applicants proposal. Commissioner Holcombe seconded. The motion passed unanimously.

Ayes: 6
Nays: 0
Abstained: 0

4. BRIEFING ON DRAFT URBAN RENEWAL PLAN

Elaine Howard, Consultant, presented a brief review of the draft Urban Renewal Plan and the role of the Planning Commission in the process. *(Exhibit D)* The Commission will be asked to review and confirm the proposed Urban Renewal Plan conforms to the Comprehensive Plan via a motion at their October 23 meeting. She clarified Urban Renewal does not increase property tax; it reallocates what is already being paid.

Chair Jones asked if the taxing districts that will be impacted had been notified. City Administrator Young replied yes, the notices went out Friday.

5. COMMISSION AND STAFF UPDATES

SP Selden shared the Commission is invited to participate in a joint work session with City Council on November 7 at 6:00 PM to review the proposed ADU amendments. Commissioner Dennerline indicated he will not be available and Commissioner's Williams, Jones, Holcombe and Hook believe they will be.

Commissioner Dennerline requested an apology from Commissioner Bick related to the actions surrounding Commissioner Bick's application. He didn't appreciate the letter Commissioner Bick sent to the Mayor or the comments he made to the Council during the appeal hearing. He felt insulted and accused of things he did not do. In his opinion there were major differences between the projects, Commissioner Bick referred to; he had no agenda or bias. Commissioner Williams indicated support for Commissioner Dennerline's comments; and that he too felt his integrity had wrongfully been questioned. The discussion continued until Commissioner Holcombe moved to adjourn the meeting.

6. TENTATIVE AGENDA – OCTOBER 23, 2018

- Public Hearing: Application 2018-62-DR and Application 2018-48-MOD
- Work Session: Urban Renewal Plan Conformance with Comprehensive Plan – Commission agreed this item should be first on the agenda.

7. ADJOURNMENT

Meeting adjourned by consensus at 8:25 PM.

Devree A. Leymaster City Recorder	Ed Jones Chair
	Date

A complete recording and/or video of these proceedings is available.
Contact the City of Fairview City Recorder Office, 1300 NE Village St., Fairview, OR 97024, (503) 674-6224.

FAIRVIEW PLANNING COMMISSION PUBLIC HEARING

2018-61-TA

Meadow Outdoor Advertising

October 9, 2018

NOTICES/REFERRALS/TESTIMONY

Notice of Public Hearing

- Sept 7: Notice mailed to property owners & affected agencies
- Sept 17: Notice mailed to property owners w/in 250 ft.
- Sept 18: Notice published in Gresham Outlook
- Sept 28: Notice posted to the site

Referrals

- ODOT Outdoor Advertising Program, Department of Land Conservation & Development, and Metro

Written Testimony

- By noon on the hearing day, no written testimony received

APPLICATION

- Development code text amendment to FMC 19.170 Sign Regulations.
  - Allow reconstruction of existing billboards
  - Increase allowed height of existing billboards
  - Require a smaller ground footprint
- Type IV Application with a quasi-judicial hearing

SITE LOCATION

1

Sign 1	
Year Built	1975
Area	576 SF
Height	37'
Address	21414 NE Sandy
Zone	CC

2

Sign 2	
Year Built	1971 & 1994
Area	560 SF
Height	77'
Address	22820 NE Sandy
Zone	GI

3

Sign 3	
Year Built	1971 & 1990s
Area	672 SF
Height	69'
Address	23400 NE Sandy
Zone	CC

SITE LOCATION

APPLICABLE CRITERIA

Application Review Procedures

19.412 Description of Permit Procedures
19.413 Procedures
19.470 Land Use District Map & Text Amendment

Design Standards

19.205 Amendments

EXISTING BILLBOARD REGULATIONS

- Existing regulations adopted in 1997
- New billboards prohibited
- Legally existing billboards can only be repaired

STAFF FEEDBACK: NONCONFORMING USE

- Allowing non-conforming signs to be reconstructed is uncommon
- Common approaches to non-conforming signs:
  - Repair but not replace
  - Remove by certain date

PROPOSED TEXT AMENDMENT

FMC 19.170.050(F) Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified~~. An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:

- The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and
- The modification results in a smaller footprint on the ground.

Changes in message shall not affect nonconforming status.

Sign Code Comparison

Jurisdiction	Non-Conforming Signs
Fairview	Must comply with the sign code when structural alterations, relocation, or replacement of a sign occurs.
Wood Village	Must comply with the sign code when structural alterations, relocation, or replacement of a sign occurs.
Gresham	Must comply with the current code when structural alterations, changes of face sign, or relocation or replacement occur. Nonconforming signs that result from changes in code are given ten years to comply with new code or to be removed.
Troutdale	Must be brought into compliance when moved, replaced, or structurally altered.
Multnomah County	Nonconforming signs that are moved, replaced, or structurally altered shall be brought into conformance with current sign regulations.

STAFF FEEDBACK: HEIGHT

Address / Property	Existing height above grade	Existing height above freeway grade	Allowed height above freeway grade	Change
21414 NE Sandy / Eastwinds Industrial Park	37 ft.	30 ft.	40 ft.	**10 ft.**
22820 NE Sandy / Townsend	77 ft.	31 ft.	40 ft.	**9 ft.**
23012 NE Sandy / Townsend	69 ft.	34 ft.	40 ft.	**6 ft.**

STAFF FEEDBACK: SUPPORTING STRUCTURES

STAFF FEEDBACK: SIGN LOCATION

APPROVAL CRITERIA

- Compliance with statewide planning goals (FMC 19.413.040(G)(1))
  - Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
- All existing billboards in commercial and industrial zones.

APPROVAL CRITERIA

- Amendment will not interfere with the livability, development or value of other land in the vicinity of the site-specific proposal (FMC 19.205.020.(A))
- Amendment will not be detrimental to the general interests of the community (FMC 19.205.020.(B))

APPROVAL CRITERIA

- Compliance with Comp Plan (FMC 19.470.300(B)(1))
  - Chapter 5: Open Spaces, Scenic and Historic Areas, and Natural Resources
  - Chapter 9: Economic Development
- Evidence of change in the community or mistake in the comp plan (FMC 19.470.300(B)(3))

APPROVAL CRITERIA

PLANNING COMMISSION ALTERNATIVES

- Recommend City Council adoption of draft Ordinance 10-2018.
- Recommend City Council adoption of Ordinance 10-2018, incorporating some or all of staff feedback described in this report, and/or other changes recommended by the Commission.
- Recommend City Council do not adopt Ordinance 10-2018.
- Continue the Public Hearing to if additional information is needed.

Exhibit B

October 9, 2018

City of Fairview Planning Department
C/O Eric Rutledge
Via email rutledgee@ci.fairview.or.us

Dear Mr. Rutledge:

As an outdoor advertising company in this growing, competitive city, we would like to express our support for a reasonable, common-sense approach to billboard regulation as proposed by Brian Casady of Meadow Outdoor Advertising to allow the rebuilding of their already existing structure which would improve the structural and aesthetic nature of the sign.

Many of our satisfied clients have reported that their clients come through the door guided by billboards on I-84 and we count ourselves among the few fortunate outdoor businesses that have been able to provide this service to the local community allowing them to grow and thrive using these valuable resources.

Many small business owners depend on billboards to drive customers to their doors, which in turn helps their companies create jobs and support the local economy. According to the Outdoor Advertising Association of America (OAAA), at least 7 out of 10 billboard messages promote local advertisers and the typical business relying on billboard advertising employ 35 workers. Billboards have unique advantages that can't be found in other advertising media and remain an affordable way to promote a business.

The regulations proposed will allow the existing signage to remain in place. Billboards can also result in public benefits that will provide funding for improvements and services negatively impacted by budget cuts.

An overwhelming majority of local residents accept both traditional billboards as a part of the landscape. This issue is one where the benefit of the greater good must be given more weight than a small, vocal minority. We encourage the City of Fairview to consider taking immediate action to implement these reasonable regulations.

Sincerely,

Christie Hill

Christie Hill
Real Estate Representative

CC: Brian Casady, Meadow Outdoor Advertising

Exhibit C

Proposal for FMC text amendment to allow for billboard reconstruction

SUMMARY:

- Currently the FMC allows for the ongoing maintenance of billboard sign structures
- FMC does not allow existing billboards to be rebuilt
- The applicant owns an ugly, outdated billboard sign structure on I-84 just east of 207th under a long-term agreement with the property owner
- Applicant would like to rebuild to a modern, single pole sign and increase the height by 10'
- City staff has indicated the only way to rebuild our sign is through an FMC text amendment

Applicant's proposed change to FMC 19.170.050 reads:

Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified~~. An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:

a) The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and

b) The modification results in a smaller footprint on the ground.

Changes in message shall not affect nonconforming status.

Staff recommended an alternate text amendment. This adjusted amendment is acceptable to the applicant with one addition, shown in red:

"Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted October 9, 2018, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified~~. Existing billboards can be rebuilt by the billboard owner in the same location and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway.

Changes in message shall not affect nonconforming status.

FAIRVIEW URBAN RENEWAL PLAN

ELAINE HOWARD CONSULTING, LLC

LIBERTUS

ROADMAP

1. Role of Planning Commission
2. UR 101
3. Background on the urban renewal plan
4. Planning Committee/Open House
5. Boundary
6. Projects
7. Financing
8. Impacts to Taxing Districts
9. Conformance to Comprehensive Plan
10. Next Steps

ROLE OF PLANNING COMMISSION

Review draft Fairview Urban Renewal Plan for conformance with Fairview Comprehensive Plan

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WHY USE URBAN RENEWAL?

Many opportunities for improvements and redevelopment in cities along with needed infrastructure improvements

City general funds typically lack the funds to contribute to these opportunities and projects

Urban Renewal provides a funding source to bridge the gap and tip the scales

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UR 101

CRASH COURSE | **UR 101**

Elaine Howard Consulting LLC

UR 101

CRASH COURSE | **UR 101**

Elaine Howard Consulting LLC

UR 101

CRASH COURSE | **UR 101**

Elaine Howard Consulting LLC

UR 101

CRASH COURSE | **UR 101**

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CRASH COURSE | **UR 101 SUMMARY**

Property Tax Information

1. Property tax impacts to a property tax payer increase annually for property tax payers independently of Urban Renewal
   a. 3% appreciation on assessed value
   b. Substantial improvements

Urban Renewal Information

1. Urban Renewal does NOT increase the financial impact of property taxes from PERMANENT RATE LEVIES to the property tax payer
2. Urban Renewal functions on increases in property tax revenue that were already occurring

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IMPACTS ON GENERAL OBLIGATION BOND

1. Bonds after 2001 are not impacted
2. One Reynolds School District Bond impacted for one year
3. 7 cents per $100,000 of assessed value

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WHY URBAN RENEWAL FOR FAIRVIEW?

Urban Renewal provides funding to implement city plans and address the barriers to development in the following ways:

1. Provide Incentives and Assistance to Private Developers
2. Fund Public Infrastructure Improvements
3. Fund Economic Development Projects

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UR 201 WHAT IS URBAN RENEWAL?

- Economic development tool
- Unique in that it is a financing tool, but also a plan with projects
- Used to address "blighting" influences in specific areas
- Functions on increases in property tax revenues in "Urban Renewal Areas"
- Used all over Oregon (Map on next slide)

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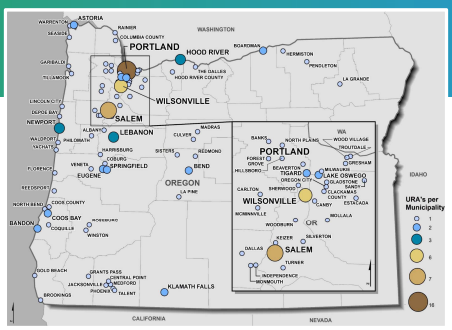
CITIES WITH URBAN RENEWAL



UR 201

WHAT IS BLIGHT?

- Blight is a precondition to any Urban Renewal Area
- Specific criteria defined by state statue, generally covers:
  - Underdevelopment or underutilization of property
  - Poor condition of buildings
  - Inadequacy of infrastructure including streets and utilities

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UR 201

HOW DOES AN URBAN RENEWAL AREA FUNCTION?

1. **Income Source**
   - Yearly property tax collections based on growth within Boundary (more detail on mechanism in later slide)
2. **Expenses**
   - Projects, programs, and administration
3. **Spending Limit**
   - Capped by Maximum Indebtedness (MI):
     - The total amount of money that can be spent over the life of the district on projects, programs, and administration.

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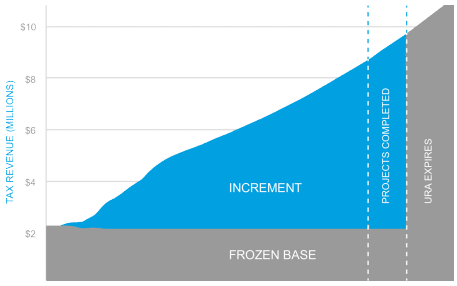
UR 201

HOW DOES URBAN RENEWAL FINANCING WORK?



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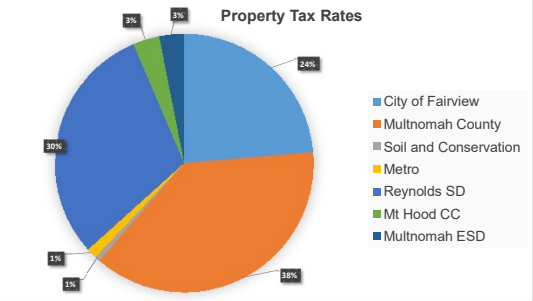
LEVERAGING CITY TAX RATE



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A HYPOTHETICAL PROPERTY TAX BILL

District Name	Permanent Rate	2017 Property Tax	2018 Property Tax Without UR	2018 Property Tax With UR
Property Value		$100,000	$103,000.00	$103,000.00
City of Fairview	3.4902	$349.02	$359.49	$349.02
Multnomah County	5.5734	$557.34	$574.06	$557.34
Soil and Conservation	0.0919	$9.19	$9.47	$9.19
Metro	0.1926	$19.26	$19.84	$19.26
Reynolds SD	4.4626	$446.26	$459.65	$446.26
Mt Hood CC	0.4917	$49.17	$50.65	$49.17
Multnomah ESD	0.4576	$45.76	$47.13	$45.76
Urban Renewal				$44.28
	14.76	$1,476.00	$1,520.28	$1,520.28

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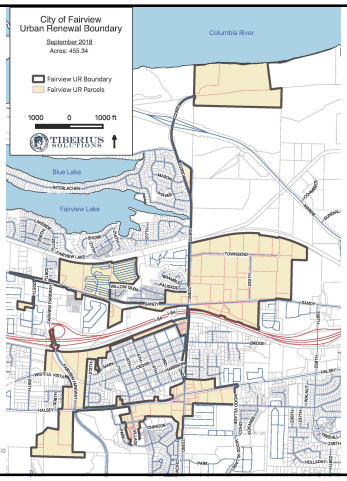
BACKGROUND ON THIS URBAN RENEWAL PLAN

URBAN RENEWAL PLANNING COMMITTEE/ OPEN HOUSE

- 3 meetings of Urban Renewal Planning Committee
  - reviewed boundary
  - projects
  - allocations of funding to projects
  - financing
- Open House



FINANCING

- Maximum Indebtedness
  $51,000,000
- $$ needed $59,875,756 – includes interest on borrowings
- City provides upfront bridge loan of $650,000
- One bond will be impacted for one year: estimated impact on $100K of assessed value: 7 cents

PROJECTS

- Incentives and assistance to private developers
- Public Infrastructure
- Economic Development
- Administration

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INCENTIVES AND ASSISTANCE TO PRIVATE DEVELOPERS

A. Private Development Loan-to-Grant Program

B. Utility System Development Charges Assistance

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PUBLIC INFRASTRUCTURE

A. Water System Well #10
B. Reservoir #1 Rehabilitation
C. Street Improvements Including Pedestrian and Bicycle Improvements
D. Round-a-bout Features on Halsey Street's Major Intersections
E. Streetscape Improvements on Halsey
F. Sandy Sewer Trunk Line
G. Streetscape Improvements on Fairview Parkway
H. Trails Next to Rails
I. Fairview Village Parking

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ECONOMIC DEVELOPMENT

A. Incentivize Village Live Work Developments
B. Park-n-Ride with Transit and Bike Hub on PPL Property
C. Purchase and Resale of Property for Development or Redevelopment

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PLAN ADMINISTRATION

- $3,000,000 in 2018$
- $4,506,360 in YOE$
- $120,000 a year

IMPACTS TO TAXING DISTRICTS

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CONFORMANCE TO COMPREHENSIVE PLAN

Chapter 3 Community Building
Chapter 8 Recreational Needs
Chapter 9 Economic Development
Chapter 11 Public Facilities and Services
Chapter 12 Transportation
Chapter 13 Energy Conservation

Fairview Transportation System Plan
Fairview 20.30.40 Community Vision
2017 Parks and Open Space Master Plan

Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

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NEXT STEPS & SCHEDULE

1. Planning Commission **October 23**
2. City Council Hearing **November 7**

Elaine Howard Consulting LLC

TO: City of Fairview Planning Commission

FROM: Scott Vanden Bos, Elaine Howard Consulting, LLC

DATE: October 9, 2018

SUBJECT: Fairview Urban Renewal Plan

I. PURPOSE

The Fairview Planning Commission is being asked to make a recommendation to the City Council regarding the Council's consideration and adoption of the proposed Fairview Urban Renewal Plan (Plan). The Plan is designed for the Fairview Urban Renewal Area (Area), an area that includes key potential development/redevelopment sites within the Fairview city limits. The reason for urban renewal is to provide a financing mechanism to fund improvements including the following categories: Incentives and Assistance to Private Development, Public Infrastructure, Economic Development and Plan Administration and Refinement.

The focus of the Planning Commission's review is the conformance of the Plan with the Fairview Comprehensive Plan. This action does not require a public hearing, and the Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Fairview City Council on the conformance to the Fairview Comprehensive Plan issue. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that "An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095". The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives (Section XI of the Plan), and particularly to its conformance to the City of Fairview Comprehensive Plan.

II. BACKGROUND

The Fairview City Council called for the formation of a Vision Action Plan committee in June, 2017. Citizen volunteers were selected to serve on the committee. Fairview 20.30.40 Community Vision was prepared for the Fairview City Council in 2017 and is detailed in this Fairview Urban Renewal Plan. The adopted Fairview 20.30.40 Community Vision set the stage for the development of an urban renewal plan to provide a funding source for the projects identified in the Fairview 20.30.40 Community Vision.

The City Council established the Fairview Urban Renewal Agency on May 16, 2018 by Ordinance Number 5-2018. ORS 457 requires the City Council to appoint an urban renewal agency board. The City Council appointed themselves as the board of the urban renewal agency.

The Fairview City Council established an Urban Renewal Planning Committee to help guide the formation of an urban renewal plan. The Planning Committee met three times and provided

input on the urban renewal area boundary, potential projects including project amounts and timing and financing of an urban renewal plan. An Open House was held on August 20, 2018. The main comments were about park development in Fairview. After the Open House, the City Administrator and staff met with the Chair, Vice Chair and Manager of East County Recreation (ECR) to review their input. The proposed boundary was adjusted after the Open House and subsequent meeting with ECR to add Cleone Park and an adjacent property to the urban renewal area boundary to help facilitate future trails projects.

This urban renewal plan supports Main Streets on Halsey, a Strategic Economic Action Plan for Fairview, Wood Village, Troutdale completed in 2017 that identified specific place making improvements for Halsey Street in these three cities. Being able to use tax increment financing to implement the component of the Main Streets on Halsey Plan will provide a positive environment for future development all along this corridor.

III. PROPOSAL

The Fairview Urban Renewal Area (Area), shown in Figure 1of the attached Plan, consists of approximately 458.65 acres of land including rights of way.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old, deteriorated buildings, public spaces which need improvements, a lack of investment, streets and utilities in poor condition or they can lack streets and utilities altogether. The Area has many properties that are undeveloped or under developed and lacks sufficient infrastructure within the Area. The specific projects proposed in this Plan are outlined in Section VI of the Plan and include the following categories: Incentives and Assistance to Private Development, Public Infrastructure, Economic Development and Plan Administration and Refinement.

Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (the city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The goals of the Plan are listed in Section IV of the attached Plan.

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is $51,000,000. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.

The Plan would be administered by the Fairview Urban Renewal Agency (Agency). Major changes to the Plan, if necessary, must be approved by the Agency and City Council as detailed in Section VII Amendments to Plan.

IV. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the *Fairview Comprehensive Plan*, the *Fairview Transportation Systems Plan*, *Fairview 20.30.40 Community Vision*, *Main Streets on Halsey Plan* and the *Fairview Development Code*. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document. The Comprehensive Plan designations are shown in Figure 2 of the Plan. The proposed land uses conform to Figure 2, the comprehensive plan designations and the maximum densities and building requirements can be found in the *Fairview Development Code*.

This is not a comprehensive list of all parts of the *Fairview Comprehensive Plan* that are supported by this Plan This list includes the major Goals and Policies from the comprehensive plans that are in conformance with the urban renewal Plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

A. Fairview Comprehensive Plan

Chapter 3 - Community Building

Goal

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

Old Town

> ***Renaissance Plan Value Statement****: "Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town."*
>
> ***Visioning Document 2022****: The Vision for Old Town centers around a theme to "embrace this historic area and nurture appropriate public and private improvements to enhance its existing character." General goals for improving Old Town are outlined*

below. Dozens of action items to fulfill these goals are in the Vision document for reference and implementation.

- Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.
- Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.
- Build distinctive city gateway features, and landscape city streets.

The Town Center

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

Sandy Boulevard Corridor Goal

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

Community Building Policies

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

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

6. Village Commercial, Mixed Use, and Office

The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets

with residential units above or townhouses that may evolve to retail uses in the future. Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See Land Use Designations in Figure 3-D) shall be two stories or tall-facade one-story buildings, with the first floor restricted to commercial/office/retail use.

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

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

Finding: The Plan conforms to the Community Building Chapter of the *Fairview Comprehensive Plan* as the Plan specifies projects that will enhances the community by building gateways, incentivizing live-work in the Village, improving the transportation network for all modes of travel, providing increased development capacity by improving utility infrastructure in the Area, installing public art in the Area and incentivizing new development in the Area.

Chapter 8 – Recreational Needs

Goal

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

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

Finding: The Plan conforms to the Recreational Needs Chapter of the *Fairview Comprehensive Plan* as providing funding for the Rails Near Trails project will enhance recreational opportunities for Fairview residents. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

Chapter 9 – Economic Development

Goal

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

Policies

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

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

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

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

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

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

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

Finding:

The Plan conforms to the Economic Development Chapter of the *Fairview Comprehensive Plan* as the majority of the projects are designed to help improve conditions for economic activity in Fairview. These include projects that will improve utility infrastructure, upgrade the transportation network, provide SDC assistance to encourage future development, provide for property acquisition and future development, and assist with parking solutions for the Village.

Chapter 11 Public Facilities and Services

Goal

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

Policies

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

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

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

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

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

The Plan conforms to the Public Facilities and Service Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the utilities and transportation network in the Area.

Chapter 12 Transportation

Goal

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

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

Finding: The Plan conforms to the Transportation Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the transportation network in the Area. See additional section on *Transportation Systems Plan* findings.

Chapter 13 Energy Conservation

Goal

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

Policies

2. Pattern land use in the City to:

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

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

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

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

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

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

Finding: The Plan conforms to the Energy Conservation Chapter of the *Fairview Comprehensive Plan* as providing infrastructure improvements and enhanced transportation networks will help to support walking, biking and transit ridership, to reduce vehicle miles traveled.

B. Fairview Transportation System Plan

Goal 1 – Livability

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

Objective 1: Maintain the livability of Fairview through proper location and design of transportation facilities. The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Objective 2: Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access. The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).

Objective 3: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

Goal 2 - Balanced Transportation Choices

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

Objective 1: Develop and implement transportation facility design standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use. The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.

Objective 2: Coordinate with Tri-Met to improve transit services in Fairview.
The Regional Transportation Plan (RTP) and Tri-Met service plan will guide development of Fairview's transit services. The City will support Tri-Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit-supportive land uses to further grow transit ridership.

Objective 3: Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for bicycle facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). Design standards for bicycle facilities within Fairview will be developed and maintained.

Objective 4: Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.

Objective 5: Develop active transportation facilities that serve recreational users and link to recreational trails. The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.

Objective 6: Provide local street connectivity to minimize out-of-direction travel, especially for people who walk and bike. The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.

Goal 3 - Safety

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

Objective 3: Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

Goal 5 - Accessibility

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

Objective 1: Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.

Objective 2: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Objective 3: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City and serves through travelers.

Objective 4: Reduce total housing and transportation costs for residents of Fairview.

Objective 5: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Goal 8 - Health

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

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

Objective 2: Provide comfortable active transportation facilities for all ages and ability levels.

Objective 4: Support reductions in vehicle emissions.
Finding: The Plan conforms to the *Transportation Systems Plan* as there are projects that improve the transportation network in the Area for all modes of travel. There are projects to enhance Park and Ride options and a bike hub. There are projects to improve traffic flow and safety. There are also projects to enhance the streetscape to encourage all modes of travel.

C. Fairview 20.30.40 Community Vision

Vision Statement: "With thoughtful actions, ensure the quaintness and livability of Fairview into the decades ahead."

Priority action items:

1. Commercial and At-large Economic Development Strategy
2. Improvements to NE 223rd, Sidewalks, and Other Mobility Issues
3. Livability Strategy to Maintain Small Town Community Feel

Goal 1: Economic Development

Action Item 1.1 Continue partnership with Wood Village, Troutdale, Metro, and Multnomah County to prioritize and pursue the goals of the Main Streets on Halsey plan.

Action Item 1.2 Reinvigorating the live/work concept in the Village Commercial District. Revisit code and zoning to facilitate commercial development.

Action Item 1.3 Actively recruit businesses that are looking to relocate; identify startups and professional services that are looking for opportunities.

Action Item 1.4 Re-engage the city's comprehensive Economic Development Strategy for commercial and industrial development.

Action Item 1.5 Review and consider revisions or additions to Development Incentive programs (i.e. existing Enterprise Zone, Vertical Housing Zone, Development Incentive program and/or new Urban Renewal Agency) targeted at desirable development.

Action Item 1.6 Review inventory of industrial and commercial parcels and pursue development to targeted niche businesses.

Goal 2: Mobility

Action Item 2.1 Complete sidewalk on west side of NE 223rd from Halsey to Blue Lake Park, starting with the railroad undercrossing.

Action Item 2.2 Connect sidewalks on north side of Sandy from NE 238th Ave. to NE 201st Ave.

Action Item 2.3 Improve roadway on NE 223rd Ave from Halsey to Sandy.

Action Item 2.4 Connect Sidewalks from the Village to NE Halsey Boulevard.

Action item 2.6 Install additional crosswalks with flashing lights for densest parts of Halsey Corridor.

Goal 4 – Parks and Recreation

Action Item 4.5 Investigate a Park & Ride for bus service to the Gorge and other destinations at NE 207th Ave and Halsey, with possible dog park and soccer field.

Goal 6 – Historic Character & Neighborhoods

Action Item 6.6 Consider opportunities to improve parking in the Village area, including public purchase of available properties.

Goal 7 – Enhance Livability

Action Item 7.1 Maintain and enhance walkability of neighborhoods.

Action Item 7.3 Encourage commercial development (dining, retail, etc.) to adapt to changes in shopping habits.

Action Item 7.4 Attract professional services to Halsey and Village service areas.

Finding: The Plan conforms to the *Fairview 20.30.40 Community Vision* as there are projects identified in the Plan that will incentivize commercial and at-large economic development, provide improvements to NE 223rd Avenue and address other mobility issues and help support the livability strategy. There are specific projects that will build gateways, incentivize live-work in the Village, provide parking solutions for the Village, improve the transportation network for all modes of travel by providing transportation improvements and streetscape improvements, provide increased development capacity by improving utility infrastructure in the Area, and incentivize new development in the Area.

D. Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

Vision: The neighborhoods connected by Halsey will prosper from improved mobility, access to growing economic opportunity, and new development and reinvestment that result in jobs and new housing.

Finding: The Plan conforms to the *Main Streets on Halsey Plan* as the urban renewal plan implements major components of the *Main Streets on Halsey Plan.*

The *2017 Parks and Open Space Master Plan*

Goal: The City seeks to operate a safe and well maintained park, open space, and recreation system for Fairview and its surrounding communities.

Vision and Mission: The City considers parks an integral component in the health and well-being of the community. The Fairview Parks system promotes accessibility and recreation for all ages by providing places for community gatherings, multicultural events, and social interaction in service of a diverse and vital community.

Finding: The Plan conforms to the *2017 Parks and Open Space Master Plan,* as providing funding for the Rails Near Trails project will enhance recreational opportunities for Fairview residents. In addition, the enhanced streetscape will include sidewalk improvements and the transportation improvements will include bicycle improvements. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

V. <u>PLANNING COMMISSION RECOMMENDATION AND VOTE</u>

Staff recommends that the Planning Commission:

1. Review and discuss the proposed Fairview Urban Renewal Plan
2. Find that the Plan conforms to the Fairview Comprehensive Plan, and optionally recommend the Plan's adoption to the Fairview City Council

Recommendation/Suggested Motion(s):

"I move that the Fairview Planning Commission finds, based upon the information provided in the staff report and the provided attachments, that the Fairview Urban Renewal Plan conforms with the Fairview Comprehensive Plan.

Optional additional language:

and further recommend that the Fairview City Council adopt the proposed Fairview Urban Renewal Plan."

Attachments:

1. Fairview Urban Renewal Plan
2. Report on the Fairview Urban Renewal Plan

Fairview Urban Renewal Plan

Adopted by the City of Fairview

November __ 2018

Ordinance No. 8 - 2018

DRAFT

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

LIST OF PARTICIPANTS

Fairview Mayor and City Council

Ted Tosterud	Mayor
Cathi Forsythe	Position 1
Mike Weatherby	Position 2
Keith Kudrna	Position 3
Lisa Barton Mullins	Position 4
Natalie Voruz	Position 5
Brian Cooper	Position 6

Fairview Planning Commission

Hollie Holcombe
Steven Hook
Jeff Dennerline
Les Bick
Russell Williams
Ed Jones

Urban Renewal Planning Committee

Ted Tosterud	Mayor
Bill Peterson	Fairview Resident
Erich Mueller	Fairview Resident
Holly Holcombe	Planning Commission representative
Marcus Fullard-Leo	Economic Development Advisory Committee Representative
Brian Cooper	City Councilor

City of Fairview Staff

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Allan Berry	Public Works Director
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I. DEFINITIONS

"Agency" means the Fairview Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

"Area" means the properties and rights-of-way located with the Fairview Urban Renewal Area Boundary.

"Blight" is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

"Board of Commissioners" means the Multnomah County Board of Commissioners.

"City" means the City of Fairview, Oregon.

"City Council" or "Council" means the Fairview City Council.

"Comprehensive Plan" means the City of Fairview comprehensive land use plan and its implementing ordinances, policies, and standards.

"County" means Multnomah County, Oregon.

"Development Code" means the City of Fair view Municipal Code, Title 19 Development Code.

"Fiscal year" means the year commencing on July 1 and closing on June 30.

"Frozen base" means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

"Increment" means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

"Maximum indebtedness" means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

"ORS" means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

"Planning Commission" means the Fairview Planning Commission.

"Revenue sharing" means sharing tax increment proceeds as defined in ORS 457.470.

"Tax increment financing (TIF)" means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

"Tax increment revenues" means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

"UGB" means urban growth boundary.

"Urban renewal area" means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Fairview Urban Renewal Plan (Plan) was developed for the Fairview City Council (City Council) with cooperative input from a Planning Committee that was formed for this purpose. The Plan also includes input from the community received at a public open house and public meetings and hearings before the Planning Commission, City Council, and Multnomah County Board of Commissioners.

The Fairview City Council called for the formation of a Vision Action Plan committee in June, 2017. Citizen volunteers were selected to serve on the committee. *Fairview 20.30.40 Community Vision* was prepared for the Fairview City Council in 2017 and is detailed in Section XI of this Fairview Urban Renewal Plan. The adopted *Fairview 20.30.40 Community Vision* set the stage for the development of an urban renewal plan to provide a funding source for the projects identified in the *Fairview 20.30.40 Community Vision*.

The City Council established the Fairview Urban Renewal Agency on May 16, 2018 by Ordinance Number 5-2018. ORS 457 requires the City Council to appoint an urban renewal agency board. The City Council appointed themselves as the board of the urban renewal agency.

In June 2018, the Fairview City Council established an Urban Renewal Planning Committee to help guide the formation of an urban renewal plan. The Advisory Committee met three times and provided input on the urban renewal area boundary, potential projects including project amounts and timing, and financing of an urban renewal plan. A public Open House was held on August 20, 2018. The main comments were about park development in Fairview. After the Open House, the city administrator and staff met with the East County Recreation (ECR) Board Chair, Vice Chair and Manager to review their input. The proposed boundary was adjusted after the Open House and subsequent meeting with ECR to add Park Cleone and an adjacent property to the urban renewal area boundary to help facilitate future trails projects.

This urban renewal plan is further supported by the *Main Streets on Halsey,Strategic Economic Action Plan (Main Streets on Halsey), for Fairview, Wood Village and Troutdale,* completed in 2017, that identified specific placemaking improvements for Halsey Street in these three cities. Being able to use tax increment financing to implement the component of the *Main Streets on Halsey Plan in Fairview* will provide a positive environment for future development all along this corridor.

A. Plan Overview

The Plan Area, shown in Figure 1, consists of approximately 458.65 total acres: 403.45 acres of land in tax lots and 55.20 acres of public rights-of-way. It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing (TIF) for projects and programs) that may be issued for the Plan is $51,000,000 (fifty-one million).

Detailed goals and objectives for this Plan are intended to guide tax increment investment in the Area over the life of the Plan. The Plan is to be administered by the city's Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues — the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established — are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets and streetscape, utilities, and provide assistance for future development. The Fairview Urban Renewal Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion, is $51,000,000 (Fifty-one million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

IV. PLAN GOALS AND OBJECTIVES

A. Economy

Goal 1. Create conditions that are attractive to the growth of existing businesses and attract new businesses to create new jobs and increased assessed value in the Area.

Objectives:

a) Establish a Loan to Grant Program to encourage private developments.

b) Provide Utility System Development Charges Assistance.

c) Provide incentives to Village Live Work developments.

d) Pursue and provide for purchase, resale and development or redevelopment of property.

Goal 2. Remove barriers to development and redevelopment by providing needed utility infrastructure improvements in the Area. Spur economic development and job creation from new development created due to infrastructure improvements.

Objectives:

a) Participate in the funding for upgrading the water system by installing water system Well #10 and rehabilitating Reservoir #1.

b) Participate in the funding for the construction of the Sandy Boulevard Sewer Trunk Line.

Goal 3. Improve the safety, access and efficiency of the transportation network and create a sense of place in the Area to improve conditions for existing residents and encourage new development in the Area.

Objectives:

a) Construct pedestrian improvements on NE 223rd Avenue

b) Implement the Main Streets on Halsey Plan.

c) Undertake street and multimodal improvements that make transportation safe for all modes of travel.

d) Construct Roundabout features on Haley's Street's major intersectons.

e) Install right-of-way improvements on Halsey Street, NE 223rd Avenue, Depot Street, Sandy Boulavard and Fairview Parkway.

f) Install streetscape and gateway improvements on Fairview Parkway.

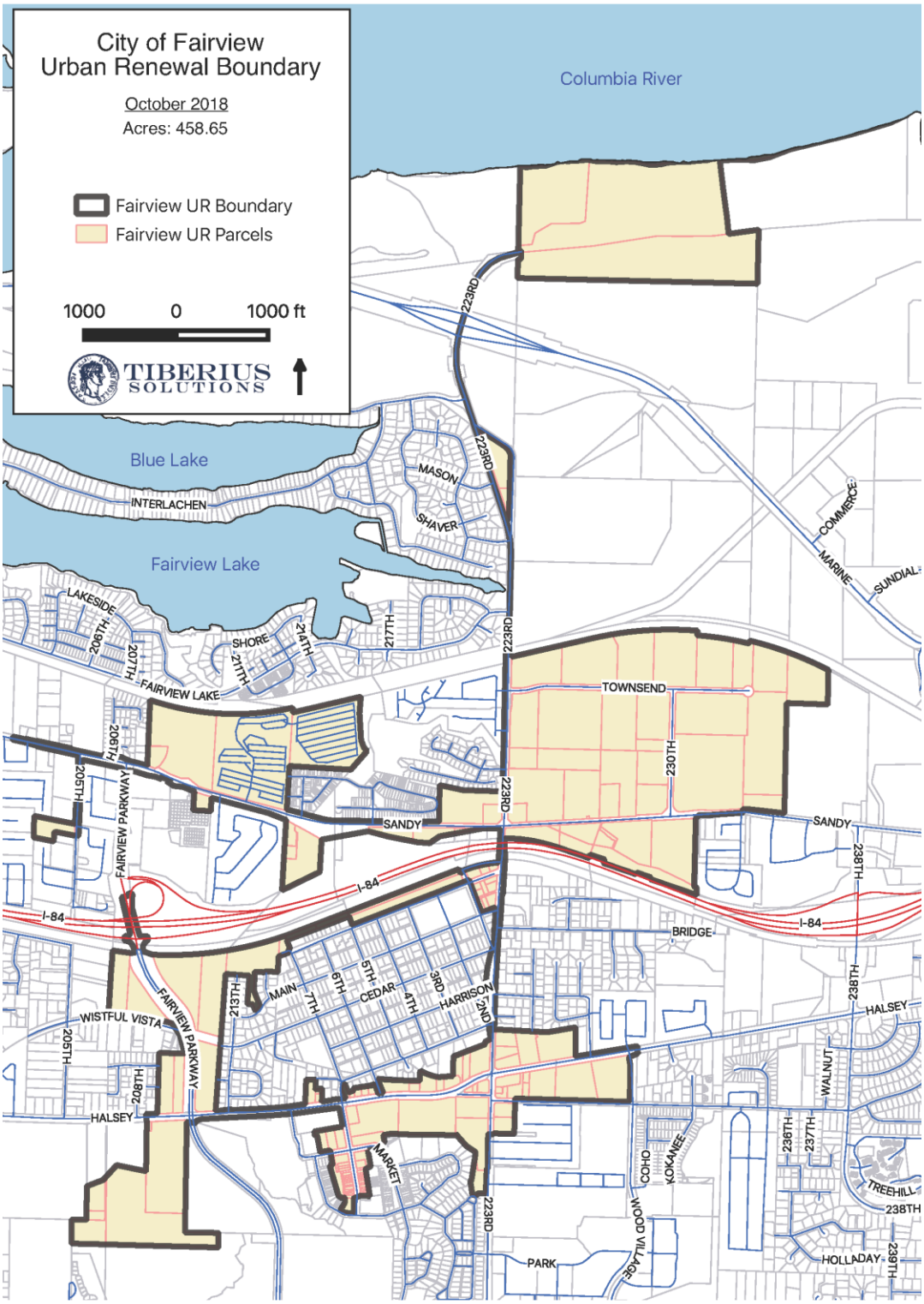
g) Develop a Park and Ride station with a bike hub.

h) Develop the Trails Next to Rails project.

i) Provide additional public parking in Fairview Village.

j) Install public art in the Area.

Figure 1 – Fairview Urban Renewal Plan Area Boundary



Source: Tiberius Solutions, LLC

V. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- ***Incentives and Assistance to Private Development.***
- ***Public Infrastructure.***
- ***Economic Development.***
- ***Plan Administration and Refinement.***

VI. URBAN RENEWAL PROJECTS

A. Incentives and Assistance to Private Development

1. **Private Development Loan-to-Grant Program** – Establish a fund for use on loans or grants with private developers in the urban renewal area. This program could address the following issues as well as other issues as designated by the Agency:
   a. Mitigation of environmental and storm water issues
   b. Demolition of structures
   c. Consolidation of multiple adjacent lots into one larger lot
   d. Resolution of access or infrastructure challenges

2. **Utility System Development Charges (SDC) Assistance** – Provide financial assistance to incentivize targeted development through full or partial assistance of Utility SDCs with the Agency reimbursing city utilities.

B. Public Infrastructure

1. **Water System Well #10** – Pay a portion of the development and construction costs for Water Well #10.
2. **Reservoir #1 Rehabilitation** – Pay a portion of the design and construction costs to implement the City Council approved plan for the rehabilitation of Reservoir #1.
3. **Street Improvements including Pedestrian and Bicycle Improvements** – Identify, design and construct street, pedestrian and bicycle infrastructure that is included in the Fairview Transportation Systems Plan (TSP) and meets goals of the Agency. Projects to be undertaken include but are not limited to NE 223rd Avenue, Sandy Boulevard, Depot Street, Trails Next to Rails and Railroad Pedestrian Undercrossing
4. **Roundabout features on Halsey Street's major intersections** – Assist with the feasibility study, design and construction of roundabouts at NE Halsey Street and Fairview Parkway and NE Halsey Street and NE Fairview Avenue (NE 223rd Avenue).
5. **Streetscape Improvements on Halsey** – Implement the streetscape, gateway and pedestrian safety aspect of the *Main Streets on Halsey Plan*. Streetscape improvements could include pedestrian crossings, bicycle amenities, access improvements, landscaping, benches, bus stop shelters, street trees, wayfinding signage, and lighting (theme light

poles that could accommodate banners, flower baskets, lighted decorations and gateway treatments) and other improvements as identified by the Agency. Gateway treatments may include, but are not limited to new signage, public art, and landscaping, with a focus on entering the Halsey corridor from the west end of Fairview.

6. **Sandy Sewer Boulevard Trunk Line** – Pay a portion of the design and construction costs for the Sandy Boulevard Sewer trunk line.
7. **Streetscape and Gateway Improvements on Fairview Parkway** – Visually enhance gateway into Fairview through landscape improvements, overpass treatments, public art and signage from the Interstate 84 (I-84) overpass to Halsey Street.
8. **Fairview Village Parking** – Develop and implement a plan to accommodate parking needs for full development of the Village commercial area.

C. Economic Development

1. **Incentivize Village Live Work Developments** – Develop a loan/grant program that incentivizes and removes barriers to Live Work developments in the Village.
2. **Park-n-Ride with Transit and Bike Hub on PPL Property** – Develop and construct a Park-n-Ride Station at the northeast corner of the Fairview Parkway and Halsey Street intersection.
3. **Purchase and Resale of Property for Development or Redevelopment** – Purchase property that is blighted, underdeveloped or vacant; remove the obstacles to development and resell to private ownership that has the interest and capacity to create development that meets the goals of the Agency.
4. **Public Art** - Install public art in the Area to enhance the community's uniqueness and create economic development.

D. Plan Administration and Planning Refinement

1. **Plan Administration and Planning Refinement** – Fund the administration of the plan. Examples of eligible projects include:
   • Auditing, insurance, bond counsel, and other required administrative costs
   • Marketing projects and programs related to the Plan
   • Preparation of financial plans and/or financial analyses of projects and proposals
   • Personnel, materials, and other associated administrative costs
   • Professional consulting services to refine urban design concepts
   • Environmental analyses
   • Other consultation or design services related to the administration of Plan projects, which could include the creation and administration of design guidelines, engineering services, or other management costs.
2. **Initial Plan Preparation** – Provide reimbursement to the city of costs of consulting fees, legal description, notices, recording and other costs associated with preparation of the urban renewal plan.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Fairview, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:[1]

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

C. Amendments to the Fairview Comprehensive Plan and/or Fairview Zoning Code.

Amendments to the Fairview Comprehensive Plan and/or Development Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

[1] Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VIII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

IX. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

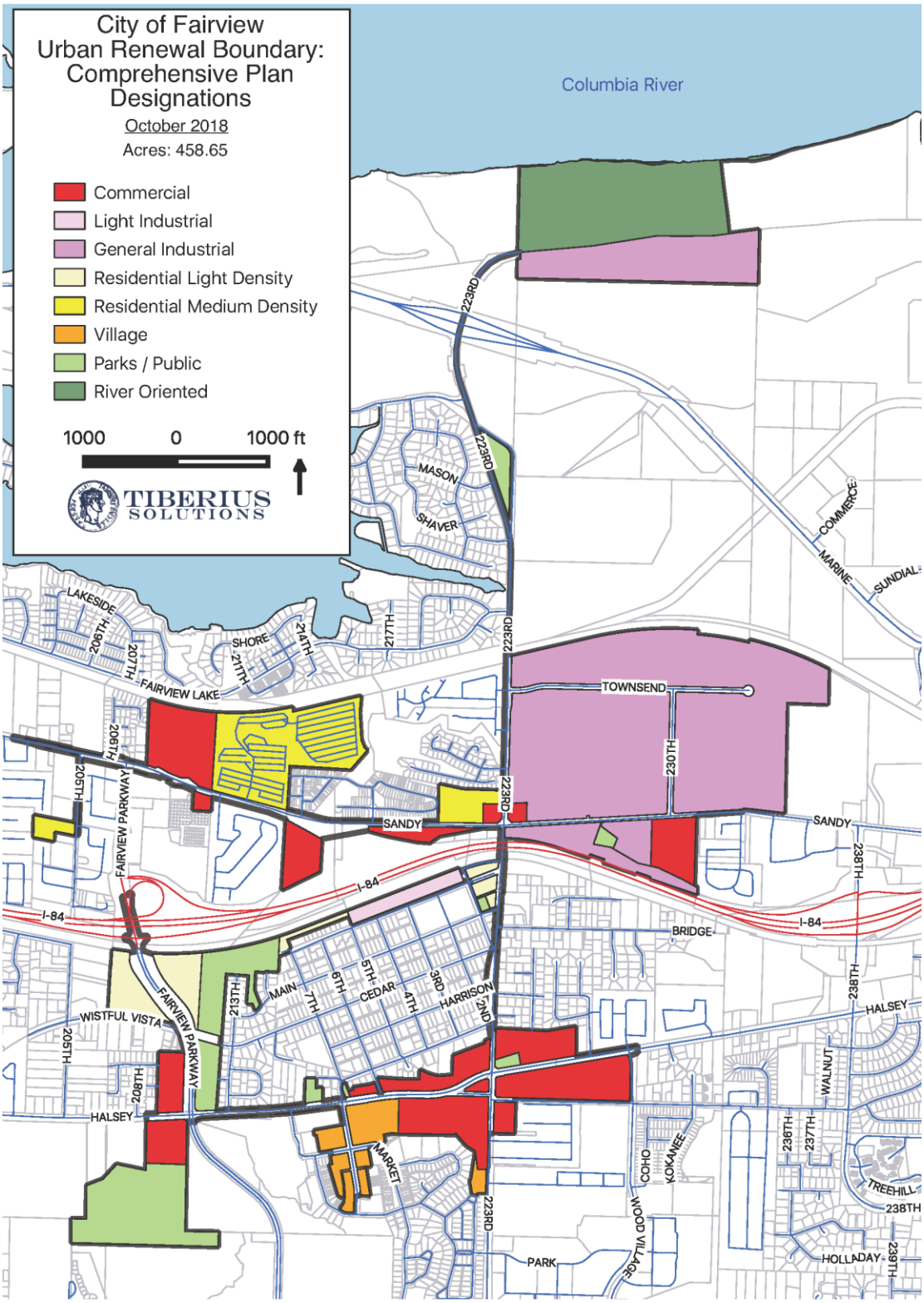
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

Figure 2 – Comprehensive Plan Designations



Source: Tiberius Solutions, LLC

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Fairview Comprehensive Plan*, the *Fairview Transportation Systems Plan, Fairview 20.30.40 Community Vision, Main Streets on Halsey Plan, the 2017 Parks and Open Space Master Plan* and the *Fairview Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Fairview Urban Renewal Plan relates to the applicable goals and policies. This analysis covers the most relevant sections but may not cover every section of the various plans that relate to the Fairview Urban Renewal Plan. As the plans identified in this section are updated in the future, this document will automatically incorporate those updates without the Fairview Urban Renewal Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the Fairview Urban Renewal Plan should be updated at that point.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Development Code.

A. Fairview Comprehensive Plan

Chapter 3 Community Building

Goal

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

Old Town

> ***Renaissance Plan Value Statement****: "Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town."*
>
> ***Visioning Document 2022****: The Vision for Old Town centers around a theme to "embrace this historic area and nurture appropriate public and private improvements to enhance its existing character." General goals for improving Old Town are outlined below*[2]*. Dozens of action items to fulfill these goals are in the Vision document for reference and implementation.*

- Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.
- Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.
- Build distinctive city gateway features, and landscape city streets.

The Town Center

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

Sandy Boulevard Corridor Goal

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

Community Building Policies

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

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

6. Village Commercial, Mixed Use, and Office

The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets with residential units above or townhouses that may evolve to retail uses in the future. Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See

Land Use Designations in Figure 3-D) shall be two stories or tall-facade one-story buildings, with the first floor restricted to commercial/office/retail use.

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

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

Finding: The Plan conforms to the Community Building Chapter of the *Fairview Comprehensive Plan* as the Plan specifies projects that will enhances the community by building gateways, incentivizing live-work in the Village, improving the transportation network for all modes of travel, providing increased development capacity by improving utility infrastructure in the Area, installing public art in the Area and incentivizing new development in the Area.

Chapter 8 Recreational Needs

Goal

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

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

Finding: The Plan conforms to the Recreational Needs Chapter of the *Fairview Comprehensive Plan* as providing funding for the Trails next to Rails project will enhance recreational opportunities for Fairview residents. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park. In addition,

Chapter 9 Economic Development

Goal

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

Policies

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

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

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

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

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

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

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

Finding:

The Plan conforms to the Economic Development Chapter of the *Fairview Comprehensive Plan* as the majority of the projects are designed to help improve conditions for economic activity in Fairview. These include projects that will improve utility infrastructure, upgrade the transportation network, provide SDC assistance to encourage future development, provide for property acquisition and future development, and assist with parking solutions for the Village.

Chapter 11 Public Facilities and Services

Goal

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

Policies

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

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

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

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

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

The Plan conforms to the Public Facilities and Service Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the utilities and transportation network in the Area.

Chapter 12 Transportation

Goal

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

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

Finding: The Plan conforms to the Transportation Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the transportation network in the Area. See additional section on *Transportation Systems Plan* findings.

Chapter 13 Energy Conservation

Goal

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

Policies

2. Pattern land use in the City to:

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

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

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

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

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

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

Finding: The Plan conforms to the Energy Conservation Chapter of the *Fairview Comprehensive Plan* as providing infrastructure improvements and enhanced transportation networks will help to support walking, biking and transit ridership, to reduce vehicle miles traveled.

B. Fairview Transportation System Plan

Goal 1 – Livability

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

Objective 1: Maintain the livability of Fairview through proper location and design of transportation facilities. The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Objective 2: Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access. The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).

Objective 3: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

Goal 2 - Balanced Transportation Choices

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

Objective 1: Develop and implement transportation facility design standards that recognize the multi- purpose nature of the street right- of- way for utility, pedestrian, bicycle, transit, truck and auto use. The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.

Objective 2: Coordinate with Tri- Met to improve transit services in Fairview.
The Regional Transportation Plan (RTP) and Tri- Met service plan will guide development of Fairview's transit services. The City will support Tri- Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit- supportive land uses to further grow transit ridership.

Objective 3: Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for bicycle facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas) Design standards for bicycle facilities within Fairview will be developed and maintained.

Objective 4: Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.

Objective 5: Develop active transportation facilities that serve recreational users and link to recreational trails. The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.

Objective 6: Provide local street connectivity to minimize out- of- direction travel, especially for people who walk and bike. The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul- de- sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.

Goal 3 - Safety

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

Objective 3: Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

Goal 5 - Accessibility

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

Objective 1: Design and construct transportation facilities to provide equitable access and barrier- free transportation choices for all people.

Objective 2: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Objective 3: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City and serves through travelers.

Objective 4: Reduce total housing and transportation costs for residents of Fairview.

Objective 5: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Goal 8 - Health

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

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

Objective 2: Provide comfortable active transportation facilities for all ages and ability- levels.

Objective 4: Support reductions in vehicle emissions.
Finding: The Plan conforms to the *Transportation Systems Plan* as there are projects that improve the transportation network in the Area for all modes of travel. There are projects to enhance Park and Ride options and a bike hub. There are projects to improve traffic flow and safety. There are also projects to enhance the streetscape to encourage all modes of travel.

C. Fairview 20.30.40 Community Vision

Vision Statement: "With thoughtful actions, ensure the quaintness and livability of Fairview into the decades ahead."

Priority action items:

1. Commercial and At-large Economic Development Strategy
2. Improvements to NE 223rd, Sidewalks, and Other Mobility Issues
3. Livability Strategy to Maintain Small Town Community Feel

Goal 1: Economic Development

Action Item 1.1 Continue partnership with Wood Village, Troutdale, Metro, and Multnomah County to prioritize and pursue the goals of the Main Streets on Halsey plan.

Action Item 1.2 Reinvigorating the live/work concept in the Village Commercial District. Revisit code and zoning to facilitate commercial development.

Action Item 1.3 Actively recruit businesses that are looking to relocate; identify startups and professional services that are looking for opportunities.

Action Item 1.4 Re-engage the city's comprehensive Economic Development Strategy for commercial and industrial development.

Action Item 1.5 Review and consider revisions or additions to Development Incentive programs (i.e. existing Enterprise Zone, Vertical Housing Zone, Development Incentive program and/or new Urban Renewal Agency) targeted at desirable development.

Action Item 1.6 Review inventory of industrial and commercial parcels and pursue development to targeted niche businesses.

Goal 2: Mobility

Action Item 2.1 Complete sidewalk on west side of NE 223rd from Halsey to Blue Lake Park, starting with the railroad undercrossing.

Action Item 2.2 Connect sidewalks on north side of Sandy from NE 238th Ave. to NE 201st Ave.

Action Item 2.3 Improve roadway on NE 223rd Ave from Halsey to Sandy.

Action Item 2.4 Connect Sidewalks from the Village to NE Halsey Boulevard.

Action item 2.6 Install additional crosswalks with flashing lights for densest parts of Halsey Corridor.

Goal 4 – Parks and Recreation

Action Item 4.5 Investigate a Park & Ride for bus service to the Gorge and other destinations at NE 207th Ave and Halsey, with possible dog park and soccer field.

Goal 6 – Historic Character & Neighborhoods

Action Item 6.6 Consider opportunities to improve parking in the Village area, including public purchase of available properties.

Goal 7 – Enhance Livability

Action Item 7.1 Maintain and enhance walkability of neighborhoods.

Action Item 7.3 Encourage commercial development (dining, retail, etc.) to adapt to changes in shopping habits.

Action Item 7.4 Attract professional services to Haley and Village service areas.

Finding: The Plan conforms to the *Fairview 20.30.40 Community Vision* as there are projects identified in the Plan that will incentivize commercial and at-large economic development, provide improvements to NE 223rd Avenue and address other mobility issues and help support the livability strategy. There are specific projects that will build gateways, incentivize live-work in the Village, provide parking solutions for the Village, improve the transportation network for

all modes of travel by providing transportation improvements and streetscape improvements, provide increased development capacity by improving utility infrastructure in the Area, and incentivize new development in the Area.

D. Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

Vision: The neighborhoods connected by Halsey will prosper from improved mobility, access to growing economic opportunity, and new development and reinvestment that result in jobs and new housing.

Finding: The Plan conforms to the *Main Streets on Halsey Plan* as the urban renewal plan implements major components of the *Main Streets on Halsey Plan.*

E. 2017 Parks and Open Space Master Plan

Goal: The City seeks to operate a safe and well maintained park, open space, and recreation system for Fairview and its surrounding communities.

Vision and Mission: The City considers parks an integral component in the health and well-being of the community. The Fairview Parks system promotes accessibility and recreation for all ages by providing places for community gatherings, multicultural events, and social interaction in service of a diverse and vital community.

Finding: The Plan conforms to the *2017 Parks and Open Space Master Plan,* as providing funding for the Rails for Trails project will enhance recreational opportunities for Fairview residents. In addition, the enhanced streetscape will include sidewalk improvements and the transportation improvements will include bicycle improvements. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

F. Fairview Development Code

The land uses in the Area will conform to the zoning designations in the City of Fairview Municipal Code, Title 19 Development Code (Development Code), including maximum densities and building requirements, and the requirements in the Development Code are incorporated by reference herein. The following zoning districts are present in the Area.

As the Development Code is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations. The following listings are in the same order as the Development Code.

Agricultural Holding
This zone is intended primarily as a holding zone to be used for agricultural uses until the land is developed for industrial purposes.

Residential District – This includes R, R7.5, R10, Residential Multi-Family and Residential Townhouse
Purpose
A. The residential district is intended to promote the livability, stability and improvement of the city's neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles:
1. Make efficient use of land and public services, implement the Comprehensive Plan, and provide minimum and maximum density standards for housing.
2. Accommodate a range of housing needs, including owner-occupied and rental housing.
3. Provide for compatible building and site design at an appropriate neighborhood scale.
4. Reduce reliance on the automobile for neighborhood travel and provide options for walking, bicycling, and transit use.
5. Provide direct and convenient access to schools, parks and neighborhood services.
6. Utilize subdistricts to add additional allowed uses to the uses in the R, single-family residential, base district.
7. Utilize overlay districts to limit uses in the underlying base district.

Town Center Commercial
A city goal is to strengthen the town center commercial district as the "heart" of the community and as the logical place for people to gather and create a business center. The town center commercial district is intended to support this goal through elements of design and appropriate mixed use development. This chapter provides standards for the orderly improvement of the district based on the following principles:

A. Efficient use of land and urban services;
B. A mixture of land uses to encourage walking as an alternative to driving, and to provide more employment and housing options;
C. Both formal and informal community gathering places;
D. A distinct storefront character that identifies commercial districts;
E. Connections to neighborhoods and other employment areas;

F. Reduced reliance on the automobile and reduced parking needs.

Corridor Commercial
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.

Light Industrial
The light industrial district accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in the town center areas. The district's standards are based on the following principles:

A. To ensure efficient use of land and public services;
B. To provide a balance between jobs and housing, and encourage mixed use development;
C. To provide transportation options for employees and customers;
D. To provide business services close to major employment centers;
E. To ensure compatibility between industrial uses and nearby residential areas;
F. To provide appropriately zoned land with a range of parcel sizes for industry;
G. To provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors**.**

General Industrial
This district is intended for a broad range of uses, which can be located in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

A. Provide for efficient use of land and public services;
B. Provide transportation options for employees and customers;
C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

Residential
Community Service Parks Overlay -
There is no purpose section, so this is the uses section:
The following community service/parks uses and those of a similar nature may be permitted in any zoning district when approved at a public hearing by the planning commission. The district is to be applied only to public property (lands owned by public agencies) or utilities.

A. Government building or use.
B. Park, playground, athletic or recreational use.
C. Open space and green way.
D. Library.
E. School, private, parochial or public educational institution.
F. Power substation or other public utility building or use.
G. Telecommunications facilities where permitted.

Village Zoning Provisions

This section implements the policies of the Fairview Village community plan by providing a mixture of single-family, townhouse, and multifamily residential uses as well as retail/office, commercial and business park uses. These uses are located in the areas where suitable services and facilities are currently provided or can be provided as development occurs. In addition, this plan area allows for pedestrian-oriented development with good connections via the sidewalks, trails and street system from residential areas to parks, schools, open spaces, retail and office uses.

XII. APPENDIX A: LEGAL DESCRIPTION

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Report Accompanying the Fairview Urban Renewal Plan

Adopted by the City of Fairview

Date, 2018

Ordinance No. 8 - 2018___

Fairview Urban Renewal Area

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I. INTRODUCTION

The Report on the Fairview Urban Renewal Plan (Report) contains background information and project details that pertain to the Fairview Urban Renewal Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Fairview City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;(ORS 457.085(3)(a))
- Expected impact of the Plan, including fiscal impact in light of increased services; (ORS 457.085(3)(a))
- Reasons for selection of the Plan Area; (ORS 457.085(3)(b))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.085(3)(c))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.085(3)(d))
- The estimated completion date of each project; (ORS 457.085(3)(e))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.085(3)(f))
- A financial analysis of the Plan; (ORS 457.085(3)(g))
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; (ORS 457.085(3)(h)) and
- A relocation report. (ORS 457.085(3)(i))

The relationship of the sections of the Report and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

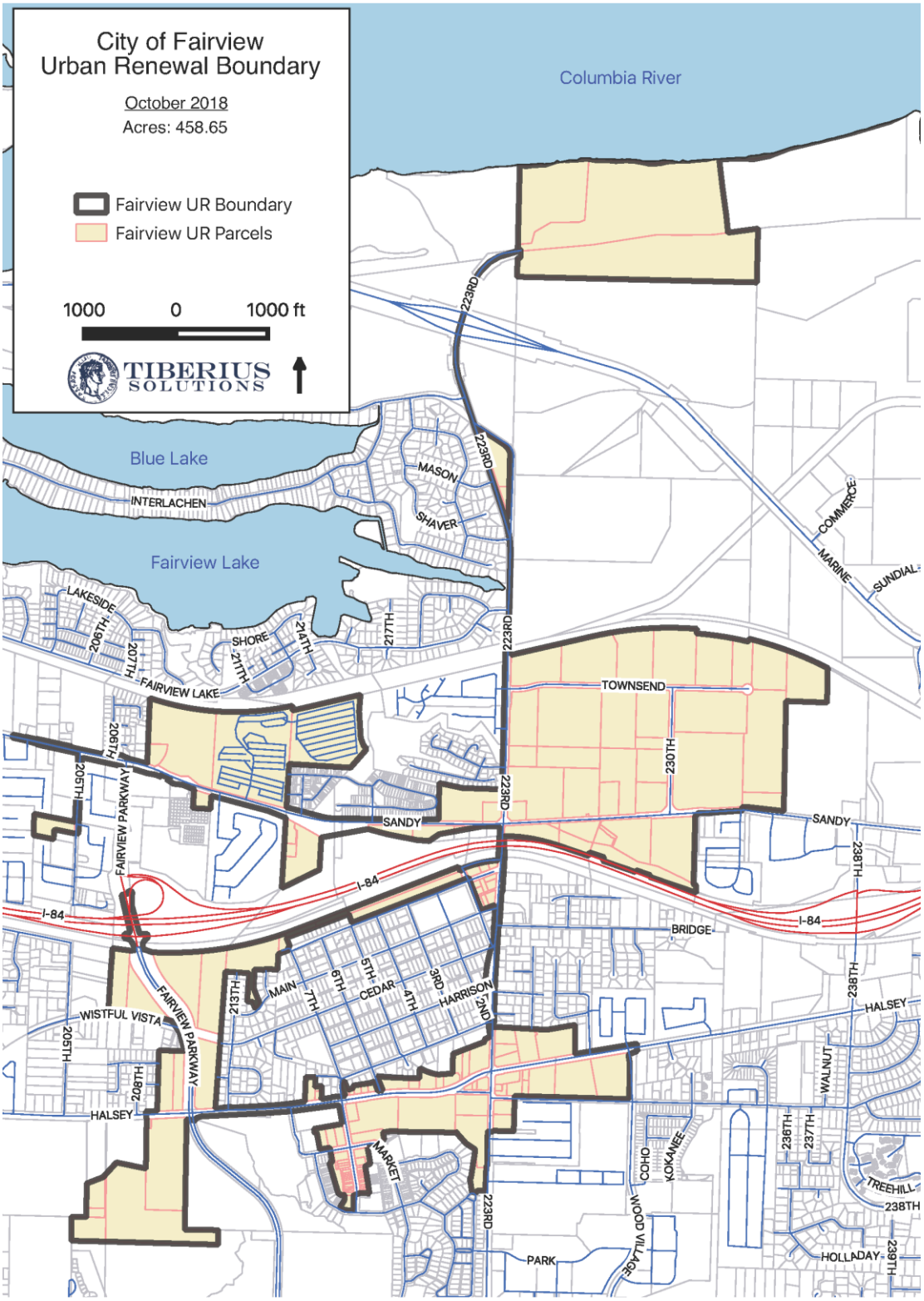
Table 1 - Statutory References

Statutory Requirement	**Report Section**
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	XI
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

The Report provides guidance on how the urban renewal plan might be implemented. As the Fairview Urban Renewal Agency (Agency) will review revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 depicts the Fairview Urban Renewal Area boundary. The right of way (ROW) on NE 223rd from the UP Railroad ROW to the northernmost parcel is a 5 foot cherry stem to allow the area to the north to be contiguous to the remainder of the urban renewal area.

Figure 1 - Fairview Urban Renewal Area Boundary



Source: Tiberius Solutions, LLC

II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Incentives and Assistance to Private Development

1. **Private Development Loan-to-Grant Program** – Establish a fund for use on loans or grants with private developers in the urban renewal area. This program could address the following issues as well as other issues as designated by the Agency:
   a. Mitigation of environmental and storm water issues
   b. Demolition of structures
   c. Consolidation of multiple adjacent lots into one larger lot
   d. Resolution of access or infrastructure challenges

Existing conditions: No such fund exists. There are undeveloped properties in the Area that can potentially be developed with assistance.

2. **Utility System Development Charges (SDC) Assistance** – Provide financial assistance to incentivize targeted development through full or partial assistance of Utility SDCs with the Agency reimbursing city utilities.

Existing conditions: SDC assistance was formerly funded by the individual City utilities. In 2018 the City Council determined to curtail that program. There are undeveloped properties in the Area that can potentially be developed with assistance.

B. Public Infrastructure

1. **Water System Well #10** – Pay a portion of the development and construction costs for Water Well #10.[1]

Existing conditions: Water System Well #10 is identified in the Capital Improvement Program as a new facility to add additional capacity for future water demands.

2. **Reservoir #1 Rehabilitation** – Pay a portion of the design and construction costs to implement the City Council approved plan for the rehabilitation of Reservoir #1.[2]

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[1] City of Fairview Water System Master Plan 2016 – p B-1

[2] Ibid. p B-8

Existing conditions: Reservoir 1 is an older reservoir with maintenance and seismic vulnerability concerns. After a cost benefit analysis it was determined that although there is adequate storage capacity to meet the system requirements within a 20-year planning window (from the 2016 Master Plan) retaining Reservoir 1 provides benefits that include operational flexibility, storage redundancy, and additional storage for emergencies. [3]

3. **Street Improvements including Pedestrian and Bicycle Improvements** – Identify, design and construct street, pedestrian and bicycle infrastructure that is included in the Fairview Transportation Systems Plan (TSP) and meets goals of the Agency. Projects to be undertaken include but are not limited to NE 223rd Avenue, Sandy Boulevard, Depot Street, Trails Next to Rails and a Railroad Pedestrian Undercrossing on NE 223rd Avenue.

Existing conditions: Significant sidewalk gaps and limited crossing opportunities exist along NE Sandy Boulevard. Significant sidewalk gaps exist along NE Fairview Avenue (NE 223rd Avenue), the only north-south street that connects through Fairview from NE Glisan to NE Marine Drive. [4] Neither street is built to current Multnomah County design standards for their roadway classification.

Significant gaps in the bicycle network exist on NE Sandy Boulevard and NE Fairview Avenue (NE 223rd Avenue).[5]

The railroad bridge over NE Fairview Avenue (NE 223rd Avenue) provides space for a two-lane roadway only. Pedestrians and bicycles currently have to pass under the bridge on the roadway, [6] Fairview Avenue connects residents to Blue Lake Regional Park, Chinook Landing Marine Park, and the city's new Lakeshore Park. Providing a safe path under the bridge would provide bike and pedestrian access to these recreational facilities for the majority of Fairview's population residing south of the bridge and providing a regional connection via the Gresham Fairview Trail.

Depot Street also has sidewalk gaps, including the south side from 7th Street to Fairview Elementary.

4. **Roundabout features on Halsey Street's major intersections** – Assist with the feasibility study, design and construction of roundabouts at NE Halsey Street and Fairview Parkway and NE Halsey Street and NE Fairview Avenue (NE 223rd Avenue) to improve safety, flow and access, and to create distinct streetscape character along Haslsey .

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[3] City of Fairview Water System Master Plan 2016 – p B-8

[4] City of Fairview Transportation Systems Plan p 32 of Feb 4, 2016 memo, p 115 of Vol 2.

[5] Ibid. p 32 of Feb 4, 2016 memo, p 115 of Vol 2.

[6] Ibid. p 32 and 36 of Feb 4, 2016 memo, p 115and 119 of Vol 2.

Existing conditions: Halsey Street's major intersections at Fairview Parkway and NE 223rd Avenue have congestion and safety issues as identified in the City of Fairview TSP. NE Halsey Street has collision rates that exceed statewide averages for similar facilities.[7]

5. **Streetscape Improvements on Halsey** – Implement the streetscape, gateway and pedestrian safety aspect of the *Main Streets on Halsey Plan.* Streetscape improvements could include pedestrian crossings, bicycle amenities, access improvements, landscaping, benches, bus stop shelters, street trees, wayfinding signage, and lighting (theme light poles that could accommodate banners, flower baskets, lighted decorations and gateway treatments) and other improvements as identified by the Agency. Gateway treatments may include, but are not limited to new signage, public art, and landscaping, with a focus on entering the Halsey corridor from the west end of Fairview.

Existing conditions: The *Main Streets on Halsey Plan* identifies features that will make the Halsey Street corridor through Fairview, Troutdale and Wood Village friendlier to pedestrian and bicycle activity and will create a sense of place for enhancing neighborhood development. Currently none of the features identified in the *Main Streets on Halsey Plan* have been funded or implemented in the Area.

6. **Sandy Sewer Boulevard Trunk Line** – Pay a portion of the design and construction costs for the Sandy Boulevard Sewer trunk line.

Existing conditions: The Sandy Boulevard Trunk Line is identified in the *City of Fairview Sanitary Sewer 2013 Master Plan*, Section 6 Capital Improvement Plan. The line needs to be upsized to provide additional capacity and prevent overflows. [8]

7. **Streetscape and Gateway Improvements on Fairview Parkway** – Visually enhance gateway into Fairview through landscape improvements, overpass treatments, public art and signage from the I-84 overpass to Halsey Street.

Existing conditions: Currently no gateway improvements exist. There is a small "Fairivew" sign, but additional gateway treatments such as landscaping, public art, or a larger sign are desired. A gateway concept is identified in Chapter 9 of the *Fairview Comprehensive Plan*.

8. **Fairview Village Parking** – Develop and implement a plan to accommodate parking needs for full development of the Village commercial area.

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[7] Ibid, p 31 of Feb 4, 2016 memo, p 114 of Vol 2.

[8] *City of Fairview Sanitary Sewer 2013 Master Plan*

Existing conditions: Currently, Village area parking is accommodated in private lots associated with development, through on-street parking, and in the small public lot adjacent to City Hall. The Village was planned as a transit and pedestrian –oriented district that served people without requiring a car. Actual development has not achieved this goal and lack of traditional parking is hampering development of vacant parcels. Additional public parking could provide flexibility to accommodate parking needs for a broader range of permitted commercial uses, and to support businesses and customer s with convenient parking as the Village develops to full buildout.

C. Economic Development

1. **Incentivize Village Live Work Developments** – Develop a loan/grant program that incentivizes and removes barriers to Live-Work developments in the Village.

Existing conditions: Village Live Work is a desired element in this Area. While a few ground floor retail developments have occurred, more is desired. The majority of buildings in the Village Mixed-Use zone along Village Street were built as residential townhomes and require retrofitting to meet building and fire code requirements for commercial use. This program will provide assistance for such conversions to encourage additional live work developments.

2. **Park-n-Ride with Transit and Bike Hub on PPL Property** – Develop and construct a Park-n-Ride Station at the northeast corner of the Fairview Parkway and Halsey Street intersection.

Existing conditions: The PPL Property is currently vacant and is a prime location for a Park-n-Ride Transit and Bike Hub facility. This project was included in the Main Streets on Halsey Plan.

3. **Purchase and Resale of Property for Development or Redevelopment** – Purchase property that is blighted, underdeveloped or vacant; remove the obstacles to development and resell to private ownership that has the interest and capacity to create development that meets the goals of the Agency.

Existing conditions: There is significant vacant property in the Area. Some of the vacant property owners are not currently motivated or lack the capacity to develop the property. This program would allow the Agency to help connect vacant properties with motivated and capable developers. There is no funding in the City of Fairview's budget to allow for purchase and resale of property for development or redevelopment.

4. **Public Art** - Install public art in the Area to enhance the community's uniqueness and create economic development.

Existing conditions: There is presently no funding for public art in the Area. One of the City Council goals for 2018 is to Enhance and promote economic development activity

and a specific measure is to use art projects to enhance the community's uniqueness and create economic development.

D. Plan Administration and Planning Refinement

1. **Plan Administration and Planning Refinement** – Fund the administration of the plan.
   Examples of eligible projects include:
   • Auditing, insurance, bond counsel, and other required administrative costs
   • Marketing projects and programs related to the Plan
   • Preparation of financial plans and/or financial analyses of projects and proposals
   • Personnel, materials, and other associated administrative costs
   • Professional consulting services to refine urban design concepts
   • Environmental analyses
   • Other consultation or design services related to the administration of Plan projects, which could include the creation and administration of design guidelines, engineering services, or other management costs

Existing conditions: There is currently no urban renewal plan in Fairview. Once a plan is established, there will be annual expenses associated with operating the Plan. This project will pay for those costs and for future planning refinement.

2. **Initial Plan Preparation** – Provide reimbursement to the city of costs of consulting fees, legal description, notices, recording and other costs associated with preparation of the urban renewal plan.

Existing conditions: ORS 457 allows for initial planning for an urban renewal area. This project would allow the city to be reimbursed for some of the costs of the urban renewal plan preparation.

III. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total cost estimates for projects is shown on Table 2 below. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. These costs are shown in constant 2019 dollars (2019 $) to equate to the projected amount of funds available for projects in 2019 $.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. These sources include but are not limited to City of Fairview General, Street and Utility Funds' revenues or reserves, System Development Charges (SDCs), local, state and federal grants, and other sources as identified by the Agency/City. The Agency /City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 2 - Estimated Cost and Timing of Each Project

Project	**2019$**	**Year of Expenditure $**	**Initial Year FYE**	
Private Development LoantoGrant Program	$1,000,000	$1,146,400	FYE 2019	$100k per year
Incentivize Village Live Work Developments	$1,000,000	$1,180,790	FYE 2020	$100k per year
Pedestrian improvements: NE 223rd RR undercrossing	$500,000	$500,000	FYE 2019	
Utility SDCs Assistance	$7,000,000	$8,373,100	FYE 2022	$1M per year
Reservoir #1 Rehabilitation	$90,000	$92,700	FYE 2020	
Water System Well #10	$520,000	$585,260	FYE 2023	
Street and Pedestrian Improvements on NE 223rd	$800,000	$900,400	FYE 2023	
Roundabout @ Halsey Street and Fairview Parkway	$800,000	$1,075,120	FYE 2029	
ParkinRide on PPL Property	$920,000	$1,236,388	FYE 2029	
Streetscape on Halsey	$2,000,000	$2,687,800	FYE 2029	
Street and Pedestrian Improvements on Depot Street	$650,000	$873,535	FYE 2029	
Property Acquisition and Development	$4,000,000	$6,577,500	FYE 2029	first funding
NE 223rd Street and Halsey Roundabout	$800,000	$1,140,560	FYE 2031	
Sandy Blvd., Street and pedestrian improvements	$560,000	$822,360	FYE 2032	
Sandy Boulevard Sewer Trunkline	$1,000,000	$1,468,500	FYE 2032	
Streetscape and Gateway Improvements on Fairview Parkway	$1,000,000	$1,512,600	FYE 2033	
Trails Next to Rails	$1,000,000	$1,604,700	FYE 2035	
Fairview Village Parking	$4,000,000	$7,122,300	FYE 2037	
Public Art	$500,000	$958,050	FYE 2041	
Contingency for Projects	$3,022,486	$6,208,077	End of Area	
Financing Fees	$311,859	$376,000	throughout	
Urban Renewal Plan preparation	$50,000	$51,500	FYE 2020	
Administration	$3,000,000	$4,506,360	throughout	
Total Expenditures	$34,524,345	$51,000,000		

Source: City of Fairview

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through 2044 are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. Table 3 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts and delinquencies. Discounts are given by the county assessor for full payment of property taxes by a November date. These adjustments assume 5% for delinquencies and discounts with a portion of those being added back in the following year. The projections in the financial model assume substantial new development coming onto the tax rolls in FYE 2020 through FYE 2026, and then an assessed value growth rate 3.0%. Much of the development projected from FYE 2020 through FYE 2022 is development for which development permits are already approved or discussions with the city have occurred. The projections from FYE 2023 to FYE 2026 assume the programs in the urban renewal plan will help provide incentives for further new development to occur. During the time period between FYE 2020 through FYE 2026 there is also assumed 3% growth on the existing assessed value in the Area. These projections of growth are the basis for the projections in Table 4, Table 5, Table 6, Table 7, Table 8, and Table 9.

The first year of tax increment collections is anticipated to be FYE 2020. Gross TIF is calculated by multiplying the tax rate times the excess value used. The tax rate is per thousand dollars of value, so the calculation is "tax rate times excess value used divided by one thousand." The consolidated tax rate includes permanent tax rates only and excludes general obligation bonds (GO) and local option levies issued after October 2001, which would not be impacted by this Plan. In the final year of the plan the Fairview Urban Renewal Agency will voluntarily underlevy as not to exceed the maximum indebtedness set forth in the Plan.

In most new urban renewal plans there are no GO bonds issued prior to 2001. We have noted that there is one GO Bond still in effect for the Reynolds School District that will have an impact on property tax payers in Fairview for <u>one year</u>. Tiberius Solutions has estimated the impact to be 7 cents per $100,000 of assessed value. Therefore, a property with an assessed value of $200,000 would pay an additional 14 cents of property taxes for the first year only of the urban renewal area. a property with an assessed value of $300,000 would pay an additional 21 cents of property taxes in the first year only of the urban renewal area. The Reynolds School District will still receive their full share of the bond proceeds.

Table 3 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total Assessed Value	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Prior Year TIF	Net TIF
2020	144,290,729	139,121,341	5,169,388	15.5217	80,238	(4,012)	0	76,226
2021	165,538,950	139,121,341	26,417,609	14.6922	388,133	(19,407)	1,525	370,251
2022	201,361,937	139,121,341	62,240,595	14.6922	914,451	(45,723)	7,375	876,103
2023	216,076,288	139,121,341	76,954,947	14.6922	1,130,637	(56,532)	17,375	1,091,480
2024	231,510,470	139,121,341	92,389,128	14.6922	1,357,400	(67,870)	21,482	1,311,012
2025	247,694,077	139,121,341	108,572,735	14.6922	1,595,172	(79,759)	25,791	1,541,204
2026	264,658,392	139,121,341	125,537,050	14.6922	1,844,415	(92,221)	30,308	1,782,502
2027	271,997,236	139,121,341	132,875,895	14.6922	1,952,239	(97,612)	35,044	1,889,671
2028	279,556,246	139,121,341	140,434,905	14.6922	2,063,298	(103,165)	37,093	1,997,226
2029	287,342,026	139,121,341	148,220,684	14.6922	2,177,688	(108,884)	39,203	2,108,007
2030	295,361,380	139,121,341	156,240,038	14.6922	2,295,510	(114,776)	41,376	2,222,110
2031	303,621,314	139,121,341	164,499,973	14.6922	2,416,866	(120,843)	43,615	2,339,638
2032	312,129,046	139,121,341	173,007,705	14.6922	2,541,864	(127,093)	45,920	2,460,691
2033	320,892,010	139,121,341	181,770,669	14.6922	2,670,611	(133,531)	48,295	2,585,375
2034	329,917,863	139,121,341	190,796,522	14.6922	2,803,221	(140,161)	50,742	2,713,802
2035	339,214,492	139,121,341	200,093,151	14.6922	2,939,809	(146,990)	53,261	2,846,080
2036	348,790,020	139,121,341	209,668,679	14.6922	3,080,494	(154,025)	55,856	2,982,325
2037	358,652,813	139,121,341	219,531,472	14.6922	3,225,400	(161,270)	58,529	3,122,659
2038	368,811,490	139,121,341	229,690,149	14.6922	3,374,654	(168,733)	61,283	3,267,204
2039	379,274,927	139,121,341	240,153,586	14.6922	3,528,385	(176,419)	64,118	3,416,084
2040	390,052,268	139,121,341	250,930,927	14.6922	3,686,727	(184,336)	67,039	3,569,430
2041	401,152,929	139,121,341	262,031,588	14.6922	3,849,820	(192,491)	70,048	3,727,377
2042	412,586,609	139,121,341	273,465,268	14.6922	4,017,806	(200,890)	73,147	3,890,063
2043	424,363,301	139,121,341	285,241,960	14.6922	4,190,832	(209,542)	76,338	4,057,628
2044	436,493,293	139,121,341	297,371,952	14.6922	4,369,048	(218,452)	79,626	4,230,222
TOTAL:					$62,494,718	$(3,124,737)	$1,104,389	$60,474,370

Source: Tiberius Solutions, LLC

V. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 4, Table 5, and Table 6 show the resources and expenditures..

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in 2044.

The maximum indebtedness is $51,000,000 (fifty-one million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of $51,000,000 is $60,135,749.

These tables show the expected revenues for both current years and prior years collections of delinquencies. It also shows a projection of when borrowing might occur.

The Area is anticipated to undertake its first borrowing in FYE 2019. The analysis assumes the initial borrowing would be a long-term bank loan with $3,400,000 in principal, a 20-year amortization period, and an interest rate of 3.5%. Actual loan terms will be determined through negotiations with lending institutions and are subject to change based on broader market conditions. The finance plan assumes the city of Fairview (City) would provide a full faith and credit pledge to secure this loan. This is because the Area will not have collected any tax increment funding (TIF) revenue in FYE 2019 when the loan is incurred, and therefore would not be capable of incurring a loan of this size until several years in the future. The support of the City allows the Area to begin investing in projects immediately, jump starting economic development in the area, and fueling future growth in assessed value.

In addition to the full faith and credit pledge, it is assumed the City would provide a bridge loan of $650,000 to the Area, which would be used by the Area to cover a portion of debt service payments on the bank loan through FYE 2021, when TIF revenue is anticipated to be sufficient to cover the annual debt service. The Area is forecast to be capable of repaying the general fund loan, with interest, by FYE 2022. This general fund loan is not expected to count against the maximum indebtedness, as it is not intended to directly fund any new projects, but rather to repay other formal debt (similar to a refinancing). In Table 4, proceeds from the general fund loan are shown in the Tax Increment Fund, which is why the total resources shown in the Tax Increment Fund in Tables 4,5 and 6, are higher than the total TIF revenue shown in Table 3. Ultimately, the City may choose to use a different fund structure that clearly delineates TIF revenue from other resources, such as the assumed general fund loan.

Later years of the finance plan assume additional bank loans, each assumed to have an interest rate of 5%, reflecting the likelihood that rates will increase over time. Amortization periods for future borrowings range from 13 to 20 years, with terms structured to be as long as possible, while still allowing all debt to be retired by FYE 2044. The principal amount of future loans is sized to ensure annual TIF revenues achieve a minimum debt service coverage ratio of 1.5 in all years.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to change the assumptions on the incentive required for both programs. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 4 - Tax Increment Revenues and Allocations to Debt Service, page 1

	TOTAL:	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources									
Beginning Balance		-	410,772	249,825	14,242	363,284	-	-	-
Interest Earnings	5,190	-	2,054	1,249	71	1,816	-	-	-
General Fund Loan	650,000	650,000	-	-	-	-	-	-	-
TIF: Current Year	59,039,723	-	76,226	368,726	868,728	1,074,105	1,289,530	1,515,413	1,752,194
TIF: Prior Years	1,104,388	-	-	1,525	7,375	17,375	21,482	25,791	30,308
Total Resources	60,799,300	650,000	489,052	621,324	890,415	1,456,580	1,311,012	1,541,204	1,782,502
Expenditures									
Debt Service									
Loan A	(4,784,553)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)
Loan B	(9,629,110)	-	-	-	-	(481,456)	(481,456)	(481,456)	(481,456)
Loan C	(10,777,125)	-	-	-	-	-	-	-	-
Loan D	(2,906,242)	-	-	-	-	-	-	-	-
Repayment of General Fund Loan	(655,758)	-	-	(367,855)	(287,903)	-	-		
Total Debt Service	(28,752,789)	(239,228)	(239,228)	(607,082)	(527,131)	(720,683)	(720,683)	(720,683)	(720,683)
Debt Service Coverage Ratio		-	0.32	1.55	3.66	1.51	1.82	2.14	2.47
Transfer to URA Projects Fund	(32,046,511)	-	-	-	-	(735,897)	(590,329)	(820,520)	(1,061,819)
Total Expenditures	(60,799,300)	(239,228)	(239,228)	(607,082)	(527,131)	(1,456,580)	(1,311,012)	(1,541,204)	(1,782,502)
Ending Balance		410,772	249,825	14,242	363,284	-	-	-	-

Source: Tiberius Solutions LLC

Table 5 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
General Fund Loan	-	-	-	-	-	-	-	-	-
TIF: Current Year	1,854,627	1,960,133	2,068,804	2,180,734	2,296,023	2,414,771	2,537,080	2,663,060	2,792,819
TIF: Prior Years	35,044	37,093	39,203	41,376	43,615	45,920	48,295	50,742	53,261
Total Resources	1,889,671	1,997,226	2,108,007	2,222,110	2,339,638	2,460,691	2,585,375	2,713,802	2,846,080
Expenditures									
Debt Service									
Loan A	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)
Loan B	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)
Loan C	-	-	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)
Loan D	-	-	-	-	-	(223,557)	(223,557)	(223,557)	(223,557)
Repayment of General Fund Loan									
Total Debt Service	(720,683)	(720,683)	(1,394,254)	(1,394,254)	(1,394,254)	(1,617,811)	(1,617,811)	(1,617,811)	(1,617,811)
Debt Service Coverage Ratio	2.62	2.77	1.51	1.59	1.68	1.52	1.60	1.68	1.76
Transfer to URA Projects Fund	(1,168,988)	(1,276,542)	(713,753)	(827,857)	(945,384)	(842,881)	(967,565)	(1,095,991)	(1,228,270)
Total Expenditures	(1,889,671)	(1,997,226)	(2,108,007)	(2,222,110)	(2,339,638)	(2,460,691)	(2,585,375)	(2,713,802)	(2,846,080)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 6 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
General Fund Loan	-	-	-	-	-	-	-	-	-
TIF: Current Year	2,926,469	3,064,130	3,205,921	3,351,966	3,502,391	3,657,329	3,816,916	3,981,290	3,820,338
TIF: Prior Years	55,856	58,529	61,283	64,118	67,039	70,048	73,147	76,338	79,626
Total Resources	2,982,325	3,122,659	3,267,204	3,416,084	3,569,430	3,727,377	3,890,063	4,057,628	3,899,963
Expenditures									
Debt Service									
Loan A	(239,228)	(239,228)	(239,228)	-	-	-	-	-	-
Loan B	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	-	-
Loan C	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)
Loan D	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)
Repayment of General Fund Loan									
Total Debt Service	(1,617,811)	(1,617,811)	(1,617,811)	(1,378,583)	(1,378,583)	(1,378,583)	(1,378,583)	(897,127)	(897,127)
Debt Service Coverage Ratio	1.84	1.93	2.02	2.48	2.59	2.70	2.82	4.52	4.35
Transfer to URA Projects Fund	(1,364,515)	(1,504,849)	(1,649,393)	(2,037,501)	(2,190,847)	(2,348,794)	(2,511,480)	(3,160,501)	(3,002,836)
Total Expenditures	(2,982,325)	(3,122,659)	(3,267,204)	(3,416,084)	(3,569,430)	(3,727,377)	(3,890,063)	(4,057,628)	(3,899,963)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Estimated project timing is shown in Table 2. Annual expenditures for program administration is also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the final years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in 2044, a 25 program.

The amount of money available for projects in 2019 constant dollars for the Fairview Urban Renewal Area is $34,319,864.

Table 7, Table 8, and Table 9 show the $34,319,864 of 2019 project dollars inflated over the life of the Area along with administrative expenses. All costs shown in Table 7, Table 8, and Table 9 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. They may allocate project amounts from one project to another as long as the total maximum indebtedness is not exceeded.

Table 7 - Programs and Costs in Year of Expenditure Dollars, page 1

	TOTAL:	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources									
Beginning Balance		-	2,732,000	2,271,860	1,943,731	511,086	4,158,218	3,239,062	2,499,565
Interest Earnings	153,489	-	13,660	11,359	9,719	2,555	20,791	16,195	12,498
Transfer from TIF Fund	32,046,511	-	-	-	-	735,897	590,329	820,520	1,061,819
Bond/Loan Proceeds	18,800,000	3,400,000	-	-	-	6,000,000	-	-	-
Other	-								
Total Resources	51,000,000	3,400,000	2,745,660	2,283,219	1,953,450	7,249,538	4,769,338	4,075,777	3,573,882
Expenditures (YOE $)									
Private Development Loan-to-Grant Program	(1,146,400)	(100,000)	(103,000)	(106,090)	(109,270)	(112,550)	(115,930)	(119,410)	(122,990)
Incentivize Village Live Work Developments	(1,180,790)		(103,000)	(106,090)	(109,270)	(112,550)	(115,930)	(119,410)	(122,990)
Pedestrian improvements: NE 223rd RR undercrossing	(500,000)	(500,000)							
Utility SDCs Assistance	(8,373,100)				(1,092,700)	(1,125,500)	(1,159,300)	(1,194,100)	(1,229,900)
Reservoir #1 Rehabilitation	(92,700)		(92,700)						
Water System Well #10	(585,260)					(585,260)			
Street and Pedestrian Improvements on NE 223rd	(900,400)					(900,400)			
Round-a-bout @ Halsey Street and Fairview Parkway	(1,075,120)								
Park-in-Ride on PPL Property	(1,236,388)								
Streetscape on Halsey	(2,687,800)								
Street and Pedestrian Improvements on Depot Street	(873,535)								
Property Acquisition and Development	(6,577,500)								
NE 223rd Street and Halsey Round-a-bout	(1,140,560)								
Sandy Blvd., Street and pedestrian improvements	(822,360)								
Sandy Boulevard Sewer Trunk-line	(1,468,500)								
Streetscape and Gateway Improvements on Fairview Parkway	(1,512,600)								
Trails Next to Rails	(1,604,700)								
Fairview Village Parking	(7,122,300)								
Public Art	(958,050)								
Contingency for Projects	(6,208,077)								
Financing Fees	(376,000)	(68,000)				(120,000)			
Urban Renewal Plan preparation	(51,500)		(51,500)						
Administration	(4,506,360)		(123,600)	(127,308)	(131,124)	(135,060)	(139,116)	(143,292)	(147,588)
Total Expenditures	(51,000,000)	(668,000)	(473,800)	(339,488)	(1,442,364)	(3,091,320)	(1,530,276)	(1,576,212)	(1,623,468)

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per $1,000 of assessed value.

Table 8 - Programs and Costs in Year of Expenditure Dollars, page 2

	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources									
Beginning Balance	1,950,414	1,456,978	1,018,469	35,013	696,941	334,166	769,638	46,939	956,205
Interest Earnings	9,752	7,285	5,092	175	3,485	1,671	3,848	235	4,781
Transfer from TIF Fund	1,168,988	1,276,542	713,753	827,857	945,384	842,881	967,565	1,095,991	1,228,270
Bond/Loan Proceeds	-	-	7,300,000	-	-	2,100,000	-	-	-
Other									
Total Resources	3,129,154	2,740,805	9,037,314	863,045	1,645,810	3,278,718	1,741,051	1,143,165	2,189,255
Expenditures (YOE $)									
Private Development Loan-to-Grant Program	(126,680)	(130,480)							
Incentivize Village Live Work Developments	(126,680)	(130,480)	(134,390)						
Pedestrian improvements: NE 223rd RR undercrossing									
Utility SDCs Assistance	(1,266,800)	(1,304,800)							
Reservoir #1 Rehabilitation									
Water System Well #10									
Street and Pedestrian Improvements on NE 223rd									
Round-a-bout @ Halsey Street and Fairview Parkway			(1,075,120)						
Park-in-Ride on PPL Property			(1,236,388)						
Streetscape on Halsey			(2,687,800)						
Street and Pedestrian Improvements on Depot Street			(873,535)						
Property Acquisition and Development			(2,687,800)						
NE 223rd Street and Halsey Round-a-bout					(1,140,560)				
Sandy Blvd., Street and pedestrian improvements						(822,360)			
Sandy Boulevard Sewer Trunk-line						(1,468,500)			
Streetscape and Gateway Improvements on Fairview Parkway							(1,512,600)		
Trails Next to Rails									(1,604,700)
Fairview Village Parking									
Public Art									
Contingency for Projects									
Financing Fees			(146,000)			(42,000)			
Urban Renewal Plan preparation									
Administration	(152,016)	(156,576)	(161,268)	(166,104)	(171,084)	(176,220)	(181,512)	(186,960)	(192,564)
Total Expenditures	(1,672,176)	(1,722,336)	(9,002,301)	(166,104)	(1,311,644)	(2,509,080)	(1,694,112)	(186,960)	(1,797,264)

Source: Tiberius Solutions LLC

Table 9 - Programs and Costs in Year of Expenditure Dollars, page 3

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources									
Beginning Balance	391,991	1,560,130	1,166,092	857,395	876,351	988,045	237,696	-	-
Interest Earnings	1,960	7,801	5,830	4,287	4,382	4,940	1,188	-	-
Transfer from TIF Fund	1,364,515	1,504,849	1,649,393	2,037,501	2,190,847	2,348,794	2,511,480	3,160,501	3,002,836
Bond/Loan Proceeds	-	-	-	-	-	-	-	-	-
Other									
Total Resources	1,758,466	3,072,780	2,821,315	2,899,183	3,071,581	3,341,778	2,750,364	3,160,501	3,002,836
Expenditures (YOE $)									
Private Development Loan-to-Grant Program									
Incentivize Village Live Work Developments									
Pedestrian improvements: NE 223rd RR undercrossing									
Utility SDCs Assistance									
Reservoir #1 Rehabilitation									
Water System Well #10									
Street and Pedestrian Improvements on NE 223rd									
Round-a-bout @ Halsey Street and Fairview Parkway									
Park-in-Ride on PPL Property									
Streetscape on Halsey									
Street and Pedestrian Improvements on Depot Street									
Property Acquisition and Development						(1,916,100)	(1,973,600)		
NE 223rd Street and Halsey Round-a-bout									
Sandy Blvd., Street and pedestrian improvements									
Sandy Boulevard Sewer Trunk-line									
Streetscape and Gateway Improvements on Fairview Parkway									
Trails Next to Rails									
Fairview Village Parking		(1,702,400)	(1,753,500)	(1,806,100)	(1,860,300)				
Public Art						(958,050)			
Contingency for Projects							(539,932)	(2,916,565)	(2,751,580)
Financing Fees									
Urban Renewal Plan preparation									
Administration	(198,336)	(204,288)	(210,420)	(216,732)	(223,236)	(229,932)	(236,832)	(243,936)	(251,256)
Total Expenditures	(198,336)	(1,906,688)	(1,963,920)	(2,022,832)	(2,083,536)	(3,104,082)	(2,750,364)	(3,160,501)	(3,002,836)

Source: Tiberius Solutions LLC

VII. REVENUE SHARING

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. Revenue sharing targets are not projected to be reached during the life of the Area. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached.

The first threshold is 10% of the original maximum indebtedness ($5,100,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

In the final year of the plan the Fairview Urban Renewal Agency will voluntarily underlevy as not to exceed the maximum indebtedness set forth by the Plan. This will result in a voluntary revenue sharing of an estimated $330,258

VIII. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2044 and are shown in Table 10 and Table 11.

The Reynolds School District and the Multnomah ESD are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 10 and Table 11 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 10 shows the general government levies, and Table 11 shows the education levies.

Table 10 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Multnomah County	Port of Portland	City of Fairview	East Multnomah Soil/Water - Gov	Metro	Multnomah County Library	Subtotal
2020	21,330	344	17,140	451	474	5,795	45,534
2021	109,456	1,767	87,955	2,316	2,434	29,737	233,665
2022	258,999	4,180	208,122	5,480	5,760	70,364	552,905
2023	322,670	5,208	259,286	6,827	7,176	87,662	688,829
2024	387,570	6,255	311,437	8,200	8,620	105,294	827,376
2025	455,620	7,353	366,120	9,640	10,133	123,781	972,647
2026	526,954	8,505	423,442	11,150	11,720	143,161	1,124,932
2027	558,636	9,016	448,900	11,820	12,424	151,768	1,192,564
2028	590,432	9,529	474,450	12,493	13,132	160,407	1,260,443
2029	623,182	10,058	500,767	13,186	13,860	169,304	1,330,357
2030	656,914	10,602	527,873	13,899	14,610	178,468	1,402,366
2031	691,658	11,163	555,792	14,634	15,383	187,907	1,476,537
2032	727,445	11,741	584,549	15,392	16,179	197,630	1,552,936
2033	764,305	12,335	614,168	16,172	16,999	207,644	1,631,623
2034	802,271	12,948	644,676	16,975	17,843	217,958	1,712,671
2035	841,376	13,579	676,100	17,802	18,713	228,582	1,796,152
2036	881,654	14,229	708,465	18,655	19,609	239,525	1,882,137
2037	923,140	14,899	741,802	19,532	20,531	250,796	1,970,700
2038	965,871	15,589	776,139	20,436	21,482	262,405	2,061,922
2039	1,009,884	16,299	811,507	21,368	22,460	274,362	2,155,880
2040	1,055,217	17,031	847,935	22,327	23,469	286,678	2,252,657
2041	1,101,910	17,784	885,456	23,315	24,507	299,363	2,352,335
2042	1,150,005	18,560	924,102	24,332	25,577	312,429	2,455,005
2043	1,199,541	19,360	963,908	25,381	26,679	325,887	2,560,756
2044	1,152,932	18,608	926,454	24,394	25,642	313,224	2,461,254
TOTAL:	$17,778,972	$286,942	$14,286,545	$376,177	$395,416	$4,830,131	$37,954,183

Source: Tiberius Solutions LLC

Table 11 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Multnomah ESD	Reynolds School District	Mt Hood CC	East Soil Conserv - Edu	Subtotal Education	Total All
2020	2,247	21,916	2,415	40	26,618	72,152
2021	11,532	112,460	12,391	204	136,587	370,252
2022	27,287	266,107	29,320	483	323,197	876,102
2023	33,995	331,525	36,528	602	402,650	1,091,479
2024	40,832	398,206	43,875	723	483,636	1,311,012
2025	48,002	468,124	51,579	850	568,555	1,541,202
2026	55,517	541,416	59,655	983	657,571	1,782,503
2027	58,855	573,967	63,241	1,042	697,105	1,889,669
2028	62,205	606,636	66,841	1,101	736,783	1,997,226
2029	65,656	640,285	70,548	1,162	777,651	2,108,008
2030	69,209	674,942	74,367	1,225	819,743	2,222,109
2031	72,870	710,640	78,300	1,290	863,100	2,339,637
2032	76,640	747,409	82,351	1,357	907,757	2,460,693
2033	80,524	785,280	86,524	1,425	953,753	2,585,376
2034	84,523	824,288	90,822	1,496	1,001,129	2,713,800
2035	88,643	864,467	95,249	1,569	1,049,928	2,846,080
2036	92,887	905,850	99,809	1,644	1,100,190	2,982,327
2037	97,258	948,475	104,505	1,722	1,151,960	3,122,660
2038	101,760	992,378	109,343	1,801	1,205,282	3,267,204
2039	106,397	1,037,599	114,325	1,883	1,260,204	3,416,084
2040	111,173	1,084,177	119,457	1,968	1,316,775	3,569,432
2041	116,092	1,132,151	124,743	2,055	1,375,041	3,727,376
2042	121,159	1,181,565	130,188	2,145	1,435,057	3,890,062
2043	126,378	1,232,462	135,796	2,237	1,496,873	4,057,629
2044	121,467	1,184,573	130,519	2,150	1,438,709	3,899,963
TOTAL:	$1,873,108	$18,266,898	$2,012,691	$33,157	$22,185,854	$60,140,037

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 12 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2045.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 12 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Multnomah County	Permanent	4.3434	604,260	1,345,871	1,950,131
Port of Portland	Permanent	0.0701	9,752	21,722	31,474
City of Farview	Permanent	3.4902	485,561	1,081,494	1,567,055
East Multnomah Soil/Water - Gov	Permanent	0.0919	12,785	28,477	41,262
Metro	Permanent	0.0966	13,439	29,933	43,372
Multnomah County Library	Permanent	1.1800	164,163	365,642	529,805
Subtotal		9.2722	1,289,960	2,873,139	4,163,099
Education					
Multnomah ESD	Permanent	0.4576	63,662	141,795	205,457
Reynolds School District	Permanent	4.4626	620,843	1,382,807	2,003,650
Mt Hood CC	Permanent	0.4917	68,406	152,361	220,767
East Soil Conserv - Edu	Permanent	0.0081	1,127	2,510	3,637
Subtotal		5.4200	754,038	1,679,473	2,433,511
Total		14.6922	2,043,998	4,552,612	6,596,610

Source: Tiberius Solutions LLC

IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population . As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be $139,121,341The total assessed value of the City of Fairview is $716,606,333. The percentage of assessed value in the Urban Renewal Area is 19.41%, below the 25% threshold.

The Area contains 458.65 acres, including public rights-of-way, and the City of Fairview contains 2,258 acres. This puts 20.31% of the City's acreage in an urban renewal which is below the 25% threshold.

Table 13 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
In URA	$139,121,341	458.65
In City	$716,606,333	2,258.00
Percent in URA	19.41%	20.31%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Fairview and Multnomah County Department of Assessment and Taxation (FYE 2018)

X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Fairview Urban Renewal Area and documents the occurrence of "blighted areas," as defined by ORS 457.010(1).

A. Physical Condition

1. Land Use

The Area measures 458.65 total acres in size, which is composed of 164 individual parcels encompassing 403.43 acres, and an additional 55.21 acres in public rights-of-way. An analysis of FYE 2018 property classification data from the Multnomah County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial accounts for the most prevalent land use within the area (67.86%). This was followed by Multi-Family (10.16%). Detailed land use designations in the area can be seen in Table 14.

Table 14 - Land Use in the Area

Land Use	**Parcels**	**Acreage**	**Percent of Acreage**
Commercial	89	273.78	67.86%
Multi-Family	6	40.97	10.16%
Residential	56	28.52	7.07%
Farm	1	26.04	6.45%
Recreation	4	15.07	3.74%
Miscellaneous	7	14.27	3.54%
Tract	1	4.79	1.19%
TOTAL:	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

2. Comprehensive Plan Designations

The most prevalent comprehensive plan designation by acreage in the Area is General Industrial (41.88%). The second most prevalent comprehensive plan designation in the Area is Commercial (17.79%). Detailed comprehensive plan designations in the Area can be seen in Table 15.

Table 15 – Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	**Parcels**	**Acreage**	**Percent of Acreage**
General Industrial	34	168.98	41.88%
Commercial	49	71.78	17.79%
River Oriented	2	48.28	11.97%
Parks	12	43.16	10.70%
Residential Medium Density	4	36.85	9.13%
Residential Light Density	15	14.27	3.54%
Village	39	11.49	2.85%
Light Industrial	2	4.50	1.11%
Public	7	4.13	1.02%
TOTAL:	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

3. Zoning Designations

The most prevalent zoning designation by acreage in the Area is General Industrial (45.01%). The second most prevalent zoning designation in the Area is Town Center Commercial (12.37%). Detailed zoning designations in the Area can be seen in

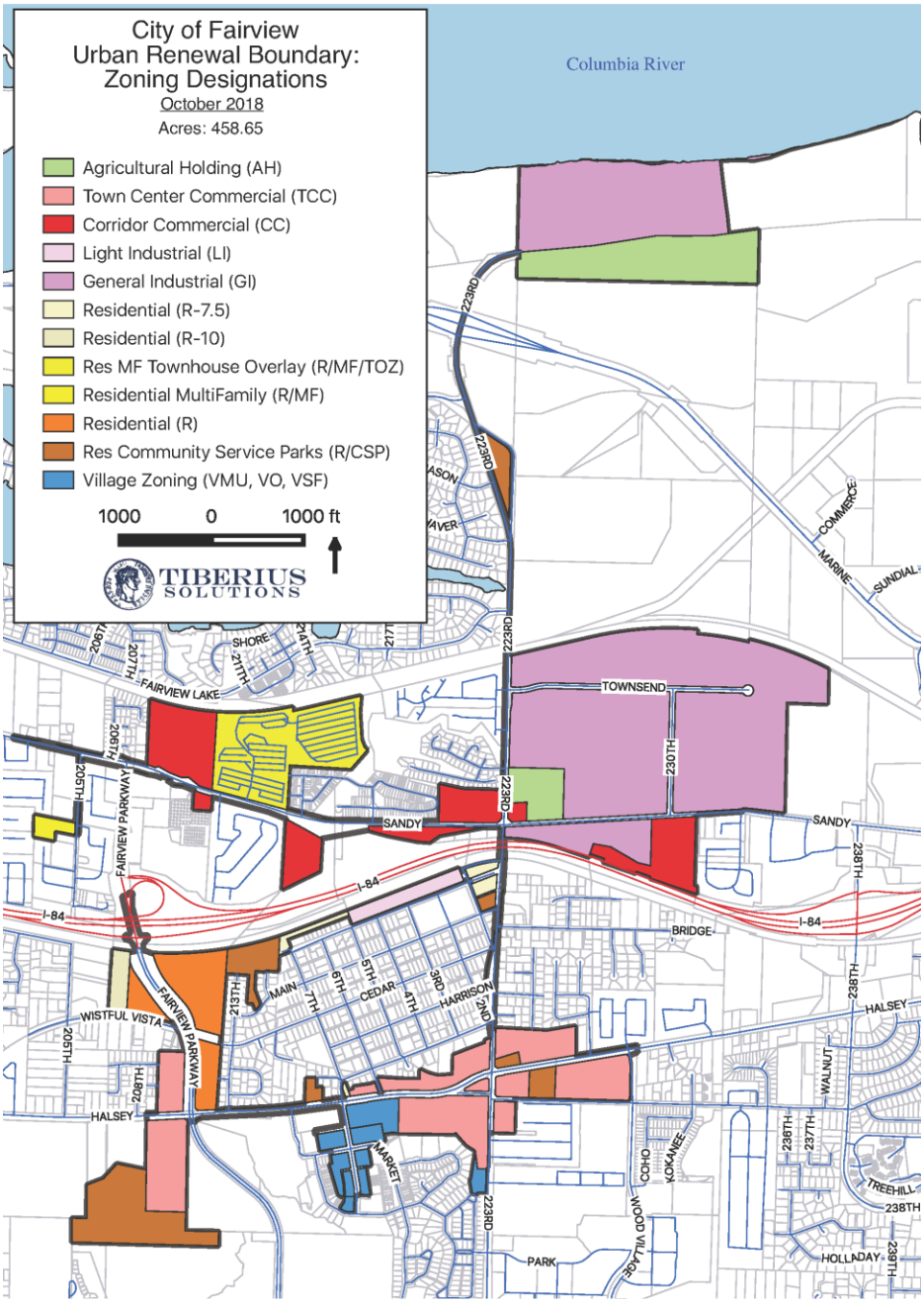
Table 16.

Table 16 - Zoning Designations in the Area

Zoning Designations	**Parcels**	**Acreage**	**Percent of Acreage**
General Industrial	35	181.57	45.01%
Town Center Commercial	38	49.91	12.37%
Corridor Commercial	14	38.07	9.44%
Agricultural Holding	2	33.04	8.19%
Residential - Townhouse	2	30.21	7.49%
Residential - Community Service Parks	16	29.30	7.26%
Residential	3	17.55	4.35%
Village Mixed Use	35	5.69	1.41%
Village Office	3	4.79	1.19%
Light Industrial	2	4.50	1.11%
Residential - 7.5	11	3.01	0.75%
Residential - 10	1	2.95	0.73%
Residential - Multi-Family	1	1.84	0.46%
Village Single Family	1	1.00	0.25%
TOTAL:	164	403.44	100.00%

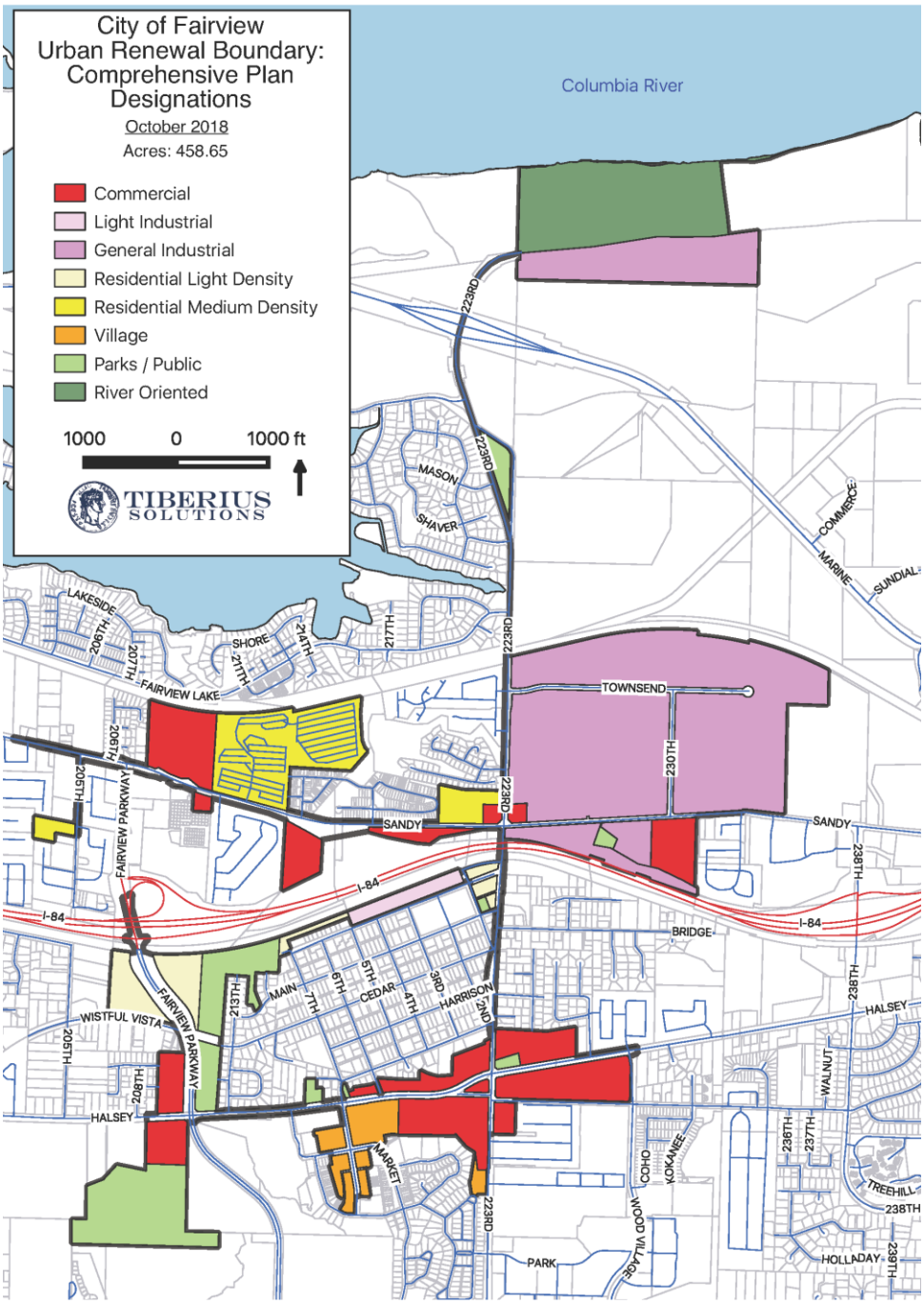
Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

Figure 2 - Fairview Urban Renewal Area Zoning Designations



Source: Tiberius Solutions LLC

Figure 3 - Fairview Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions LLC

E. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the Pan Amendment.** There are projects listed in several City of Fairview infrastructure master plans that relate to these existing conditions. The fact that they are listed in a master plan indicates there is a deficiency that needs to be corrected. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

NE Fairview Parkway is a Major Arterial
Ne Halsey Street is a Minor Arterial
NE 223rd Avenue is a Major Collector
Arata Road is a Major Collector

The projects listed in Table 17 are capital projects in the Area from the City of Fairview Transportation Systems Plan:

Table 17 - Transportation Projects in the Area

Project Number	Name	Cost Estimate
R1	NE Fairview Ave. (NE 223rd Ave.)Reconstruction (Fairview Creek to NE Halsey	$12,000,000
R2	NE Fairview Ave. (NE 223rd Ave.)Improvements (Fairview Creek to 40-mileloop/NE Marine Dr.)	$8,000,000
R3	Reconstruct railroad crossing on NE Fairview Ave. (NE 223rd Ave.) (north of I- 84)	$10,400,000
R7	NE Sandy Blvd. Reconstruction (NE 201st Ave.to NE 230th Ave.)	$8,400,000
R8	NE Sandy Blvd. Improvements (NE 230th Ave. to NE 238th Ave.)	$800,000
R9	NE Sandy Blvd. Access Management	$200,000
R12	NE Halsey St. Access Management	$100,000
M4	NE Fairview Ave. (NE 223rd Ave.)/NE Glisan Street Intersection Improvement	$970,000
S1	NE Sandy Blvd. Safety Study	$50,000
S2	NE Halsey St. Safety Study	$50,000
S3	NE Fairview Ave. (NE 223rd Ave.) Safety Study	$50,000
A1	NE Sandy Blvd. Pedestrian Crossing Treatments	$500,000
A16	NE Halsey Street Pedestrian Crossing	$100,000
A17	E Halsey St at NE 201st Ave Pedestrian Improvements	$20,000
A19	NE Fairview Parkway Bike Path	$900,000
A25	NE 223rd Ave. Bike Path	$2,100,000
A27	NE 223rd Ave. Pedestrian Crossing	$100,000
A33	Sidewalk Curb Ramp Improvement Program	$1,000,000

Source: Fairview Transportation Systems Plan

2. Water

The Water System Project Sheets are based on the Water System Master Plan prepared by PACE Engineers, Inc., in December 2010, and updated by Murray, Smith & Associates in 2016. All included projects are eligible for use of SDC fees.

System Summary

The City of Fairview supplies water to residents who live within the City limits except for those in the southwest corner (South of I-84, North of Glisan Street, West of Fairview Parkway) who are supplied water by the Rockwood Water Public Utilities District. The City has five permitted water rights for use of groundwater within the Troutdale Sandstone Aquifer and the Sand and Gravel Aquifer, which total 3,922 gallons per minute (GPM). The source of Fairview's drinking water supply is from four operational wells (three currently active and one reserve).

The wells are connected to the water distribution system which comprises two pressure zones, one pump station, approximately 23 miles of piping, 700 valves, 221 public fire hydrants, three pressure reducing valve vaults and five inter-ties with neighboring water purveyors.

The City maintains a total of 6.2 million gallons of stored water in three welded steel reservoirs. The average day demand for 2010, not including water loss, was 517 gallons per minute, which is approximately 206 gallons per equivalent residential unit. The City supplies water to approximately 1,605 single-family residential, multi-family residential, commercial and school connections.

Funding

The City has three primary methods for collecting revenue to pay for the costs associated with owning and operating a water system. Revenue is generated in the form of water rates, system development charges, and outside sources including grants, loans and bonds.

The projects listed in Table 18 are capital projects in the Area from the City of Fairview Water Master Plan for the next 5 years:

Table 18 - Water Master Plan Projects in the Area

Implementation Year	Capital Improvement Project Description	Cost Estimate	% SDC Eligible
2017-2021	Source Firm Capacity Improvements	$2,356,000	92%
Multiple	Distribution Piping Replacement	$4,242,000	17%
2027-2036	Storage Reservoir Coating Maintenance	$1,648,000	17%
2027-2036	SCADA System Renewal	$92,000	17%
2017-2021	Reservoir 1 Alternatives Evaluation	$25,000	0%

Source: *City of Fairview Water Master Plan*

3. Stormwater

The Stormwater system project sheets are based on the 2007 Consolidated Stormwater Master Plan, its associated Capital Improvements Plan (CIP) and updated in August 2016.

System Summary

The primary bodies of water in the City of Fairview managed though the storm water program are Fairview Creek and Fairview Lake. Fairview Creek discharges to Fairview Lake, which discharges to the Columbia Slough. The Columbia Slough is a tributary of the Willamette River. Secondary bodies of water include No Name Creek, Osborn Creek, Raintree Creek, Silent Creek, and Salmon Creek. Salmon Creek is within the Sandy Improvement Drainage District and is pumped to the Columbia River. The other secondary streams in Fairview all drain to the Columbia Slough via Fairview Lake.

The City's stormwater system provides conveyance of surface water runoff for flood control and water quality protection and enhancement. Stormwater management facilities consist of a series of collection and conveyance systems, detention systems, and treatment facilities. Treatment facilities are typically a combination of landscape and structural components that slow, filter, detain, and/or infiltrate stormwater runoff after a rainfall event.

Proper and regular maintenance of the stormwater system, comprised of components such as pipes, inlets and manholes, keeps the system as designed and limits localized flooding. Regular inspection and cleaning of specialized stormwater quality facilities such as detention ponds and grassy swales is also critical. Without proper maintenance stormwater flows may bypass these facilities without any treatment. Public Works personnel perform stormwater system maintenance activities that integrate water-quality friendly practices.

The stormwater sewer system is made up of the following components:

- 13.6 miles of stormwater pipes, culverts, and inlet leads
- 449 Catch basins, 2 water quality manholes, 38 Outfalls, 4 Flow-control quality manholes, 3 Vortex manholes, (4) Sediment MHs (see CF), (5) UICs/Dry Wells (see CF), 5 Detention Ponds, 6 Natural Streams/Creeks, Fairview Lake, and Salish Ponds, various swales and other green street solutions.

Funding

The City has three primary methods for collecting revenue to pay for the costs associated with owning and operating a stormwater system. Revenue is generated in the form of stormwater rates, system development charges, and outside sources including grants, loans and bonds.

There are no deficiencies identified in the Area.

4. Sanitary Sewer

The Sanitary Sewer Program is based on the 2013 City *of Fairview Sanitary Sewer Master Plan* and its associated Capital Improvements Plan (CIP.) All of the projects are eligible for SDC funds.

System Summary

The sanitary sewer system provides sewer service for the collection and discharge of sewage to the Gresham Treatment Plant. The sanitary sewer system is made up of the following components:

Pipelines

The City's sewer system comprises 27 miles of piping including 24 miles of gravity and 3 miles of forcemain. The major pipeline systems owned and operated by the City of Fairview include:

Fairview Trunk- 15-21inch line aligned in a north-south direction from Sandy Boulevard to the southerly boundary of Fairview.

Sandy Boulevard Trunk – 21 inch line aligned east to west, bounded by NE 223rd Avenue on the east and the Fairview city limits on the west.

Interlachen Trunk – 12 inch line extending from NE Blue Lake Road to the west end of Fairview Lake.

Sandy Boulevard Trunk Improvements
The Sandy Blvd. Trunk is proposed to be upsized to provide additional capacity and prevent overflows. Alternative #1 (discussed in Section 5.3) is the recommended alternative. In light of street reconstruction planned for Sandy Boulevard, the CIP has the Sandy Boulevard Trunk Replacement project scheduled in two phases. Phase 1 is 3350 linear feet of 30-inch pipe and Phase 2 is 3350 linear feet of 27-inch pipe.

Because of the agreement with the City of Wood Village, the proposed Sandy Boulevard Trunk Replacement is identified as a tentative improvement, with the assumption that Wood Village and Multnomah County will be consulted prior to any plans for implementation.

The projects listed in Table 19 are projects in the Area from the *City of Fairview's Sanitary Sewer Master Plan*:

Table 19 - Sanitary Sewer Master Plan Projects

CIP #	Project	Cost	
6	Sandy Blvd. Trunk Improvement Phase 1	$2,231,110	TBD
7	Sandy Blvd. Trunk Improvement Phase 2	$2,033,080	TBD

Source: City of Fairview Sanitary Sewer Master Plan

5. Parks and Open Space

Park Cleone is in the Area. It is classified as a Neighborhood Park and has 4.7 acres as identified in the Comprehensive Plan, Chapter 8 Recreational Needs. The Comprehensive Plan states: "An expansion of the existing Park Cleone could provide an additional community park. This expansion also knows and the 207th Avenue Park is within a power line easement and while it will not be used for sports fields due to neighborhood opposition, other recreational facilities may be located here." Other amenities include a covered picnic area, a paved walking trail, basketball courts and children's play equipment.

The *2017 Parks and Open Space Master Plan* contains a Capital Improvement Plan intended to direct the development of parks, open space, recreation, and trails in the next five years (from 2017). Under Long Term Goals is the following analysis:

Neighborhood Park Improvements

Park Cleone: Park Cleone's playground area is located in an open, sunny space. Installation of a covered area would provide shade for children in summer and shelter in rainy months.

Restrooms in City Parks

One of the most common complaints received by the Public Works Department in regards to City Parks is the lack of restroom facilities. Restrooms require the need for additional staff time to consistently maintain restrooms in operable and usable conditions. Based on the great need for restrooms, the City should evaluate the addition of restrooms at the following parks:

- Community Park
- Lakeshore Park
- Park Cleone
- Pelfrey Park

Off-Leash Dog Park

The green space area on 207th Avenue and Halsey would be ideal for an off-leash dog park and bike hub. The site is a Pacific Power and Light (PP&L) easement, and development is contingent upon an agreement with PP&L and available funding. A soccer field has also been proposed on the property to the north of this site, as described in the "Active Recreation Space and Sports Field Development" section below.

Active Recreation Space and Sports Field Development

Active recreation space and sports field development was previously identified as goal in both the Parks Master Plan and the Recreation Masterplan. The previous Parks Masterplan also proposed the development of a major sports park. This would require significant land and development costs, and the City does not currently have the resources to coordinate such a project.

Opportunities for active recreation space can be addressed through working cooperatively with schools and other nearby jurisdictions to improve and better utilize existing fields and indoor active recreation spaces. This addresses the goal of increasing sports-fields capacity through the most cost effective means necessary. A long-term opportunity may exist to acquire an easement on the NE corner of 207th Avenue and Halsey for soccer field development, as described in the following section.

Park Easement at 207th Avenue and Halsey

The 2001 Parks Master Plan identified the area just west of Park Cleone on 207th and Halsey as a potential site for a soccer field. Residents have also voiced the need for an off-leash dog park. The site is owned by Pacific Power & Light (PP&L) and development of a park is contingent on an easement agreement with PP&L. Suggestions for supporting features include a fence, benches, access to water, and installation of dog waste dispensers for disposal of pet waste. Given the limited funding and availability of sites for acquisition, developing a new site through an easement is desirable.

F. Social Conditions

Within the Area, there are 53 tax lots shown as Residential use and 6 tax lots shown as Multi-Family. The Social Conditions are derived from US Census Bureau, American Community Survey 2012-2016 Five Year Estimates and represent areas in close proximity to the urban renewal area as the boundary of the urban renewal area does not directly align with Block Groups. All of the following tables represent this larger area. According to the US Census Bureau, American Community Survey 2012-2016 Five Year Estimates, the Block Groups that represent this Area have 1,462 residents, 83% of whom are white.

Table 20 - Race in the Area

Race	Number	Percent
White	1,216	83.17%
Black or African American	65	4.45%
American Indian and Alaska Native	14	0.96%
Asian	95	6.50%
Native Hawaiian and Other Pacific Islander	0	0.00%
Some other race	24	1.64%
Two or more races	48	3.28%
TOTAL:	1,462	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The largest percentage of residents are between 35 to 44 years of age (23%).

Table 21 - Age in the Area

Age	Number	Percent
Under 5 years	0	0.00%
5 to 9 years	104	7.11%
10 to 14 years	114	7.80%
15 to 17 years	87	5.95%
18 to 24 years	60	4.10%
25 to 34 years	21	1.44%
35 to 44 years	331	22.64%
45 to 54 years	199	13.61%
55 to 64 years	295	20.18%
65 to 74 years	203	13.89%
75 to 84 years	48	3.28%
85 years and over	0	0.00%
TOTAL:	1,462	100%

Source: American Community Survey 2012-2016 Five Year Estimates

In the block groups, 21% of adult residents have earned a bachelor's degree or higher. Another 29% have some college education without a degree, and another 25% have graduated from high school with no college experience.

Table 22 - Educational Attainment in the Area

Educational Attainment	Number	Percent
Less than high school	130	11.85%
High school graduate (includes equivalency)	279	25.43%
Some college	318	28.99%
Associate's degree	145	13.22%
Bachelor's degree	169	15.41%
Master's degree	56	5.10%
Professional school degree	0	0.00%
Doctorate degree	0	0.00%
TOTAL:	1,097	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The most common travel time class was 10 to 19 minutes, with 29% of journeys being in this class. This was followed by the 30 to 39 minutes travel time class, which represented 23% of journeys.

Table 23 - Travel Time to Work in the Area

Travel Time	Number	Percent
Less than 10 minutes	101	16.49%
10 to 19 minutes	177	28.87%
20 to 29 minutes	125	20.39%
30 to 39 minutes	138	22.51%
40 to 59 minutes	52	8.48%
60 to 89 minutes	20	3.26%
90 or more minutes	0	0.00%
TOTAL:	613	100%

Source: American Community Survey 2012-2016 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 82%, Drove alone with another 11% Carpooling.

Table 24 - Means of Transportation to Work in the Area

Means of Transportation	Number	Percent
Drove alone	504	82.22%
Carpooling	65	10.60%
Using Public Transportation	21	3.43%
Motorcycling	0	0.00%
Bicycling	0	0.00%
Walking	23	3.75%
Using Other Means	0	0.00%
Working at home	0	0.00%
TOTAL:	613	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The income in the Block Groups is depicted in Table 25. The median income is $65,992.

Table 25 - Household Income

Income	Number	Percent
Less than $10,000	29	4.98%
$10,000 to $19,999	21	3.61%
$20,000 to $29,999	59	10.14%
$30,000 to $39,999	32	5.50%
$40,000 to $49,999	40	6.87%
$50,000 to $59,999	21	3.61%
$60,000 to $74,999	182	31.27%
$75,000 to $99,999	99	17.01%
$100,000 to $124,999	66	11.34%
$125,000 to $149,999	18	3.09%
$150,000 to $199,999	15	2.58%
$200,000 or more	0	0.00%
Total	582	100.00%

Source: American Community Survey 2012-2016 Five Year Estimates

G. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Multnomah County Department of Assessment and Taxation, including all real, personal, manufactured, and utility properties, is estimated to be $135,403,485. This will be established when the Multnomah County Assessor certifies the frozen base.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Error! Reference source not found. shows the improvement to land ratios (I:L) for properties within the Area. The Multnomah County database did not list any parcels as exempt in their land use designations, even though there is a park in the Area. This table is based on the land use designations by the county. In the Area 106 parcels representing 80% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 27 of the 164 parcels in the Area, totaling 15% of the acreage have I:L ratios of 2.0 or more in FYE 2018. In summary, the area is underdeveloped and not contributing significantly to the tax base in Fairview.

Table 26 - Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Exempt	0	0.00	0.00%
No Improvement Value	69	191.36	47.43%
0.01-0.50	20	114.99	28.50%
0.51-1.00	17	17.60	4.36%
1.01-1.50	25	13.89	3.44%
1.51-2.00	6	6.53	1.62%
2.01-2.50	10	2.67	0.66%
2.51-3.00	0	0.00	0.00%
3.01-4.00	7	39.14	9.70%
> 4.00	10	17.27	4.28%
Total	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

H. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are incentives and assistance to private development, public infrastructure, and economic development. The use of tax increment allows the city to add an additional funding source to the City of Fairview general fund or system development charges (SDC) funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the Area. Some of the public infrastructure is being completed to enable full services for future development in the Area. As the development will be new construction, it will be up to current building code and will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by future economic development and, in the future, adding future increased increases in assessed value to the tax bases for all taxing jurisdictions, including the city.

XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area.

XII. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified. However, if homes are acquired that require relocation, the Agency shall comply with applicable relocation requirements.

PLANNING COMMISSION STAFF REPORT – TYPE III MAJOR MODIFICATION FINDINGS AND RECOMMENDATION

Date of Report:	October 16, 2018
Public Hearing Date:	October 23, 2018
Staff Contact:	Sarah Selden, Senior Planner Phone: 503-674-6242 E-mail: seldens@ci.fairview.or.us
Application Number:	2018-48-MOD
Property Owner & Applicant:	Garth Everhart
Site Address:	1601 NE Market Drive (SW Corner of Village Street/Market Drive)
Parcel Number/Tax ID:	1N3E33AB tax lot 901 / 7600 (Tract X)
Proposal:	Modification to previous design review approval to add a fourth story, with 11 additional dwelling units, to the mixed-use development.
Recommendation:	**Approval of 2018-48-MOD with conditions**
Exhibits:	**A. Applicant's Narrative and Written Materials** 1. Applicant's Narrative 2. Trip Generation Memo **B. Plans/Drawings** 1. Project Renderings 2. Cover Sheet 3. Site Survey 4. Site Plan

5. Floor Plans and Roof Plan
6. Elevations
7. Utility Sheet

C. Department Referral Comments

1. Fire Marshal Comments

D. Written Testimony

(Reserved)

I. BACKGROUND & EXISTING CONDITIONS

Address/Location:	The site is located at the SW Corner of Market Drive and Village Street
Acreage:	1.05 acres total ▪ Vacant Development Site: 0.37 acres ▪ Existing Parking Lot Serving Development (Tract X): 0.68 acres
Comprehensive Plan:	Village
Zoning Designation:	Village Mixed Use (VMU)
Zoning Overlays:	None
Surround Land Use/ Zoning:	North: Vacant Lot / VMU South: Townhomes, Live-Work Units / VMU East: Mixed-use Building, Library / VMU West: Mixed-use Building / VMU
Streets/Classification:	Market Drive and Village Street are City of Fairview streets. Market Drive abutting the site is classified as a Neighborhood Collector, and Village Street abutting the site is classified as a Local Street.
Existing Site Conditions:	The building site is currently vacant and covered with grass. There are no trees or shrubs on the site. Tract X (TL 7600) is developed with a surface parking lot to serve this development.

Background:

In 1998, the Planning Commission approved a design review application for this site. The design review (file name: D-005-98, Market Square South) included four buildings on the south side of NE Market Drive on both the west and east sides of Village Street. This application included the building that now houses the Multnomah County Library on Village Street (completed in 2001) and the mixed-use building directly across the street on the west side of Village Street (completed 2008). Based on the completion of other buildings included in the design review application, the City determined that the overall South Market Square project, approved as a single application not as separate phases, is vested and the land use permit remains valid.

The applicant now wishes to modify the approved plans for one of the four approved buildings (Building D, The Ceeley) in order to add a fourth story with 11 additional apartments.

The site consists of two parcels. A vacant, undeveloped parcel is located on the Southwest corner of NE Market and NE Village (1N3E33AB -00901), to be developed with mixed-use building "D". Abutting this parcel to the west is Tract X (1N3E33AB -07600), a developed parking lot associated with the vacant parcel, which will provide parking for the Building D mixed-use development. Both parcels were platted as part of the Fairview Village Plat No. 5. All public utilities were constructed and installed as part of the requirements of the Fairview Village Plat No. 5.

II. NOTICES & REFERRALS

Application Date:	June 26, 2018
Application Deemed Complete:	August 23, 2018
Public Notice Date/Type:	A public hearing notice was mailed on October 3, 2018 to property owners within 250 ft. of the site, and a newspaper notice was published in the Gresham Outlook on October 5, 2018. A sign was posted on the site on October 12, 2018.
Referrals:	This application was routed to Gresham Fire Fairview Public Works. Comments are included as Exhibit C.

III. APPLICABLE CRITERIA

This Type III application process requires a Planning Commission decision subject to the following Site Design Review criteria of Fairview Municipal Code (FMC) Title 19:

A) Application Review Procedures

19.400	Administration of Land Use and Development Review
19.412	Description of Permit Procedures
19.415	Amendments to Decisions
19.420	Development Review and Site Design Review
19.422	Applicability
19.424	Site Design Review – Application Review Procedure
19.425	Site Design Review – Application Submission Requirements
19.426	Site Design Review – Approval Criteria

B) Land Use Districts

19.110	Village General Provisions
19.135	Village Commercial (VC) and Mixed Use (VMU)
19.140	Village General Standards
19.150	Special Development Standards – VO, VC and VMU Zones

C) 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

IV. APPLICATION REVIEW PROCEDURE FINDINGS

FMC 19.415.030, Major modification to approved land use decisions, describes the criteria for a land use request to be classified as a Major Modification, and calls for modifications to applications approved through the Type III process to also be reviewed through the Type III process.

This application is classified as a Major Modification because an additional floor of apartments is proposed, increasing both the number of dwelling units and the square footage (floor area) for residential use. These changes meet the following two criteria from 19.415.030, qualifying the changes as a Major Modification:

B. Increase in number of dwellings.

D. Increase of floor area (for residential use) by more than five percent where previously specified.

The original application for Market Square South (D-005-98) was reviewed through a Type III process, and accordingly, this Major Modification is required to be reviewed through a Type III process.

<u>19.400 Administration of Land Use and Development Review</u>

This article specifies that land use approval expires two years from the date of decision application.

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

Condition of Approval: This approval for application 2018-48-MOD shall become null and void after two (2) years if construction activities have not commenced.

<u>19.412 Description of Permit Procedures</u>

19.412.010 Preapplication conferences: establishes that a preapplication conference is required for Type II, III, and IV applications.

FINDINGS: A pre-application conference was held for this application on June 22 2018. This standard is met.

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

FINDINGS: The application met all of the specified submission requirements. This standard is met.

19.412.030: Concurrent review of multiple applications: states that applications for more than one land use review on the same property may be processed in a single hearing.

FINDINGS: This standard does not apply. The request involves a single land use application.

19.412.040 Consistency with state statutes: applies ORS 22.178 the 120 day timeline for final action to Fairview land use applications.

FINDINGS: This application is being processed in accordance with the required statutory procedures. This standard is met.

FMC 19.412.050 Determination of completeness: Requires that land use applications be reviewed for consistency with the submission requirements, and that notice of completeness or incompleteness be given to the applicant within 30 days of application receipt.

FINDINGS: The land use application was submitted on June 26, 2018. A notice of incompleteness was sent on July 26, 2018. Incomplete items were then submitted and a notice of completeness was sent to the applicant on August 23, 2018. This standard is met.

19.413 Procedures

19.413.030 Type III procedure (quasi-judicial): Establishes the planning commission as the decision maker and outlines the procedures for a public hearing, notice of public hearing, and notice of decision.

FINDINGS: This application will be reviewed and a decision rendered by the Planning Commission following the procedures outlined in the code.

19.420 Development Review and Site Design Review, and 19.422 Applicability

FMC 19.420 establishes the purpose of the land use review procedures. 19.422.010 Site Design Review and 19.422.020 Development Review establish the applicability for each type of review procedure. The Development Review procedure applies to *Minor* Modifications and Site Design Review applies to *Major* Modifications.

FINDINGS: This application for a *Major* Modification is subject to a Site Design Review procedure with a decision rendered by the Planning Commission.

19.424 Site Design Review – Application Review Procedure

FMC 19.424.010 establishes that Site Design Review is conducted as a Type III procedure.

FINDINGS: This application is subject to Site Design Review, and will follow the Type III procedure.

19.425 Site Design Review – Application Submission Requirements

This article lists the information required to be submitted as part of a site design review application, with specific requirements to be included on a site analysis map, proposed site plan, architectural drawings, preliminary grading plan, and landscape plan.

> **FINDINGS:** All of the required information was submitted to be deemed a complete application. This standard is met.

19.426 Site Design Review – Approval Criteria

FMC 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.

FMC 19.426.010: Complete application
The application must be complete, as determined in accordance with FMC 19.412.050, on types of applications, and Chapter 19.425FMC.

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

FMC 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.*

FMC 19.426.050: Conditions
All conditions required as part of an approval shall be met.

FMC 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: 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.

V. LAND USE DISTRICT FINDINGS

19.110 Village General Provisions

This section describes the intent of the standards to implement the Fairview Village community plan. 19.110.050 Conflict Clause, establishes code definitions, and establishes that when there is a conflict between the Village regulations and base zone, overlay zone, or other regulations of this code, the Village regulations control. All regulations of the base zone still apply where expressly written otherwise.

FINDINGS:
This application was reviewed against the Village-specific standards and the citywide Design Standards of Article III. Where the Village regulations and citywide regulations address the same standard, the Village-specific regulation controls. Where Village zoning does not provide a standard, the applicable citywide standard applies.

19.135 Village Commercial (VC) and Mixed Use (VMU)

19.135.010: Permitted uses
This standard lists a wide range of commercial uses permitted in this district, including retail, office, personal services, clinics, and restaurants. The list includes:

7. Residential dwelling units in conjunction with permitted uses when developed in accordance with the VMU design standards of FMC 19.135.030(A)(2).

*****

33. Multifamily dwelling units subject to the development standards of FMC 19.135.030(A)(1) (VC zone) and (A)(2) (VMU zone).

FINDING: The proposed development consists of commercial uses on the ground floor and apartments on the second, third, and fourth floors. Residential dwelling units in conjunction with commercial is an outright permitted use in the VMU Zone, subject to the VMU design standards in 19.135.030(A)(2), cited above and intended to maintain a storefront commercial pedestrian space. Those findings are addressed in the following pages. This standard is met.

19.135.030: Development standards

A. Setbacks and Design Elements.

*****

2. Within the VMU zone:

a. The VMU area shall be occupied by townhomes and commercial uses.

FINDINGS: The proposed development is located in the VMU zone, and includes commercial ground floor uses with apartments above. The development site is also located within the "four corners area" of the VMU zone. FMC 19.135.030(A)(2)(f) requires that in this area, residential units are restricted to the upper stories, which, by their configuration would be multi-family residential units *("Multifamily housing" means housing that provides more than three dwellings on an individual lot (e.g., multiplexes, apartments, condominiums, etc."* FMC 19.13.130).

The development code defines "townhomes" as single-family attached housing *("Single-family attached housing (townhomes)" means two or more single-family dwellings with common end-walls."* FMC 19.13.190), which is not a multi-family dwelling type that can be located on upper stories of a mixed use building. Townhomes are therefore limited to outside of the "four corners area". The proposed development is subject to the same use standards as the mixed-use building located at 1520 NE Village Street, where the library occupies the ground floor and apartment units occupy the upper story. Ground floor commercial and upper story apartments are consistent with the original Market Square South (D-005-98) approval.

The proposed mixed-use commercial/residential building complies with the VMU requirement. This standard is met.

b. Parking lots shall occupy no more than 50 percent of the street frontage. One or more pedestrian accessways connecting parking lots to adjacent streets shall be provided at a minimum frequency of 250 feet along the street frontage.

FINDINGS: No parking lots are proposed along the street frontage. All on-site parking will be provided to the rear of the building, including the existing parking lot located on Tract X, which is dedicated to provide parking for the proposed development.

c. Retail structure facades must extend to the right-of-way along at least 75 percent of the lot line; or

Retail structure facades must extend to within 12 feet of the lot line for 75 percent of the lot line and the space between the building and the lot line must

be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."

Such facades shall conform to the blank wall standard described in FMC 19.140.100.

FINDINGS: The Village Street facade is set back seven feet from the property line. The intervening space is an extension of the sidewalk to serve pedestrians and the ground floor commercial uses. The Market Drive facade is set back 1.5 feet from the property line. Along Market Drive, two upper story bays project out 1.5 feet from the front facade, cantilevered over the extended sidewalk. This "build-to" requirement is met by the facade extending to within 12 feet of the property line and extending the sidewalk from the property line to the building.

See below for findings on compliance with the Blank Wall Standard.

Condition of Approval: All enclosed, habitable floor area shall remain within the boundaries of the development site, including cantilevered upper story bays. Prior to issuance of building permits, all building plans shall be revised to locate all enclosed floor area within the development site.

d. All buildings shall be set back at least five feet from property lines abutting residential areas.

FINDINGS: This criterion does not apply. The site does not abut any residential zones.

e. Awnings may extend up to four feet into a public right-of-way. Awnings shall have a minimum clearance of 7.0 feet and a maximum height of 12.5 feet. Awning covering material shall be metal, glass, canvas or any combination thereof.

FINDINGS: There are four awnings along Market Drive and three along Village Street. All awnings project approximately three feet from the building; awnings along Village Street are within the development site and awnings along Market Drive project approximately three feet over the right-of-way.

The awnings are supported by angled wood brackets mounted to the brick building facade. As shown on the Exterior Elevations, the bottom of the bracket measures six feet from the sidewalk.

The awning materials are not noted on the architectural drawings.

Condition Of Approval: Prior to issuance of building permits, revise the building plans to comply with building code or provide a seven foot clearance for both the awnings and any support brackets. All awning covering materials shall be metal, glass, canvas, or a combination thereof.

f. Buildings in the "four corners area" of the VMU zone (delineated in Figure V-1, following Chapter 19.155 FMC) shall have a minimum front facade height of 18 feet as measured from the finished street grade with residential uses restricted to the second and/or third floor.

FINDINGS: The development site is located within the "four corners area" of the VMU zone. The Village Street and Market Drive facades are both over 40 feet in height, exceeding the 18 ft. minimum facade height. All residential uses are located on upper stories. This standard is met.

B. Density. Residential density shall not exceed 45 units per acre.

FINDINGS: The total project site area is 1.05 acres, which multiplied by 45 units/acre, provides for a maximum density of 47 units. The development proposes 33 units. This standard is met.

C. Maximum Lot Coverage. Buildings shall cover no more than 75 percent of each lot in the zone.

FINDINGS: The vacant lot is 16,117 sq. ft., and the proposed building has a 8,986 sq. ft. footprint. The resulting lot coverage is 56 percent, which does not exceed 75 percent. This standard is met.

D. Height Restrictions. Buildings within the Village commercial or Village mixed use zone shall not exceed 45 feet in height except that tower elements may be 60 feet in height with a footprint of no more than 400 square feet.

FINDINGS: The proposed building has a maximum height of 44 ft. 11 ¼ inches, measured to the midpoint of the peaked roof. This height does not exceed the 45 ft. maximum for the zone. This standard is met.

E. Special Development Standards. All development in these zones shall comply with applicable development standards in Chapter 19.150 FMC.

FINDINGS: See findings for FMC Chapter 19.150 below.

F. Design Review. Design review is required for all uses in the VC and VMU zones.

FINDINGS: This land use application is being reviewed through a Site Design Review procedure. This standard is met.

<u>19.140 Village General Standards</u>

19.140.010: Pedestrian ways and trails

FINDINGS: This section applies to subdivisions and multifamily developments, and is not applicable to this development.

19.140.020: On-site pedestrian ways for commercial, multifamily (four or more units), institutional and office development.

A. Pedestrian ways shall provide direct connections to other portions of the site such as buildings, parking lots, child play areas and outdoor pedestrian-oriented activity areas such as plazas, resting areas and viewpoints.

B. Pedestrian ways shall be constructed of concrete or paving bricks and be at least five feet in unobstructed width. ADA certified curb ramps shall be provided where pedestrian ways intersect with streets.

C. *Pedestrian ways shall be illuminated throughout the length with pedestrian scale lighting not to exceed 20 feet in height having a minimum of 0.5 foot-candle power average illumination and oriented so as not to shine directly upon adjacent residences.*

FINDINGS: Sidewalks along Village Street and Market Drive and internal pathways connecting Village Street to the Tract X parking lot were approved and installed as part of the Fairview Village Plat 5, Phase III approval. Street lights and parking lot lighting were also installed. Additional sidewalks are proposed with this development, abutting the south and west sides of the building to connect Village Street and all building entries to the parking area behind the building. On-site pedestrian sidewalks range in width from 5 ft. to over 7 ft. These standards (A, B, C) are met.

D. Pedestrian ways and pedestrian areas shall be separated from automobile and truck circulation, parking, and loading whenever possible.

E. Where a pedestrian way crosses driveways, parking areas, or similar vehicle maneuvering areas, the pedestrian way shall be readily identifiable through the use of elevation changes, speed bumps, different paving materials, or other similar methods.

F. Where the pedestrian way is parallel and adjacent to an auto travel lane, the safety of the pedestrian shall be assured through a raised path or shall be separated from the

auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with ADA certified curb ramps.

G. Pedestrian ways shall provide a direct connection between all new development and adjacent streets. Stub connections shall be required between developments and neighboring sites not yet developed or capable of being further subdivided or partitioned. The connections shall be completed when the neighboring site is developed.

H. Pedestrian ways bordering parking spaces shall be at least seven feet in unobstructed width or a minimum of five feet in unobstructed width when concrete bumpers, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the pedestrian way.

> **FINDINGS:** The site plan shows a new pathway to be constructed along the back (south and west sides) of the building. This provides access to the building from the parking area, and from Market Drive and Village Street to the parking area. The pathway will be constructed of concrete. Eight new parking spaces are proposed along the south side of the Market Drive portion of the building, bordered by a 7 ft. 3 in. wide sidewalk with a raised curb. This standard is met.

I. A reduction in the number of pedestrian connections may be granted by the review authority based on a determination that reducing the number of connections would not result in an increase in out of direction pedestrian travel from the street to any main building entrance.

> **FINDINGS:** No reduction is requested.

19.140.030: Streets

A. Cul-de-sacs are permitted only when topographic conditions or existing or planned street patterns preclude future extension of streets. The maximum cul-de-sac radius shall be 40 feet.

B. All alleys shall constitute public streets with a minimum right-of-way of 16 feet.

C. Intersection dimensions should be minimized to reduce pedestrian crossing distances and to reduce vehicle speeds. At intersections in all Fairview Village zones, curb radii shall be 15 feet with clear zone radii of 25 feet. (Figure V-4, following Chapter 19.155 FMC.)

> **FINDINGS:** These standards apply to new streets and alleys, and are not applicable because no new streets or alleys are proposed.

D. Vision Clearance Areas.

1. Structures or signs may not be located within a vision clearance area as defined in subsection (D)(2) of this section. Support structures for a sign may be located in a vision clearance area only if the combined total width is 12 inches or less and the combined total depth is 12 inches or less.

2. Location of Vision Clearance Areas. Vision clearance areas are triangular-shaped areas located at the intersection of any combination of streets and/or alleys. The sides of the triangle extend 15 feet from the intersection of the vehicle travel areas. The height of the vision clearance area is from 42 inches above grade to 10 feet above grade (see Figure V-2, following Chapter 19.155FMC). This standard shall not apply to public safety signage and street identification signage.

FINDINGS: The intersection of Market Drive and Village Street was analyzed for compliance with the vision clearance standard, and the proposed building was found to be located outside of the vision clearance triangle. This standard is met.

19.140.040 Minimum required off-street parking requirements.

All base zone parking standards apply (see Chapter 19.164 FMC) except where expressly written otherwise.

A. Residential.

2. Attached dwellings containing four or more dwelling units including dwelling units above retail uses: one and one-half spaces per dwelling unit.

B. Commercial.

1. a. Supermarkets: one space per 250 square feet of floor area.
b. Banks, offices: one space per 330 square feet of floor area.
c. Barber shop/beauty parlor: one space per 250 square feet of floor area.
d. Eating or drinking establishment: one space per 100 square feet of floor area.
e. Retail trade: one space per 500 square feet of floor area.
f. General office: one space per 500 square feet of floor area.

Type of Use	Parking Ratio	Proposed Number of Units / Square Footage	Minimum Number of Required Parking Stalls
4+ Attached dwellings, including above commercial	1.5 spaces per unit	33 units	50 (49.5 rounded up)
Retail Trade General Office	1 space/500 sq. ft. of floor area	7,710 sq. ft.	16 (15.42 rounded up)
		Total Required	***66 stalls***
		Number of Available Stalls:	
		New parking stalls on vacant lot	*8*
		Existing stalls available	*70 (62 in Tract X parking and 8 on tax lot 244)*
		Total Available	***78 stalls***

FINDINGS: Planning staff applied the Village parking standards in FMC 19.140.040 because it specifies specific parking requirements for the uses proposed, and therefore supersedes FMC 19.164 per FMC 19.110.050, Conflict Clause. The applicant's narrative assumes one stall per 500 sq. ft. of ground floor commercial space, consistent with the Retail Trade and General Office parking requirements. Based on the parking requirements outlined above, a minimum of 66 stalls are required for the proposed uses, and 78 stalls are available, exceeding the minimum by 12 spaces. On-street parking along the development site's frontage may also be counted toward the minimum parking requirements, however they are not needed to meet the minimum parking requirements for this development. This standard is met.

2. Parking Stall and Aisle Dimensions.

a. Parking lot aisles shall have a minimum width of 24 feet.

b. Standard parking lot stalls shall have a minimum width of nine feet and a minimum depth of 18 feet.

c. Compact-vehicle parking stalls shall have a minimum width of eight feet and a minimum depth of 16 feet.

FINDINGS: One new parking lot aisle is proposed to serve the 8 new spaces located behind the building. The site plan shows the aisle as 24 ft. 1 inch in width, which meets the minimum aisle dimensions. All parking spaces meet or exceed the standard parking space dimensions of 9 ft. by 18 ft. This standard is met.

C. Joint Use….

FINDINGS: This criterion does not apply, as no joint use of parking facilities is proposed. The applicant's narrative notes that a parking management company will manage parking for use by residents and commercial space users, and that the applicant maintains the right to lease unused stalls to surrounding land owners. All stalls will be marked for use by all residents, commercial lessors, commercial employees and commercial clientele between 4 p.m.-10 a.m., and the parking lot will be signed for employee parking at the south end of the Tract X parking lot between 9 a.m.- 5p.m.

D. On-Street Parking. In the VC, VMU, and VO zones, on-street parking which borders the property frontage shall apply toward satisfying the parking standards in this section.

FINDINGS: The Market Drive and Village Street frontage can accommodate eight additional parking spaces based on the minimum dimension for a parallel parking space of 24 ft. of uninterrupted curb. These spaces, however, are not needed to satisfy the minimum parking requirement. Should any of the ground floor commercial uses change to a permitted use with a higher parking requirement, the 8 on-street spaces and 12 extra on-site spaces may provide flexibility to accommodate another such use. This standard is met.

E. In the event that a change in commercial use is proposed different than that in place as of March 9, 2004…

FINDINGS: This standard does not apply.

19.140.050: Street trees.

A. Location. Street trees are required along both sides of all collector streets and local streets within the Village adjacent to new development and on at least one side of streets with a higher classification. The spacing requirement shall be on average one tree per 30 linear feet unless the community development director approves a different distance due to constraints such as utilities, rights-of-way, etc. Along collector streets or streets with a higher classification, metal grating, nonmortared brick, grasscrete, or similar material shall be installed at grade over the planting area around street trees, or raised planters shall be constructed to prevent soil compaction and damage to the trunk. Planting strips or tree wells are required along all remaining streets.

FINDINGS: Tree wells abutting the site were installed in the right-of-way as part of the Fairview Village Plat 5, Phase 3 public improvements. The applicant is not required to update the street tree wells, however, staff encourages the applicant to enlarge the tree wells at the time of planting to the same dimensions as other tree wells on Village Street. The larger tree wells are intended to help prevent future sidewalk uplift resulting from the tree roots.

B. Tree Types. The type of tree to be planted shall be in accordance with the approved street tree list in the city's sidewalk maintenance program handbook.

FINDINGS: The approved street tree for the frontage along Village Street and Market Drive is the Pink Flair Cherry tree.

Condition Of Approval: Prior to receiving certificate of occupancy the applicant shall be required to plant Pink Flair Flowering Cherry trees, at a minimum caliper of 1. 5 inches, in every tree-well abutting the site.

19.140.060: Erosion control standards

The site must be contoured, planted, or developed to prevent erosion, pollution, and sedimentation into adjacent natural resource areas within six weeks of the issuance of the certificate of occupancy. Erosion control techniques must meet city of Fairview erosion control handbook standards.

Condition of Approval: Prior to site disturbance, the applicant shall obtain a grading and erosion control permit from the Public Works Department no more than 30 days before grading is commenced on site.

19.140.070: Landscape standards

Where the area to be landscaped is less than 30 feet deep, the requirement shall be on average one tree per 30 linear feet. Where the area is 30 feet deep or greater…

A. Trees may be deciduous or evergreen. Deciduous trees at the time of planting must…
B. Low shrubs must….

C. Groundcover plants shall….

D. All required groundcover plants and shrubs…

E. The required materials are shown….

FINDINGS: This standard provides details for areas where landscaping is required. While the Village Office (VO) and Village Commercial (VC) zones require a minimum of 15% of the site to be landscaped, and the Village Townhouse (VTH) and Village Apartment (VA) zones require 25% of the site to be landscaped, there is no minimum landscaping required for the Village Mixed Use (VMU) zone.

The planting standards for the required landscaping areas therefore do not apply.

19.140.090 Bicycle Parking

A. Number Required.

1. Multifamily dwelling: one space per unit (.25 per unit if occupancy restricted to 55 years or older).

2. Commercial use classifications: five percent of the requirement for automobile parking spaces, except for the following classifications, which are exempt:

a. Animal sales and service.
b. Auto-related uses.
c. Warehousing – Wholesale and distribution.

FINDINGS: The number of required parking spaces is met as follows:

Type of Use	Bike Parking Ratio	Proposed Number of Units / Commercial Vehicle Spaces	Minimum Number of Required Bike Parking Stalls
Multifamily	1 space per unit	33 units	33
Commercial	5% of required vehicle parking spaces	16 vehicle parking spaces required. 16 x 5% = 0.8	1
		Total number of required bike spaces	***34***

B. Bicycle Parking Space and Aisle Dimensions.

1. Uncovered spaces shall be at least six feet long and two feet wide.

2. Covered spaces shall be at least seven feet long and two feet wide.

3. A five-foot-wide aisle is required adjacent to each row of bicycle parking.

C. Required bicycle parking racks shall be located no further than the closest automobile parking space from the major building entrance.

D. When more than seven bicycle parking spaces are required, 50 percent of the spaces shall be covered.

E. When more than 15 covered bicycle parking spaces are required, 50 percent of the covered spaces shall be enclosed and offer a high level of security (i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe long-term parking).

FINDINGS: The site plan and ground floor plan note six exterior bike parking, and a bike storage room located on the back side of the ground to provide secure interior spaces. The narrative notes that exterior spaces will be located along the back of the building and in the walkway area to the south of the building.

Condition of Approval: A minimum of 50% (18 spaces) of total required bike parking spaces must be covered.

Condition of Approval: A minimum of 50% (9 spaces) of required covered spaces must be located in a secure enclosed location.

Condition of Approval: Prior to issuance of building permits, revise the site plan and ground floor building plan to show a minimum of nine secure interior bike parking spaces, and nine additional covered spaces, either in the secure bike room or other covered area.

Condition of Approval: Prior to issuance of building permits, revise the site plan to show the location and dimensions of all interior and exterior bike parking spaces, complying with the required dimensions.

19.140.100 Blank wall standard

Windows must occupy at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to nine feet above the finished grade. The window requirement applies to the ground level of exterior building walls which abut sidewalks, plazas, or other public open spaces. Walls may be recessed three feet in maximum increments of 15 feet with landscaping in lieu of windows. Recess landscaping shall obscure the wall year-round.

FINDINGS: The blank wall standard applies to the Village Street and Market Street facades. The following analysis shows that the proposed design exceeds the minimum requirements. This standard is met.

Public Facing Facade	Facade Length	Minimum Window Length Req.	Facade Wall Area (up to 9 ft. in height)	Minimum Window Area Req.
Village Street facade	86 ft.	43 ft.	774 sq. ft.	193.5 sq. ft.
	Proposed Design	**58 ft.**		***509 sq. ft.***
Market Street facade	148 ft.	74 ft.	1,332 sq. ft.	333 sq. ft.
	Proposed Design	***110 ft.***		***982 sq. ft.***

19.150 Special Development Standards – VO, VC, and VMU Zones

19.150.010: Applicability

The special standards provided in this chapter apply in the Village office (VO), Village commercial (VC) and Village mixed use (VMU) zones unless otherwise provided. (Ord. 6-2001 § 1)

19.150.020: Access and on-site circulation
A. Pedestrians. Pedestrian ways shall connect the Village commercial zone with transit facilities and with NE Halsey Street.

> **FINDINGS:** The site includes existing sidewalks that connect to the Village commercial zone, and to transit facilities on Halsey Street. This criterion has been met.

B. Motor Vehicles. The location, design and development of access and on-site circulation shall comply with the following:

1. Shared driveway entrances, rear yard parking, shared parking and maneuvering areas, and interior driveways between parking lots shall be required for all nonresidential uses.

2. The maximum width for a driveway shall be 35 feet.

> **FINDINGS:** The access and on-site vehicle circulation were approved and constructed as part of the Fairview Village Plat 5, Phase III approval. All parking is located to the rear of the building, and the Tract X parking lot and new on-site parking share access and circulation areas with abutting development. This standard is met.

3. Within the Village commercial, mixed use, and Village office, a minimum of five percent, but not fewer than one space, of the employee parking spaces shall be marked and signed for exclusive use as carpool/vanpool spaces. Required carpool/vanpool spaces shall be located closer to the major building entrance than all other spaces except handicapped spaces.

> **FINDINGS:** The applicant is required to have 16 vehicle parking spaces for the commercial component of the development. Five percent of 16 parking spaces is 0.8 spaces, therefore, a minimum of one space is required for carpool/vanpool parking.

Condition of Approval: Prior to receiving a building permit, the applicant shall update the site plan to show one dedicated carpool/vanpool space close to the building entrance. Prior to final occupancy the carpool/vanpool space shall be signed and/or marked.

4. Village office parking lots…

FINDINGS: This criterion does not apply. The site is not located in the Village Office zone.

19.150.030: Entries

A. Primary entries shall face a public street or designated pedestrian way and shall be accessed from a public sidewalk. The entries shall be open to the public during all business hours. Secondary entries may face parking lots or loading areas.

FINDINGS: All primary entries for the ground floor commercial spaces along Village Street and Market Drive face the street. The building elevations show three entries along Market Drive and three entries along Village Street. The sidewalk extends to the building facade along the entire building frontage, providing pedestrian access to all commercial entries.

Condition of Approval: Primary entries shall be open to the public during all business hours.

B. VCM upper story residential uses shall have shared or individual entries every 70 feet on the first level only; no outside staircases are allowed.

FINDINGS: This criterion does not apply. The site is not located in the VCM zone.

19.150.040: VO, VC and VCM facade design

All VO and VC building facades shall conform to FMC 19.140.100, Blank wall standard.

FINDINGS: This criterion does not apply. The site is not located in the VCM zone, which has a separate Blank Wall Standard.

19.150.050: Roofs in the mixed use zone (VMU)

Hipped, gambrel or gabled roofs are required. Flat roofs are not permitted except for mechanical equipment areas in VMU zones. Thirty-inch high parapets are required along all street facades where flat roofs are used.

FINDINGS: All roofs will be gabled. This standard is met.

19.150.060: Materials
Exterior finishes of buildings shall be primarily of materials such as masonry, wood siding, shingles or stucco (or similar material). Sheet metal, cinder block, and T1-11 are prohibited as exterior wall material.

> **FINDINGS:** Exterior finish materials will be brick veneer and Hardie lap siding. The proposed brick will match the brick color found elsewhere in the Village, and the siding will be painted light and dark grey to be similar and compatible with the color palette in the Village. This standard is met.

19.150.070: VO and VC landscaping and street furniture
A minimum of 15 percent of the developed VO and VC site areas must be used for landscaping….

> **FINDINGS:** This standard does not apply. The site is not located in the VO or VC zone.

19.150.080: Screening
A. All primary and accessory uses associated with Village office and Village commercial uses, including storage of materials, products, or waste, shall be wholly contained within an approved structure.

B. Parking and service areas shall be screened from pedestrian ways or public right-of-way by a three-foot-high hedge or sight-obscuring wall.

C. Loading areas and dumpsters shall be screened from public rights-of-way and pedestrian ways by walls, trellises, fences, or landscaping.

D. Mechanical equipment and satellite dishes over one meter in size shall be screened from view from any pedestrian way or public right-of-way.

> **FINDINGS:** Existing and proposed parking areas are located behind the buildings, which screen the parking from the public right-of-way. The dumpsters serving this building are located within a concrete block enclosure, sited on the north end of the Tract X parking lot. The applicant's narrative states that the enclosure will be roofed and a gate installed, and that all mechanical equipment serving the ground floor commercial space will be located behind the building.
>
> **Condition of Approval:** All mechanical equipment and satellite dishes over one meter in size shall be screened from any pedestrian way or public right-of-way. Prior to occupancy, the trash enclosure shall be roofed and gated.

19.150.090 Trails
All trails will be built according to the Fairview Village trail master plan.

FINDINGS: This standard does not apply. All trails abutting the site have been built according to the Fairview Village trail master plan.

19.150.100: Loading areas
A. Loading areas within a street right-of-way in the Fairview Village may be approved when all of the following conditions are met….

FINDINGS: No loading areas are proposed for the proposed use. Should a loading area be needed for tenants, the applicant must submit a plan for review and approval by the City.

VI. DESIGN STANDARDS FINDINGS

19.162: Access and Circulation

19.162.020 Vehicular access and circulation

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

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

FINDINGS: The development site abuts two public streets that are in the City of Fairview's jurisdiction. All vehicle access and circulation areas were previously constructed, and no new new driveways or circulation areas are required to be constructed as part of this development. These standards are met.

C. Access Permit Required. Access to a public street…

FINDINGS: Access is already provided to this site. This standard does not apply.

D. Traffic Study Requirements. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.

A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day.
A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands…

FINDINGS: The original Fairview Village Traffic Study prepared in 1994 estimated that full buildout of Fairview Village would result in 13,305 new trips each weekday for commercial uses. In 2013, an updated Trip Generated Memorandum was prepared by Kittelson & Associates to analyze changes in trip generation projected from the VA Clinic. This analysis found that the total number of trips, including existing uses and the addition of the clinic, would result in 2,243 trips less than planned for in 1994.

An updated Trip Generation Letter was required by the City to analyze the impact of the additional number of dwelling units resulting from the Major Modification, adding a fourth story and 11 additional dwelling units to the proposed building. Lancaster Engineering prepared a Trip Generation Memo for the applicant (Exhibit A-2) that analyzed the morning and evening peak hour trips resulting from 7,781 sq. ft. of commercial and 22 multi-family units, compared to the same commercial square footage with 33 multi-family units.

The analysis found that the increase of 11 dwelling units would result in 4 additional morning peak trips, five additional evening peak trips, and a total of 60 additional weekday trips. The total estimated number of weekday trips for the development is 474.

The four morning and five evening peak hour trips are minimal, and do not exceed the total number of trips planned for in buildout of the Fairview Village street system; the Major Modification proposal does not necessitate any transportation mitigation measures. This standard is met.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

FINDINGS: No new access is needed to serve the site, and as noted above, the additional trips resulting from the fourth story do not negatively impact the transportation. No conditions of approval are required related to vehicle access and circulation improvements.

19.162.020(F) – (O) provide standards related to the creation of new vehicle access Access Options.

FINDINGS: New new access is proposed, therefore these standards do not apply.

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:

FINDINGS: No new driveways or private streets are proposed. This standard does not apply.

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.

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

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

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

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 for *19.162.030(A)*: The site development, as shown on the site plan, shows new sidewalks to be constructed abutting the south, east and west sides of the building, extending pedestrian access from the Village Street and Market Drive sidewalks to the interior of the site. Existing sidewalks along the right-of-way abutting the site already provide connectivity from the site to the surrounding area. A continuous sidewalk wrapping around the building will connect all building entries, and connect entries to the parking area. These standards are met.

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: The pathway abutting the west side of the building is adjacent to the Market Drive driveway. This is shown as a curbed concrete sidewalk.

Condition of Approval: The curbed sidewalk shall be raised a minimum of six inches above the asphalt driveway.

2. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor…

FINDINGS: No ground floor residential uses are proposed. 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.

FINDINGS: No new pedestrian pathways are proposed to cross the existing parking area. The eight new parking spaces to be constructed along the back of the building will be served by a curbed sidewalk.

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: Pathways are proposed to be constructed of concrete. The proposed site plan (Exhibit B-4) shows pathways ranging from 5 ft. in width, to over 7 ft. in width. The 5-ft.-wide pathway abutting the south side of the building near Village Street adjoins an existing pathway along the adjacent building to the south; combined, the width will exceed 6 ft. This standard is met.

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

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

19.163 – Landscaping, Street Trees, Fences and Walls

19.163.020: Landscape conservation
19.163.025: Existing landscaping

FINDINGS: There is no existing landscaping on the site. This standard does not apply.

19.163.030: New landscaping

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

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

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

D. Landscape Materials….

> **FINDINGS:** These standards are superseded by Village-specific standards in 19.140.070: Landscape Standards, and there is no minimum percentage of landscaping required in the VMU zone.

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…*

   FINDINGS: This standard does not apply. There are no required yard setbacks in the VMU zone.

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: Eight of the off-street parking spaces will be constructed with the proposed mixed-use building. The remaining 70 spaces have already been installed with landscape islands to break up the parking areas and provide a partial tree canopy. The additional eight spaces are abutting the building, and do not require a landscape island.

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...

FINDINGS: The proposed site plan does not include any parking or maneuvering areas adjacent and parallel to streets or driveways. This standard does not apply.

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: The eight new parking stalls are adjacent to the south side of the Market Drive portion of the building. They are separated from the building by a raised curb and sidewalk. 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 and Condition of Approval: See finding and condition for 19.150.080(D).

19.163.040 Street trees

19.163.040 Street trees

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

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

> **Condition of Approval:** All street trees shall be planted prior to final occupancy, and maintained in compliance with the requirements in 19.163.040(A).

C. Growth Characteristics. Trees shall be selected based on…

> **FINDING:** This standard is superseded by the Village-specific standard in 19.140.050 Street trees.

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

> **Condition of Approval:** The Pink Flair Cherry street trees shall have a 1.5-inch caliper.

E. Spacing and Location. Street trees shall be planted…

> **FINDINGS:** This standard is superseded by the Village-specific standard in 19.140.050 Street trees.

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

> **FINDINGS:** No additional buffering or screening is required.

19.163.050 Fences and walls.

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.

> **FINDING:** No fences or walls are proposed. This standard does not apply.

19.164: Vehicle and Bicycle Parking

FINDINGS: These standards are superseded by the Village-specific standards in *19.140.030: Vehicle Parking, and 19.140.090 Bicycle Parking.*

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 …

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.

> **FINDINGS:** As part of the Village Plat No. #5, all public facilities were installed to serve this site (water, sewer, stormwater). As part of the building permit process the applicant will need to submit final engineered construction plans that specify the connections to services and number of water meters, etc. that meet the City of Fairview's specifications and design standards.

19.165.025 Transportation improvements.

Findings for 19.165.025 (A)-(I): Standards A-I address access and circulation and right-of-way improvements. No new access will be created with this development, and all public right-of-way improvements were previously constructed. This standard does not apply.

G. Traffic Signals and Neighborhood Traffic Management.

> **FINDINGS:** No new traffic signals or traffic calming features are warranted by the Trip Generation Memo conducted for this land use application (Exhibit A-2).

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

FINDINGS: The site plan shows that additional sidewalk will be installed to meet the 15 ft. wide standard for sidewalks along the Village Street and Market Drive right-of-way, as specified in the Fairview Village Master Plan. The ADA sidewalk access ramp will need to be updated to meet current ADA requirements.

Condition of Approval: Prior to receiving a building permit the applicant shall submit a ROW improvement plan and obtain a right-of-way permit.

Condition of Approval: Maintenance of sidewalks, curbs and any planting areas in the public right-of-way is the obligation of the adjacent property owner.

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 proposed pathways are at least five feet in width.

Condition of Approval: Concrete curbs, curb cuts, wheelchair and bicycle ramps shall be constructed in accordance with City of Fairview Standards. These facilities constructed onsite shall meet the standards specified in FMC Chapter 19.162 FMC, Access and Circulation.

Standards L-O, and 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: The applicant will need to submit a right-of-way improvement plan for approval of a right-of-way permit. The ROW plan will

show sidewalk and ADA ramp improvements that meet city and current ADA specifications.

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

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

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

FINDINGS: There are existing streetlights installed in accordance with city standards. This standard is met.

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 development…

FINDINGS: This section does not apply. No public park or open space land is required of this development.

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

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

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

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

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

FINDINGS (water): The site is currently served from a 10" diameter city water line on NE Market Drive and an 8" water line on Village Street. Currently there are 4 lateral connections to meter boxes.

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

CONDITION OF APPROVAL: Public Works shall approve backflow assembly devices to be installed at appropriate service locations.

FINDINGS (sewer): Sanitary sewer is available to this site from an existing lateral stub-out located on Village Street. In addition, 8" City sewer mains are located in Village Street and Market Drive.

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.

FINDINGS: The site is currently served with stormwater infrastructure. The existing public stormwater system was engineered and installed during the development of Fairview Village. This system is designed to receive the

additional stormwater from the undeveloped lots within the Village. Storm sewer is available to this site from three 6 in. and 8 in. laterals, and is served by an 18 in. storm main on Market Drive and 12 in. main on Village Street. Stormwater detention and treatment is provided by the Chinook Detention Pond. This standard is met.

Condition of Approval: Prior to the issuance of building permits the applicant shall provide the city with calculations on the stormwater discharge, for verification with the Fairview Village Stormwater Master Plan.

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

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.

FINDINGS: All utilities have already been placed underground. 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.

FINDINGS: No public utility easements are shown on the existing site survey or proposed site plan.

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…

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

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

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

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

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

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

F. Engineer's Certification and As-Built Plans. 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.

FMC 19.170 – Sign Regulations

Per FMC 19.11.035, all signs in Fairview Village shall be in conformance with sign regulations in Chapter 19.170.

FINDINGS: Projecting signs are shown along the street frontage. The proposed signs as shown on the building elevations comply with the dimensional standards in 19.170.140 Permitted signs within village mixed use (VMU) zone.

Condition of Approval: All signs on the site must comply with FMC 19.170.140. The applicant shall apply for a permit prior to installation of signs.

VII. CONCLUSION AND RECOMMENDATIONS

PLANNING COMMISSION ALTERNATIVES

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

STAFF RECOMMENDATION

Staff finds that the proposed Major Modification application to add a fourth story to the mixed-use development previously approved under D-005-98 will meet the requirements of the City Code as conditioned. Staff recommends approval of the application subject to the following:

CONDITIONS OF APPROVAL

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

A. General Requirements

1. 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.

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

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

4. This approval for application 2018-48-MOD 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. All signs on the site must comply with FMC 19.170. The applicant shall apply for a permit prior to installation of signs.

B. Prior to 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. Prior to site disturbance, the applicant shall obtain a grading and erosion control permit from the Public Works Department no more than 30 days before grading is commenced on site.

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

C. Plan Check Review/Prior to Construction

1. All enclosed, habitable floor area shall remain within the boundaries of the development site, including cantilevered upper story bays. Prior to issuance of building permits, all building plans shall be revised to locate all enclosed floor area within the development site.

2. Prior to issuance of building permits, revise the building plans to comply with building code or provide a seven foot clearance for both the awnings and any support brackets. All awning covering materials shall be metal, glass, canvas, or a combination thereof.

3. Prior to the issuance of building permits the applicant shall provide the city with calculations on the stormwater discharge, for verification with the Fairview Village Stormwater Master Plan.

4. Prior to receiving a building permit the applicant shall submit a water connection application and pay all applicable fees.

D. Street Trees

1. Prior to receiving certificate of occupancy the applicant shall be required to plant Pink Flair Flowering Cherry trees, at a minimum caliper of 1. 5 inches, in every tree-well abutting the site.

2. All street trees shall be planted and maintained in compliance with the requirements in 19.163.040(A).

E. Vehicle/Bike Parking and Pedestrian Access

1. Prior to receiving a building permit, the applicant shall update the site plan to show one dedicated carpool/vanpool space close to the building entrance. Prior to final occupancy the carpool/vanpool space shall be signed and/or marked.

2. Prior to issuance of building permits, revise the site plan to show the location and dimensions of all interior and exterior bike parking spaces, complying with the required dimensions.

3. Prior to issuance of building permits, revise the site plan and ground floor building plan to show a minimum of nine secure interior bike parking spaces, and nine additional covered spaces, either in the secure bike room or other covered area.

4. A minimum of 50% (18 spaces) of total required bike parking spaces must be covered.

5. A minimum of 50% (9 spaces) of required <u>covered</u> spaces must be located in a secure enclosed location.

6. Prior to issuance of building permits, site development plans must comply with applicable ADA requirements.

7. The curbed sidewalk on site shall be raised a minimum of six inches above the asphalt driveway.

8. Maintenance of sidewalks, curbs and any planting areas in the public right-of-way is the obligation of the adjacent property owner.

9. Concrete curbs, curb cuts, wheelchair and bicycle ramps shall be constructed in accordance with City of Fairview Standards. These facilities constructed onsite shall meet the standards specified in FMC Chapter 19.162 FMC, Access and Circulation.

10. The applicant will need to submit a right-of-way improvement plan for approval of a right-of-way permit. The ROW plan will show sidewalk and ADA ramp improvements that meet city and current ADA specifications.

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. Prior to occupancy, the trash enclosure shall be roofed and gated.

5. Primary commercial entries shall be open to the public during all business hours.

G. Gresham Fire Conditions:

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

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

3. The site addressing shall meet the Gresham Fire Addressing Policy. 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.

4. Public fire hydrant locations are not indicated on the plans. They must be shown. Fire hydrants must reach within 400ft of the farthest corner of the structure. All fire hydrants shall have STORZ quick adapters on the large port. The model required is Harrington HPHA50-45NHWCAP.

5. A fire hydrant shall be within 50 feet of the fire sprinkler system “FDC’s”.

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.

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.

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.

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.

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.

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

12. A fire alarm system will be required.

13. Standpipes will be required.

Major Modification to D-005-98

Applicable Fairview Municipal Code Criteria:

- FMC 19.428 Development in Accordance with Permit Approval
- FMC 19.412 Description of Permit Procedures
- FMC 19.413.030 Procedure - Type III Review
- FMC 19.415.030 Amendments to Decisions
- FMC 19.422 Applicable Review
- FMC 19.424 Site Design Review – Application Review Procedure
- FMC 19.425 Site Design Review – Application Submission Requirements
- FMC 19.426 Site Design Review – Application Approval Criteria
- FMC 19.162 – Access and Circulation
- FMC 19.163 – Landscaping, Street Trees, Fences, Walls
- FMC 19.164 – Vehicle and Bicycle Parking
- FMC 19.165 – Public Facilities Standards
- FMC 19.135 Village Commercial (VC) and Mixed Use (VMU)
- FMC 19.140 Village General Standards
- FMC 19.150 Special Development Standards (VO, VC, VMU)

1. APPLICATION

The applicant is seeking a major adjustment to D-005-98 as amended by 2018-19- MOD (3/22/18). The applicant is adding a third floor of apartments to the project. The result would be three floors of apartments over the ground floor commercial space.

2. Property Owner: Garth Everhart

3. Location: Southwest corner of Market Drive and Village Street. The associated parking for the proposed development is proposed to be located on site and in the adjacent lot (Tract X) of Fairview Village Plat 5, Phase 3. Total site area is 1.05 acres

Tax Map & Tax Lot: 2 Parcels: Vacant parcel on Southwest corner of Market Drive and Village Street (Map Reference: 1N3E33AB, Tax Lot 00901) and Tract X (Map Reference: 1N3E33AB, Tax Lot 07600)

4. Surround Land Use/Zoning:

Comprehensive Plan Designation: Village

Zoning Designation: Village Mixed-Use (VMU)

Zoning Overlays: None

North: Vacant Lot /Village Mixed Use – Approved 71-unit Mixed Use Project

South: Townhomes, Live-work units/Village Mixed Use

East: Mixed-use building, Multnomah County Library/ Village Mixed Use

West: Mixed-use building /Village Mixed Use

5. Streets/Classification: The site is a corner lot on Market Drive and Village Street, both of which are local Fairview streets. Access to parking is from an existing private driveway off Market Drive and three public alleys that surround the associated Tract X parking lot. Surrounding streets and utilities were completed as part of the Fairview Village No. 5 plat.

6. Existing Conditions:

The site consists of two parcels. The vacant parcel on the Southwest corner of NE Market and NE Village is flat, and Tract X is a developed lot as a paved parking area. Both parcels were platted as part of the Fairview Village Plat No. 5. Tract X, is associated with the vacant parcel (TL 901) and serves as the parking area for the development on this parcel.

Utilities: All public utilities were constructed and installed as part of the requirements of the Fairview Village Plat No. 5. Utilities are stubbed into the vacant lot and the parking lot is served by public utilities.

a. Sanitary Sewer: The site is currently connected to a 6” diameter public sewer line on NE Market Drive.

b. Water: The site is currently served by two active public water lines in NE Market (1”) and NE Village Street (3”).

c. Storm: The site is currently served by public storm water connections within NE Market Drive (6”) and NE Village Street (8”).

7. APPLICABLE REVIEW CRITERIA

FMC 19.428 Development in Accordance with Permit Approval

FMC 19.428 provides for modifications to approved plans or existing developments as defined in Chapter 19.415 FMC. The modifications may be either Major or Major as described in 19.415 FMC. Major modifications, as defined in Chapter 19.415 FMC, shall be processed as a Type II or Type III procedure and shall require side design review. Information on Type I, II, III procedures are covered in Chapter 19. 410 (sic) FMC. This chapter is replaced by Chapter 19.412 FMC.

FMC 19.412 Description of Permit Procedures

19.412.010 stipulates a Pre-application conference for Type II, III and IV applications.

Pre-application conference was held on 6/22/2018 for a Major Modification where staff directed applicant to follow the Major Modification process.

19.412.020 stipulates the forms, applications and filing fees for Type II, III and IV applications

19.412.050 sets guidelines for review of applications to confirm completeness.

19.412.060 outlines the role of staff in the review process

19.412.070 outlines the conduct and process of the Public Hearing

FMC 19.413.010 Procedures

FMC 19.413.030 sets for the procedure for a Type III review.

FMC 19.415 Amendments to Decisions

19.415.030 Major Modification to approved land use decisions.

Significant changes to land use decisions that do not meet the criteria listed in FMC 19.415.020 require additional review by the original decision-making body. Major modifications to applications approved through the Type II process will also be reviewed through the Type II process. Major modifications to applications approved through the Type III process will also be reviewed through the Type III process.

D-005-98 was a Type III process approved the Planning Commission. As a Type III process a Major Modification must be reviewed as a Type III application with the Planning Commission

The proposed change to the approved plans described within the Notice of Final Decision for D-005-98 is a Major Adjustment because it fits the criteria of 19.415.030 (B) and (D). Subsection B covers an increase in number of dwellings. Subsection D covers an increase of floor area (residential) by more than five percent where previously specified. Adding another floor of apartments above the ground floor commercial space triggers subsections (B) and (D) of 19.415.030 which warrants a Major Modification.

19.422. Applicability

Development review or site design review shall be required for all new development and modifications of existing development, except that regular maintenance, repair and replacement of materials (e.g. roof, siding, awnings, etc.) parking resurfacing, and similar maintenance and repair shall be exempt. The criteria for each type of review are as follows in this chapter.

Applicable

19.422.010 Site Design Review

Site design review is a discretionary review conducted by the planning commission with a public hearing. It all applies to all developments in the city, except those specifically listed under FMC 19.422.020, Development review. Site design review ensures compliance with the basic developments standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as other more detailed design standards and public improvement requirements in Articles II and III of this title.

Applicable for review of Major Modification to approved development.

19.424.010 Procedure.

Site design review shall be conducted as a Type III procedure, as specified in FMC 19.424.020, using the procedures in Chapter 19.410 FMC, and using the approval criteria contained in Chapter 19.426 FMC.

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.

E. Developments involving the clearing and/or grading of 10 acres or a larger area shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A through D and F of this section.

F. All developments in designated sensitive lands and historic overlay districts shall be reviewed as Type III applications.

19.425 – Site Design Review – Application Requirements

19.425.001 Site design review – Application submission requirements.

All of the following information is required for site design review application submittal.

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.

19.425.020 Site design review information.

An application for site design review shall include the following information, as deemed applicable by the city administrator or designee:

A. Site Analysis Map. At a minimum the site map shall contain the following:

1. The applicant's entire property and the surrounding property to a distance sufficient to determine the location of the development in the city, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified;

Site plan and plat satisfy this requirement

2. Topographic contour lines at intervals determined by the city;

Vacant lot is flat plus or minus 12" with streets and 50% of walks completed. Parking lot is completed.

3. Identification of slopes greater than 25 percent;

Non-Applicable

4. The location and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site;

Existing Streets, walks, drives, paths per Site Plan and Plat.

5. Potential natural hazard areas, including any areas identified as subject to a 100-year flood, areas subject to high water table, and areas mapped by the city, county, or state as having a potential for geologic hazards;

Non-Applicable

6. Resource areas, including marsh and wetland areas, streams, wildlife habitat identified by the city or any natural resource regulatory agencies as requiring protection;

Non-Applicable

7. Site features, including existing structures, pavement, large rock outcroppings, areas having unique views, and drainage ways, canals and ditches;

Non-Applicable

8. Locally or federally designated historic and cultural resources on the site and adjacent parcels or lots;

Non-Applicable

9. The location, size and species of trees and other vegetation having a caliper (diameter) of six inches or greater at four feet above grade;

Lot is vacant. Existing trees in parking lot. 3 street trees per code along NE Village at existing tree wells. 5 street trees per code along NE Market Drive at existing tree wells. Existing trees wells were designated by the City when City issued public works permit for existing sidewalks.

10. North arrow, scale, names and addresses of all persons listed as owners on the most recently recorded deed;

Site Plan

11. Name and address of project designer, engineer, surveyor, and/or planner, if applicable;

Site Plan

12. Other information, as determined by the city. The city may require studies or exhibits prepared by qualified professionals to address specific site features.

B. Proposed Site Plan. The site plan shall contain the following information, if applicable:

1. The proposed development site, including boundaries, dimensions, and gross area;

Site Plan

2. Features identified on the existing site analysis map which are proposed to remain on the site;

Site Plan

3. Features identified on the existing site map, if any, which are proposed to be removed or modified by the development;

Site Plan

4. The location and dimensions of all proposed public and private streets, drives, rights-of-way, and easements;

Existing streets drives and walks

5. The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan;

Site Plan

6. The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access;

Site plan – 1st floor plan

7. The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable);

Site Plan – on site parking plus existing parking lot

8. Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails;

Site Plan – 1st floor plan

9. Loading and service areas for waste disposal, loading and delivery;

Non - applicable

10. Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements, as applicable;

Non-applicable

11. Location, type, and height of outdoor lighting;

Existing street lights along NE Village and NE Market. One new parking lot near garbage enclosures to match existing parking lot lights

12. Location of mail boxes, if known;

Unknown until USPS determines if mail boxes to be located on sidewalk similar to surrounding project or within building per other multi-family projects in Fairview Village

13. Name and address of project designer, if applicable;

Plans

14. Location of bus stops and other public or private transportation facilities;

Non-Applicable

15. Locations, sizes, and types of signs;

Signage per 19.170.140

16. Other information, determined by the city. The city may require studies or exhibits prepared by qualified professionals to address specific site features (e.g., traffic, noise, environmental features, natural hazards, etc.), in conformance with this code.

C. Architectural Drawings. Architectural drawings shall be submitted showing:

1. Building elevations (as determined by the city with building height and width dimensions;

Included in plans attached to application (Barry Smith Architects 6/18/18)

2. Building materials, color and type;

Red colored brick as noted on elevations, cement board siding elsewhere. Red brick is consistent with surrounding buildings developed by applicant. Cement board above brick where indicated. Dark aluminum window framing at commercial space to match adjacent buildings. White vinyl windows with wood trim to match adjacent buildings. Two tone color paint schemes on cement board siding with trim color at upper gables to match window trim color. Design similar to buildings west and south of site developed by applicant.

3. The name of the architect or designer.

Barry R. Smith Architects as noted on Plans.

D. Preliminary Grading Plan. A preliminary grading plan prepared by a registered engineer shall be required for developments which would result in the grading (cut or fill) of 1,000 cubic yards or greater. The preliminary grading plan shall show the location and extent to which grading will take place, indicating general changes to contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed. Surface water detention and treatment plans may also be required.

Non-applicable – existing parking lot, flat vacant lot surrounded by existing sidewalks and paved parking areas.

E. Landscape Plan. A landscape plan is required and shall show the following:

Non – applicable. Landscaping not required in Village Mixed Use zone.

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.

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.

Major Modification meets underlying land use district provisions.

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.

Non-Applicable

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:

FMC – 162 – 165 Design Standards

A. Chapter 19.162 FMC – Access and Circulation;

Fairview Village is a Planned Unit Development (PUD). For a PUD to be developed the massing plan and zoning are determined before roadway and utility corridors are set. The roadways and corridors that come out of a PUD are determined based on the maximum density of each zoning district in each part of the PUD. This avoids deficient roads or utilities as the PUD is developed. The Major Modification adds a 4th floor which is allowed under the height limits. The Major Modification adds 11 apartments for a total of 33 apartments which is less than the maximum density in this part of Fairview Village. The addition of another floor of apartments (11 total) could trigger a Traffic study but the value of a Traffic Study for 11 apartments is negligible.

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

This section is not applicable because the Village Mixed Use (VMU) zone does not require landscaping. Street trees are required under the D-005-98 approval. No fences or walls are planned. Existing street tree locations along NE Village Street and NE Market Drive were approved as part of Public Works permit for existing sidewalks.

C. Chapter 19.164 FMC – Automobile and Bicycle Parking;

19.164.030 A Vehicle Parking Standards applies except when the property is located in Fairview Village. 19.140 sets parking standards for projects located in Fairview Village. The standard for multi-family is 1.5 stalls per apartment.

33 apartments x 1.5 = 50 stalls.

The parking ratio assumed for the ground floor commercial space is 2 stalls/1,000 SF of leasable space. The requirement for office space on the ground floor is 15.42 or 16 stalls.

Total parking required is 50 + 16 = 66 stalls. Tract X serves this property and has 62 stalls. The site plan shows 16 additional stalls on the vacant parcel for a total of 78 off-site stalls.

78 stalls (total off-site) – 66 required stalls = 12 stalls surplus on-site.

19.140.040 D grants a credit for on-street parking stalls fronting the project. In this case 8 stalls exist along the project frontage. 8 stalls + 12 surplus on-site = 20 stall surplus for the project.

The 1.5 stalls per apartment requirement in the Village exceeds the 1.25 stall per one-bedroom count elsewhere in the city of Fairview. Based on 24 one-bedroom apartments the Village code requires 6 additional parking stalls for the apartments than would be required elsewhere in the City of Fairview. The 20 surplus stalls plus 6 additional stalls required in Fairview Village generate 26 surplus stalls beyond base City of Fairview requirements.

19.164.030 C Parking Location and Shared Parking:

(1) parking is located in parking lots

(2) all parking is located within 500' of the building

(3) Applicant does not assume shared parking in parking analysis

(4) Shared parking is not assumed but applicant maintains the right to lease unused stalls to surrounding land owners.

(5) Parking lot will be posted for parking by permit holder only. A parking management company will manage parking so parking space exists within the parking areas for residents, commercial space users along with their employees and clients.

19.164.030 D Maximum Number of Parking:

Non-applicable

19.164.030 E Parking Management:

All stalls will be marked for use by all residents, commercial lessors, commercial employees and commercial clientele between 4 pm – 10 am. Parking lot will be signed for employee parking at south end of Tract X parking lot between 9 am – 5 pm. This will make off-street parking more available to commercial and residential users during business hours.

19.164.030 F Parking Stall Standard Dimensions and Compact Parking Stalls.

Tract X parking is already constructed based on Standard Stalls. Stalls on vacant lot will be striped to standard or compact size specifications. Applicant may elect to remark stalls in existing Tract X parking lot to include Compact stalls based on ability to increase parking count when parking lot is refurbished. Compact stalls will be marked as compact and will not exceed code maximums.

19.164.030 G Variances

Non-Applicable

19.164.030 H Disabled Person Parking Spaces

In the VMU zone, a minimum of five percent but not fewer than one space, shall be marked as and signed for exclusive use as carpool/vanpool spaces. 16 stalls are required x .05 = 0.8 spaces, therefore a minimum of one space is required for carpool/vanpool parking.

19.164.040 Bicycle Parking Standards

In the VMU zone 19.140.090 Bicycle Parking is applicable. The requirement is one bike parking space per dwelling unit plus 5% of the required vehicle parking stalls (commercial). 33 apartments require 33 bike parking spaces. 5% of the total parking required (16) stipulates another stall. A total of 34 bike parking stalls (33 + 1 = 34) is required. At least 50% of the required stalls will be enclosed in a secured room. The architect will resize the bike storage room to accommodate at least 20 bike parking stalls. Applicant will work with Planning staff to size bike storage room to accommodate a mix of horizontal and vertical (hanging) bike stalls. Parking stalls not located in bike storage room will be located along back of building and in walkway area to the south of building as feasible.

D. Chapter 19.165 FMC – Public Facilities Standards;

This application is a Major Modification to add a 4th floor to an existing project approval. All streets and public utilities are already completed to and around this site. The vacant lot was developed as part of the development of Fairview Village which included roadways, utilities, transportation plans, utility systems and corridors.

The expansion of the building via a 4th floor does not place any additional demands on the Public Facilities.

The Tract X parking lot is completed via prior approvals by the City. The partial sidewalks along the vacant lot frontage will be expanded to extend to the front façade of the commercial space. The driveways that serve the vacant lot and parking lot are already constructed via prior permits. Utilities are already extended into the site for the project.

FMC 19.135 Village Commercial (VC) and Mixed Use (VMU)

FMC 19.135.010: Permitted uses

Residential dwelling units in conjunction with permitted uses when developed in accordance with the VMU design standards of FMC 19.135.030(A)(2).

Residential dwelling units in conjunction with commercial is an outright permitted use in the VMU Zone.

FCM 19.135.030: Development standards

A. Setbacks and Design Elements.

2. Within the VMU zone:

a. The VMU area shall be occupied by multifamily and commercial uses.

The proposed development complies with this standard.

b. Parking lots shall occupy no more than 50 percent of the street frontage. One or more pedestrian accessways connecting parking lots to adjacent streets shall be provided at a minimum frequency of 250 feet along the street frontage.

No parking lot is proposed along the street frontage.

c. Retail structure facades must extend to the right-of-way along at least 75 percent of the lot line; or Retail structure facades must extend to within 12 feet of the lot line for 75 percent of the lot line and the space between the building and the lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."

Such facades shall conform to the blank wall standard described in FMC 19.140.100.

The proposed building line will extend to within 12 feet of the lot line for more than 75% of the lot line distance along NE Market Drive and NE Village Street. Where the building line does not meet the right-of-way line the sidewalk will be extended to the building frontage along NE Market Drive and NE Village Street.

d. All buildings shall be set back at least five feet from property lines abutting residential areas.

The proposed building does not abut residential areas. All surrounding properties are zoned Village Mix-Use.

e. Awnings may extend up to four feet into a public right-of-way. Awnings shall have a minimum clearance of 7.0 feet and a maximum height of 12.5 feet. Awning covering material shall be metal, glass, canvas or any combination thereof.

Awnings depicted on the plans will meet these requirements. Blade signs per FMC 19.170.140 will be applied for via separate permit applications and will be consistent with blade signs at other buildings in the VMU zone.

f. Buildings in the "four corners area" of the VMU zone shall have a minimum front facade height of 18 feet as measured from the finished street grade with residential uses restricted to the second and/or third floor.

The "four corners area" is the intersection of NE Market Drive and Village Street. The proposed building front façade exceeds the height of 18 ft. and therefore meets this standard.

B. Density. Residential density shall not exceed 45 units per acre.

The project includes 33 dwelling units which is less than 45 unit per acre.

C. Maximum Lot Coverage. Buildings shall cover no more than 75 percent of each lot in the zone.

The vacant lot is 16,050 sq. feet in size. With a footprint of less than 9,000 SF, the footprint is less than 60% of the lot area.

D. Height Restrictions. Buildings within the Village commercial or Village mixed use zone shall not exceed 45 feet in height except that tower elements may be 60 feet in height with a footprint of no more than 400 square feet. Building front facade height, as measured from the street grade, shall be no less than 18 feet.

The midpoint of the roof line is 45' above finished grade which meets the zoning code requirement.

E. Special Development Standards. All development in these zones shall comply with applicable development standards in Chapter 19.150 FMC.

See findings for FMC Chapter 19.150 below.

F. Design Review. Design review is required for all uses in the VC and VMU zones.

D-005-98 meets this requirement

FMC 19.140 - Village General Standards

19.140.010 – Pedestrian Ways and Trails

Not impacted by Major Modification

19.140.020 – On site Pedestrian Ways

Not impacted by Major Modification

19.140.030 – Street

Not impacted by Major Modification

19.140.040 – Minimum Required parking

See 19.140.040 Analysis in section 19.164.030

19.140.050 – Street Trees

3 street trees per code along NE Village at existing tree wells. 5 street trees per code along NE Market Drive at existing tree wells. Existing trees wells were designated by the City when City issued public works permit for existing sidewalks.

19.140.060 – Erosion control Standards

An erosion control plan will be submitted to the city for required erosion control permit

19.140.070 - Landscape Standards

Not applicable in VMU zone.

19.140.080 – Not Applicable

19.140.090 – Bicycle Parking

See 19.140.090 analysis in section 19.164.040

19.140.100 Blank Wall Standard

Building permit plans will include 12 lineal feet of storefront glass as seen on NE Market Drive ground floor elevations along west end of building (Grid 1) between Grids A to B. 12 LF is equal to 25% of the ground floor wall elevation along Grid 1.

FMC 19.150 SPECIAL DEVELOPMENT STANDARDS – VO, VC, AND VMU ZONES

FMC 19.150.010: Applicability

The special standards provided in this chapter apply in the Village office (VO), Village commercial (VC) and Village mixed use (VMU) zones unless otherwise provided.

FMC 19.150.020: **Access and on-site circulation**

A. Pedestrians. Pedestrian ways shall connect the Village commercial zone with transit facilities and with NE Halsey Street.

The proposed change to interior access to the residential floors does not impact Pedestrian access outside of the building.

B. Motor Vehicles. The location, design and development of access and on-site circulation shall comply with the following:

The proposed change to interior access to the residential floors does not impact motor vehicle access and circulation.

2. The maximum width for a driveway shall be 35 feet.

The proposed change to interior access to the residential floors has no impact on existing driveway widths.

3. Within the Village commercial, mixed use, and Village office, a minimum of five percent, but not fewer than one space, of the employee parking spaces shall be marked and signed for exclusive use as carpool/vanpool spaces. Required carpool/vanpool spaces shall be located closer to the major building entrance than all other spaces except handicapped spaces.

Parking will meet the carpool/vanpool space requirements.

4. Village office parking lots shall be placed behind buildings or behind a five-foot landscaped buffer; provided, that such parking lots shall not front more than 50 percent of the block frontage of any public street.

This is non-applicable because the project lies within the VMU zone, not the VO zone.

FMC 19.150.030: **Entries**

A. Primary entries shall face a public street or designated pedestrian way and shall be accessed from a public sidewalk. The entries shall be open to the public during all business hours. Secondary entries may face parking lots or loading areas.

Building permit plans will include 12 lineal feet of storefront glass as seen on NE Market Drive ground floor elevations along west end of building (Grid 1) between Grids A to B. 12 LF is equal to 25% of the ground floor wall elevation along Grid 1.

B. VCM upper story residential uses shall have shared or individual entries every 70 feet on the first level only; no outside staircases are allowed.

No outside staircases are proposed. There are two proposed shared staircase wells to the upper story which are no more than 70 ft. apart, this standard is met. The project lies in the VMU zone not the VCM zone.

FMC 19.150.040: **VO, VC and VCM facade design**

All VO and VC building facades shall conform to FMC 19.140.100, Blank wall standard.

While this standard is not applicable to the VMU zone the design meets the requirements along the NE Village Street and NE Market Drive frontages.

FMC 19.150.050: Roofs in the mixed-use zone (VMU)

Hipped, gambrel or gabled roofs are required. Flat roofs are not permitted except for mechanical equipment areas in VMU zones. Thirty-inch high parapets are required along all street facades where flat roofs are used.

The plans depict hipped gable roofs, so the criterion is met.

FMC 19.150.060: Materials

Exterior finishes of buildings shall be primarily of materials such as masonry, wood siding, shingles or stucco (or similar material). Sheet metal, cinder block, and T1-11 are prohibited as exterior wall material.

Brick is noted for ground floor along the street frontage. Hardi-plank siding is depicted on all other elevations with belly bands and window wraps above to break up the wall area.

FMC 19.150.070: VO and VC landscaping and street furniture

A minimum of 15 percent of the developed VO and VC site areas must be used for landscaping.

This standard is not applicable in the VMU zone.

FMC 19.150.080: Screening

A. All primary and accessory uses associated with Village office and Village commercial uses, including storage of materials, products, or waste, shall be wholly contained within an approved structure.

The existing masonry trash recycling enclosure on the lot will be roofed and gate installed to meet this criterion. This is consistent with other mixed use and multi-family projects within Fairview Village. Mechanical equipment serving the ground floor commercial space will be located behind the building.

B. Parking and service areas shall be screened from pedestrian ways or public right-of-way by a three-foot-high hedge or sight-obscuring wall.

The building frontage runs nearly along all the frontage on both street and screens the parking areas from pedestrian ways in the public right-of-way

C. Loading areas and dumpsters shall be screened from public rights-of-way and pedestrian ways by walls, trellises, fences, or landscaping.

As noted above in A, the existing masonry trash/recycling area will be covered, and gates installed.

D. Mechanical equipment and satellite dishes over one meter in size shall be screened from view from any pedestrian way or public right-of-way.

The plans do not include any mechanical equipment above the roofline. Applicant does not plan on installing a satellite dish but if one is installed in the future it will be on the southside of the building (backside of building).

19.150.090 Trails

All trails will be built according to the Fairview Village trail master plan.

All trails abutting the site have been built according to the Fairview Village trail master plan.

FMC 19.150.100*:* **Loading areas**

Loading areas within a street right-of-way in the Fairview Village may be approved when the following conditions are met.

Applicant does not plan on any loading areas within the street right-of-way except during construction and tenant improvements at commercial spaces.

Technical Memorandum

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To: Garth Everhart

From: Richard Martin, EI
Miranda Wells, PE

Date: August 6, 2018

Subject: Fairview Village Apartment Expansion Trip Generation Letter

Introduction

This memorandum reports and evaluates the transportation impacts related to proposed multi-family housing expansion of The Ceely from 22 to 33 units. The Ceely is a mixed-use building in Marketplace D of Fairview Village, located at tax lot 1N3E33AB – 00901 in Fairview, Oregon.

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

The project site fronts NE Market Drive and NE Village Street and is located south of NE Halsey Street and east of Fairview Parkway. The site is located at tax lot 1N3E33AB – 00901 and is currently undeveloped. Access to the site will be provided via existing public access driveways on NE Market Drive and NE Village Street.

Vicinity Roadways

NE Village Street is classified as a Neighborhood Collector north of NE Market Drive and as a Local Street south of NE Market Drive by the City of Fairview. The roadway has a two-lane cross-section and a statutory residential speed limit of 25 mph. On-street parking is available on both sides of the street south of NE market Drive, and curbs and sidewalks are intermittently available on both sides of the street in the site vicinity.

NE Market Drive is classified as a Neighborhood Collector by the City of Fairview. The roadway has a two-lane cross-section and a statutory residential speed limit of 25 mph. On-street parking, curbs, and sidewalks are intermittently available on both sides of the street in the site vicinity.

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

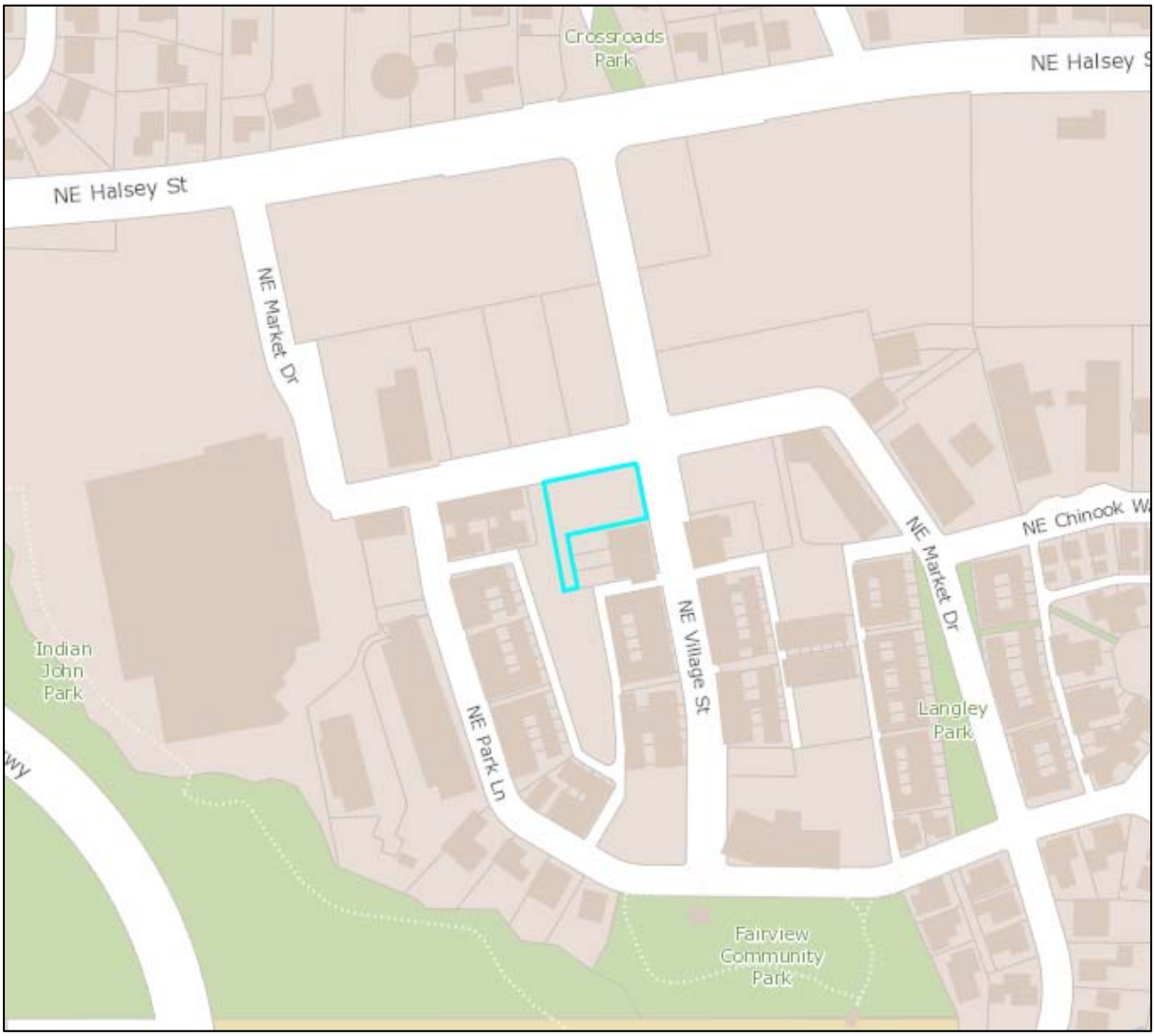


Figure 1: Aerial Photo of Site Vicinity (Image from www.portlandmaps.com)

Trip Generation

The proposed Ceeley building includes the construction of a four-story building consisting of ground floor commercial space and three floors of residential units. The original approved development included 22 multi-family housing units, while the current proposed development includes 33 units. 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 221, *Multifamily Housing (Mid-Rise)*, and 820, *Shopping Center*, 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 commercial gross floor area.

The trip generation calculations show that the proposed development is projected to generate an additional 4 morning peak hour, 5 evening peak hour, and 60 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
Original Proposed Development									
Commercial	820	7781 sf	4	3	7	14	16	30	294
Multifamily Housing	221	22 units	2	6	8	6	4	10	120
Total			6	9	15	20	20	40	414
New Proposed Development									
Commercial	820	7781 sf	4	3	7	14	16	30	294
Multifamily Housing	221	33 units	3	9	12	9	6	15	180
Total			7	12	19	23	22	45	474
Net New Trips			**1**	**3**	**4**	**3**	**2**	**5**	**60**

PM Peak Hour Comparison

In August 2013, Kittelson & Associates, Inc. produced a trip generation memorandum for the proposed Fairview Village development, which is included in the appendix of this memorandum. This memorandum compared PM peak hour trips from a 1994 traffic study to the anticipated PM peak hour trips from the proposed Fairview Village development as of 2013. This comparison is listed in Table 2[2] below.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.
[2] *Trip Generation Analysis for Outpatient Medical Clinic in Fairview Village – Fairview, Oregon*, Kittelson & Associates, Inc., 2013.

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

	Weekday PM Peak Hour Trips			Weekday
	Total	**In**	**Out**	**Total**
A. 1994 Fairview Village Traffic Study	1460	705	755	13305
B. Estimated Total Trips (Current + Proposed Land Uses)	1054	497	557	11062
Excess or Residual Trips (A-B)	**406**	**208**	**198**	**2243**

The proposed Ceeley building expansion would result in an increase of 5 PM peak hour trips. As this does not fulfill the excess of 406 PM peak hour trips, a full transportation impact study is not warranted or recommended.

Conclusions

Based on the projected trip generation of the site, the impacts of the proposed Ceeley building expansion to the existing transportation system are expected to be minimal. The PM peak hour trips do not exceed the excess trips outlined in the 2013 study referenced in the PM Peak Hour Comparison section. As such, a full transportation impact study is neither necessary nor recommended.

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

EXHIBIT B-2

MARKETPLACE D — THE CEELEY

GENERAL NOTES:

1. CONSTRUCTION SHALL COMPLY WITH ALL CODES AS ADMINISTERED BY THE AUTHORITIES HAVING JURISDICTION. ALL WORK SHALL CONFORM TO ORDINANCES OR REGULATIONS RELATING TO ENVIRONMENTAL POLLUTION AND PRESERVATION OF NATURAL RESOURCES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL BURIED SERVICES IN UNDAMAGED CONDITION DURING CONSTRUCTION. CONTRACTOR SHALL VERIFY UTILITY LOCATIONS AND CONNECTIONS.

3. CONTRACTOR SHALL INSURE ALL SCAFFOLDING, TEMPORARY FLOORS, ETC., FURNISHED BY HIMSELF OR SUBCONTRACTORS FOR INSTALLATION OF WORK TO BE BUILT AND MAINTAINED TO SAFELY SUPPORT REQUIRED LOADS. COMPLY WITH ALL APPLICABLE LOCAL SAFETY CODES AND SPECIFICALLY THE OCCUPATIONAL SAFETY AND HEALTH ACT FOR THE CONSTRUCTION INDUSTRY.

4. PERFORM ALL WORK IN A FIRE-SAFE MANNER AND SUPPLY AND MAINTAIN ADEQUATE FIRST-AID AND FIRE FIGHTING EQUIPMENT CAPABLE OF EXTINGUISHING INCIPIENT FIRES. COMPLY WITH LOCAL AND STATE FIRE PREVENTION REGULATIONS.

5. PROVIDE ADEQUATE SAFETY AND PROTECTIVE DEVICES FOR WORKMEN DURING EXCAVATION AND CLEARING. REVIEW LOCATION OF EXISTING SERVICES AND UTILITY LINES. PROVIDE PROTECTIONS NECESSARY TO PREVENT DAMAGE TO EXISTING IMPROVEMENTS AND SURVEY MARKERS. PROVIDE EROSION CONTROL PER BUILDING DEPARTMENT REQUIREMENTS.

6. PROVIDE SHORING, SHEETING AND BRACING WHEREVER NECESSARY TO PREVENT CAVING DURING EXCAVATION OR TO PROTECT ADJACENT IMPROVEMENTS, PROPERTY, WORKMEN AND THE PUBLIC.

7. SOILS ENGINEER SHALL INSPECT AND APPROVE CUT-OUT FOR FOUNDATION AND FOUNDATION PLAN.

8. CONCRETE TESTING SHALL BE REQUIRED SEE STRUCTURAL GENERAL NOTES FOR TESTING REQUIREMENTS.

9. FURNISH AND PLACE HOLDOWNS AND DEFORMED STEEL AS INDICATED BY THE STRUCTURAL ENGINEER. STRUCTURAL ENGINEER SHALL INSPECT ALL HOLDOWNS AND STEEL FOR CONFORMANCE. CONTRACTOR SHALL PROVIDE UL RATINGS FOR RATED STEEL PROTECTION, SEE DRAWINGS FOR RATED REQUIREMENTS.

10. RAPIDLY HANDLE CONCRETE FROM MIXER TO FORMS AND DEPOSIT AS NEAR AS POSSIBLE TO ITS FINAL POSITION TO AVOID SEGREGATION DUE TO HANDLING. SEE STRUCTURAL FOR ADDITIONAL REQUIREMENTS.

11. EXAMINE DRAWINGS FOR REQUIRED ROUGH CARPENTRY MATERIALS INCLUDING PLATES, STUDS, FIRE-STOPS, SOLID BLOCKING, BRIDGING, POSTS, BLOCKS, SUB-FLOORING AND SHEATHING. LUMBER SHALL BE DOUGLAS-FIR (STANDARD), TREATED LUMBER WITH A NET RETENTION OF 0.25 PCF. GYPSUM BOARD SHALL BE AS NOTED ON DRAWINGS. USE EXTERIOR GYPSUM BOARD FOR SOFFITS AND PORCH CEILINGS AND WATERPROOF IN BATHROOMS. PROVIDE ALL GLUE LAMINATED MEMBERS AS INDICATED BY STRUCTURAL. BUILDING PAPER SHALL BE NO. 15 LB. ASPHALT SATURATED ROOFING FELT. ALL HANGERS AND HOLDOWNS SHALL BE HOT DIPPED GALVANIZED. USE KRAFT FACE FIBERGLASS INSULATION; SEE ENERGY CODE COMPLIANCE. I-JOISTS BY TRUSS JOIST CORPORATION SHALL HAVE HOLES KNOCKED OUT AT FACTORY. INSTALL WITH HOLES UP. SIZE AND DETAILS OF JOISTS SHALL FIT DIMENSIONS AND LOADS AS INDICATED ON DRAWINGS.

12. ALL MANUFACTURED MATERIALS, COMPONENTS, FASTENERS, ASSEMBLIES, ECT., SHALL BE HANDLED AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND PROVISIONS OF APPLICABLE ICBO RESEARCH RECOMMENDATIONS.

13. PROVIDE SHOP DRAWINGS FOR ALL PRE-ENGINEERED PRODUCTS (I-JOISTS, ROOF TRUSSES, ETC.) FOR STRUCTURAL REVIEW.

14. IMMEDIATELY NOTIFY ARCHITECT IN WRITING OF ANY DISREPINCIES BETWEEN CONSTRUCTION DOCUMENTS AND ACTUAL CONDITIONS. CORRECTIONS SHALL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.

15. MECHANICAL AND ELECTRICAL SYSTEMS SHALL BE BIDDER DESIGNED AND UNDER SEPARATE PERMIT. CONTRACTOR SHALL PROVIDE ALL REQUISITE SYSTEM DESIGN DOCUMENTS, LOAD CALCULATIONS AND SHOP DRAWINGS REQUIRED FOR REVIEW.

ZONING CODE ANALYSIS:

76 / A0.0 VICINITY PHOTO
SCALE: N.T.S.

NORTH

OWNER/DEVELOPER:

THE EVERHART COMPANY, INC.
P.O. BOX 823420
VANCOUVER, WASHINGTON 98682
contact: GARTH EVERHART
PH: 503.407.7080
FAX: N/A
EM: garth@everhartco.com

ARCHITECT:

BARRY R. SMITH, PC, ARCHITECT
715 SW MORRISON STREET, SUITE 909
PORTLAND, OREGON 97205-3105
contact: TRAVIS SOWERBY
PH: 503.241.7966
FAX: 503.229.0622
EM: travis@barryrsmith.com

GENERAL CONTRACTOR:

STRUCTURAL ENGINEER:

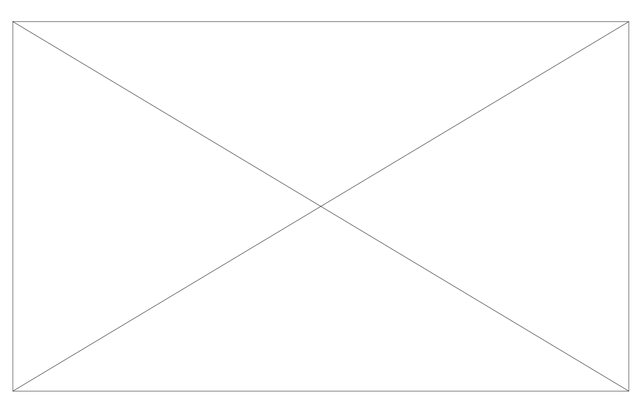
CIVIL ENGINEER:

PLUMBING:

ELECTRICAL:

MECHANICAL:

GEOTECHNICAL:



56 / A0.0 PROJECT RENDERING
SCALE: N.T.S.

PROJECT DESCRIPTION

THE PROJECT IS A MIXED USE BUILDING CONSISTING OF (4) STORIES OF TYPE VA CONSTRUCTION. THE GROUND FLOOR INCLUDES (4) COMMERCIAL SPACES OF VARYING SIZES, A RESIDENTIAL ENTRANCE & CORRIDOR, AND MEPS ROOM. THE SECOND, THIRD & FOURTH FLOORS INCLUDE (11) APARTMENT DWELLING UNITS EACH FOR A TOTAL OF (33) UNITS. VEHICLE AND BICYCLE PARKING, AND TRASH/RECYCLE AREA IS INCLUDED ON-SITE.

PROPERTY:

SITE ADDRESS:	SW, SE CORNER OF NE VILLAGE STREET AND NE MARKET DRIVE: "MARKET SQUARE SOUTH" FAIRVIEW, OREGON 97024
LEGAL DESCRIPTION:	TAX LOT 244 OF SECTION 33 T1N R3E, WM
SITE SIZE:	45,713 SF (INCLUDES PARCEL 1 AND TRACT X)
ZONING:	VMU – VILLAGE MIXED USE
COMP. PLAN DESIG.	FAIRVIEW VILLAGE PLAN DISTRICT

SEPARATE PERMITS REQUIRED

1. AUTOMATIC SPRINKLER SYSTEM NFPA 13
2. UNDERGROUND FIRE LINES
3. FIRE ALARM SYSTEMS
4. MECHANICAL PLANS
5. ELECTRICAL PLANS
6. PLUMBING PLANS

DEFERRED SUBMITTALS

CODE APPEALS

ADD. GENERAL CONTRACTOR NOTES

THE GENERAL CONTRACTOR SHALL SCHEDULE A FIRESTOPPING MEETING WITH THE BUILDING INSPECTOR AND ALL SUBCONTRACTORS THAT WILL BE INSTALLING FIRESTOPPING MATERIALS. EACH SUBCONTRACTOR WILL PROVIDE A LIST OF FIRESTOP MATERIALS/ASSEMBLIES WHICH WILL BE USED, THE TYPE OF PENETRATIONS WHERE EACH MATERIAL/ASSEMBLY WILL BE USED; AND THE LISTING AND APPROVAL INFORMATION (I.E. UL, ICC, OR OTHER APPROVED REPORTS/LISTING NUMBERS). THIS INFORMATION MUST BE SUBMITTED TO, AND APPROVED BY, THE BUILDING INSPECTOR PRIOR TO ANY INSTALLATION.

DRAWING INDEX:

ARCHITECTURAL
A0.0 TITLE SHEET
A1.0 SITE PLAN
A2.0 COMPOSITE FLOOR PLANS
A2.1 COMPOSITE FLOOR PLANS
A2.2 COMPOSITE FLOOR PLANS
A2.3 COMPOSITE FLOOR PLANS
A4.0 ROOF PLAN
A5.0 EXTERIOR ELEVATIONS

CIVIL
1 SITE SURVEY
C5 UTILITY ASBUILTS

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
for GARTH EVERHART
FAIRVIEW, OR
TITLE PAGE

DD SET

0897MDFVBD - 00

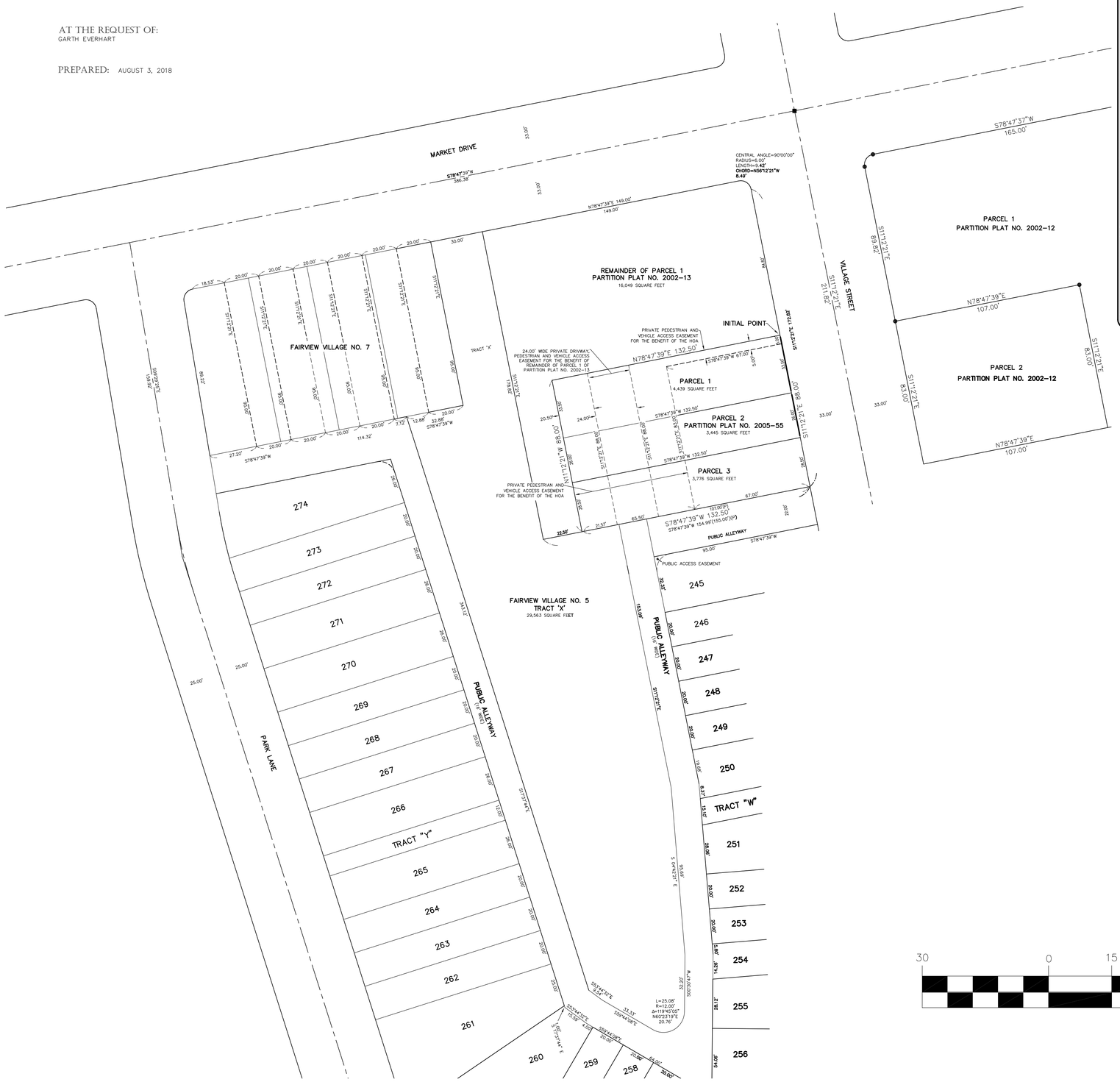
A0.0

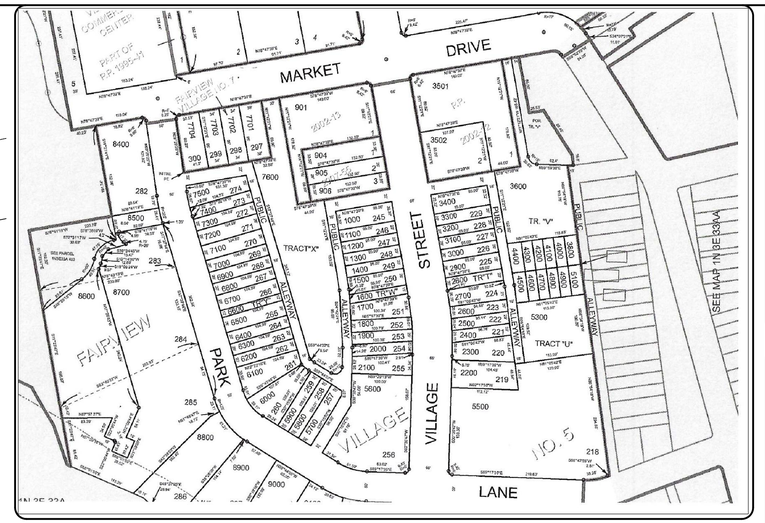
08.09.2018

EXHIBIT B-3

AT THE REQUEST OF:
GARTH EVERHART

PREPARED: AUGUST 3, 2018





VICINITY MAP

NOT TO SCALE

NOTE:

THIS SITE SURVEY IS NOT INTENDED TO IMPLY THAT A RECORD OF SURVEY WAS CONDUCTED.

THE BASIS OF BEARINGS AND BOUNDARY DETERMINATION ARE PER MULTNOMAH COUNTY PLAT RECORDS FOR THE FAIRVIEW VILLAGE DEVELOPMENT.

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.
DRAWING

HERITAGE LAND SURVEYING, INC.
CONSULTING, GPS, SURVEYING SERVICES
8413 N.E. HUMBOLDT ST. PORTLAND, OREGON 97220
OFFICE 503-255-6585 FAX 503-255-6765

NO.	DATE	REVISION	BY

DESIGNED BY R.A.J. DATE 8/2018
DRAWN BY R.A.J. DATE 8/2018
REVIEWED BY R.A.J. DATE 8/2018
PROJECT NO. 123-010-18
SCALE 1" = 30'
FAIRVIEW

REGISTERED PROFESSIONAL LAND SURVEYOR
COPY
OREGON JULY 13, 1999 ROBERT A. JOHNSON, JR. 43595
RENEWAL 7-01-19

SITE SURVEY

"FAIRVIEW VILLAGE DEVELOPMENT" LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 33, TOWNSHIP 1 NORTH, RANGE 3 EAST, OF THE WILLAMETTE MERIDIAN, CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON.

SHEET 1 OF 1

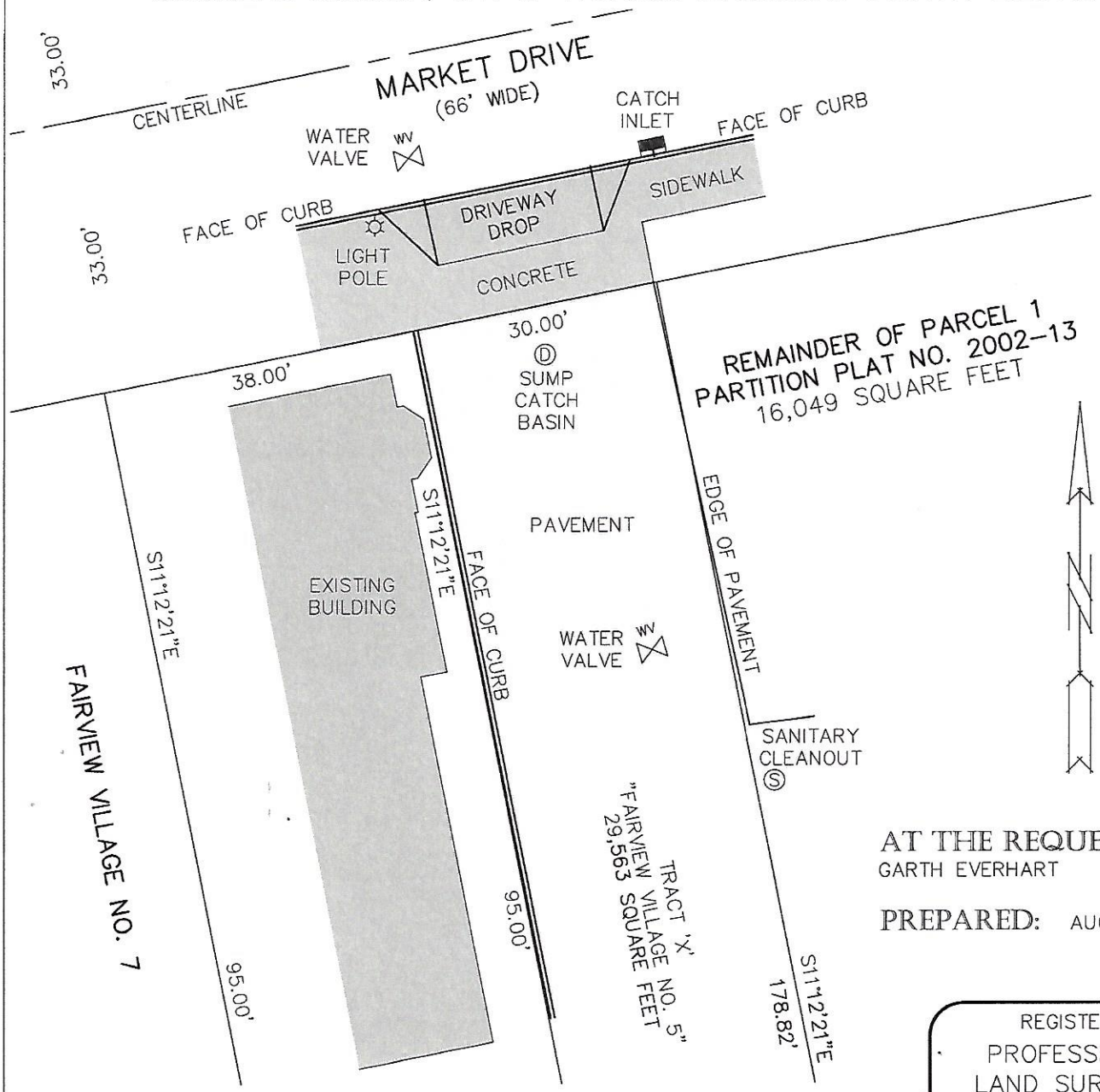
PROJECT	FAIRVIEW
NO.	123-010-18
TYPE	SITE PLAN

F:\Land Projects 2011\123_Meritage Const\123-010-18_FV5 Exhibit\Dwg\123-010-18_Exhibit.dwg - SHEET: 24X36 Aug 03, 2018 - 11:10am Bob

EXHIBIT

EXHIBIT B-3

"FAIRVIEW VILLAGE DEVELOPMENT" LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 33, TOWNSHIP 1 NORTH, RANGE 3 EAST, OF THE WILLAMETTE MERIDIAN, CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON.



AT THE REQUEST OF:
GARTH EVERHART

PREPARED: AUGUST 3, 2018

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Robert A. Johnson

OREGON
JULY 13, 1999
ROBERT A. JOHNSON, JR.
43595

RENEWAL 7-01-19

DRAWN BY: RAJ DATE: 8/07/18
REVIEWED BY: JDF / MHB
PROJECT NO.: 123-010-18
SCALE: 1"=20'
PAGE 1 OF 1

HERITAGE LAND SURVEYING, INC.
CONSULTING, GPS, SURVEYING SERVICES
8413 N.E. HUMBOLDT ST. PORTLAND, OREGON 97220
OFFICE 503-255-6558 FAX 503-255-6765

F:\Land Projects 2011\123_Meritage Const\123-010-18_FV5 Exhibit\dwg\123-010-18_Exhibit.dwg - SHEET: 8x11 Aug 08, 2018 - 8:40pm Bob

EXHIBIT B-4

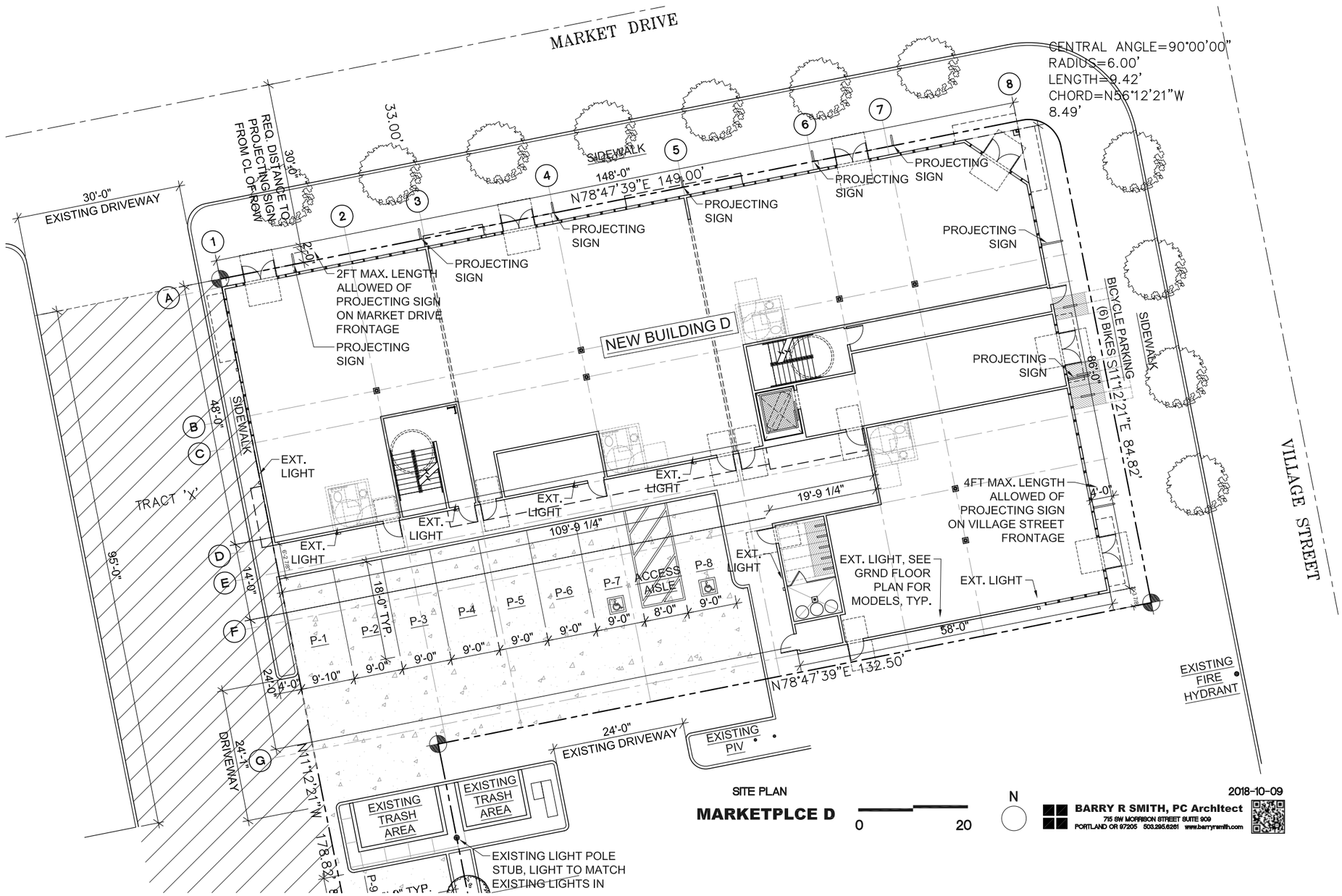
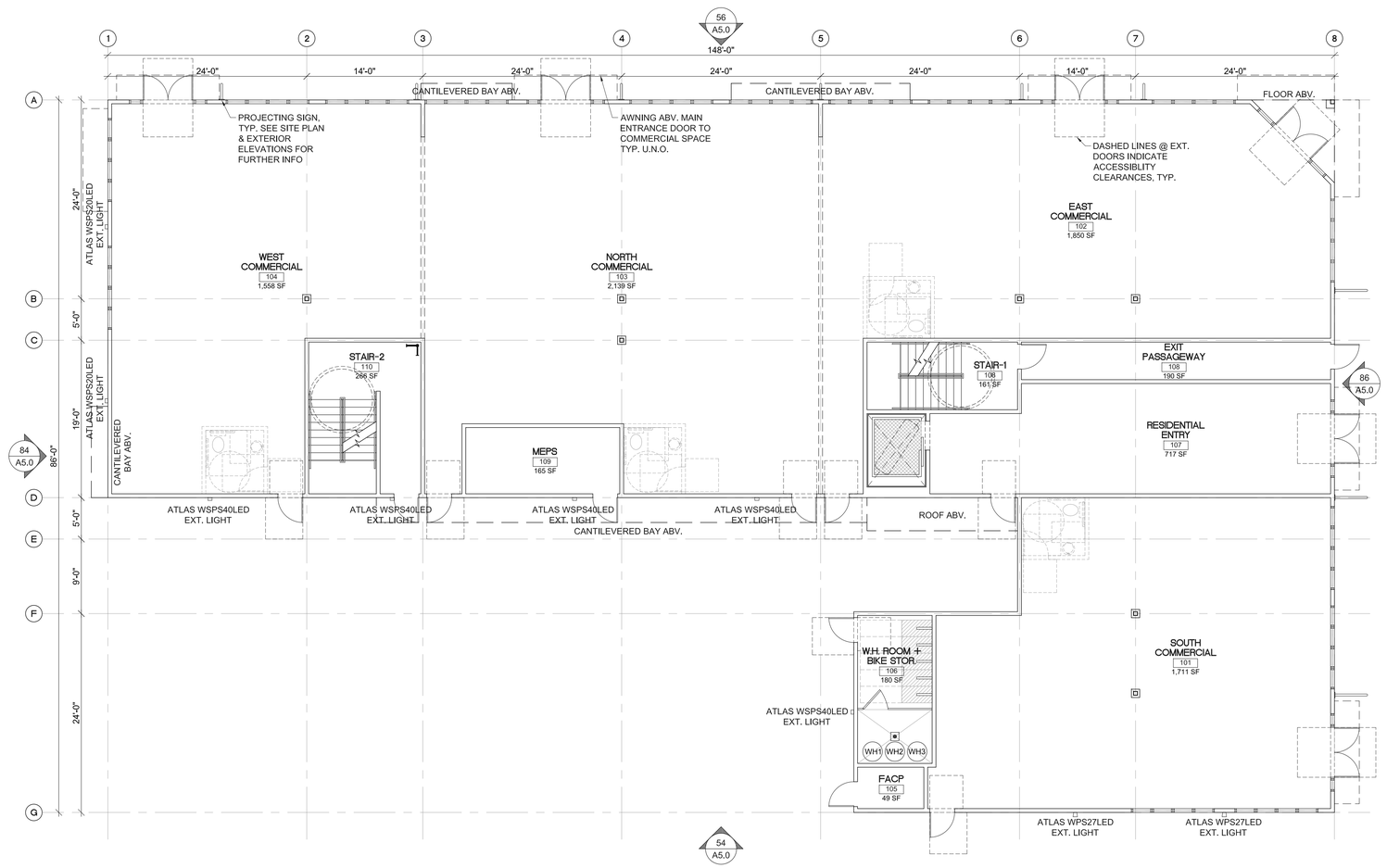

MARKET DRIVE
VILLAGE STREET
CENTRAL ANGLE=90°00'00"
RADIUS=6.00'
LENGTH=9.42'
CHORD=N56°12'21"W
8.49'
30'-0"
EXISTING DRIVEWAY
REQ. DISTANCE TO PROJECTING SIGN FROM CL OF ROW
30'-0"
33.00'
SIDEWALK
148'-0"
N78°47'39"E 149.00'
2'-0"
2FT MAX. LENGTH ALLOWED OF PROJECTING SIGN ON MARKET DRIVE FRONTAGE
PROJECTING SIGN
NEW BUILDING D
BICYCLE PARKING
(6) BIKES
86'-0"
N11°12'21"E 84.82'
4FT MAX. LENGTH ALLOWED OF PROJECTING SIGN ON VILLAGE STREET FRONTAGE
4'-0"
48'-0"
TRACT 'X'
95'-0"
EXT. LIGHT
109'-9 1/4"
19'-9 1/4"
14'-0"
18'-0" TYP.
P-1
P-2
P-3
P-4
P-5
P-6
P-7
ACCESS AISLE
P-8
9'-10"
9'-0"
8'-0"
EXT. LIGHT, SEE GRND FLOOR PLAN FOR MODELS, TYP.
58'-0"
N78°47'39"E 132.50'
24'-0"
4'-0"
24'-0"
EXISTING DRIVEWAY
EXISTING PIV
EXISTING FIRE HYDRANT
EXISTING TRASH AREA
EXISTING LIGHT POLE STUB, LIGHT TO MATCH EXISTING LIGHTS IN
N11°12'21"W 178.82'
SITE PLAN
MARKETPLCE D
0
20
N
2018-10-09
BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

EXHIBIT B-7



66
A2.0

GROUND FLOOR PLAN

SCALE: 1/8" = 1'-0"

8,986 SF GROSS

NORTH

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
FAIRVIEW, OR
for GARTH EVERHART
COMPOSITE FLOOR PLANS

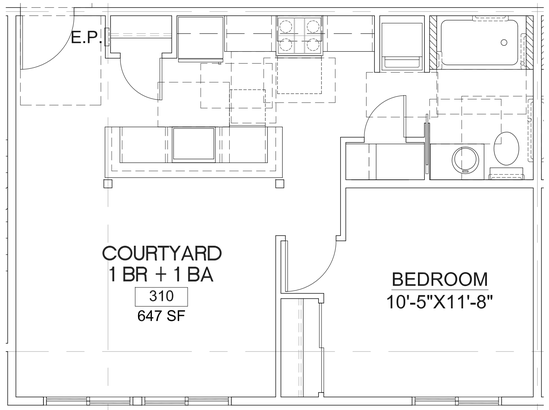
DD SET

0897MDFVBD - 02

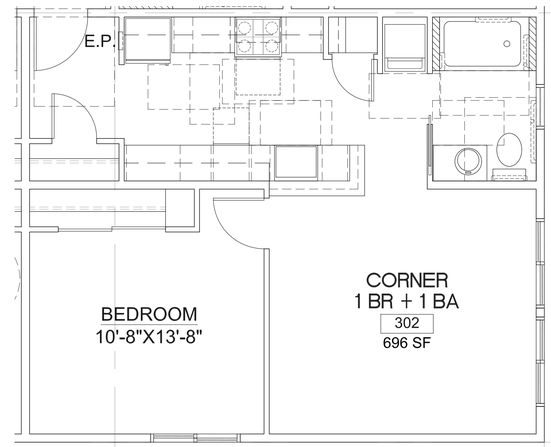
A2.0

08.09.2018

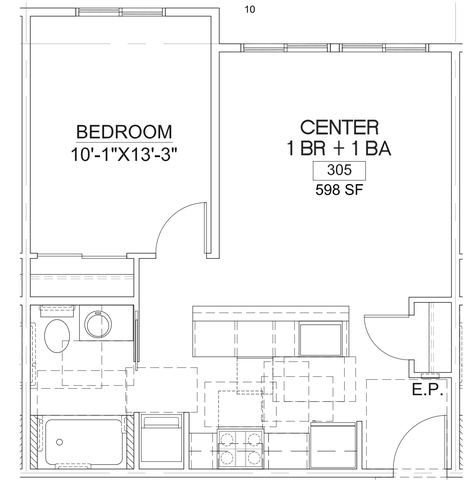
EXHIBIT B-7



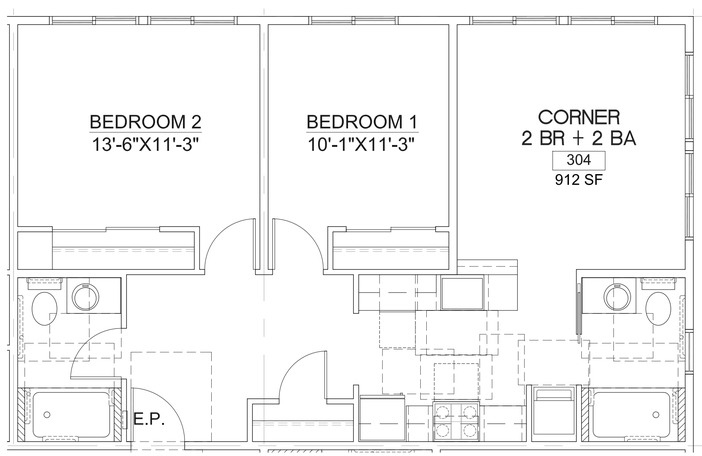
72 / A2.1 ENLARGED TYP. COURTYARD 1BD+1BA
SCALE: 1/4" = 1'-0"



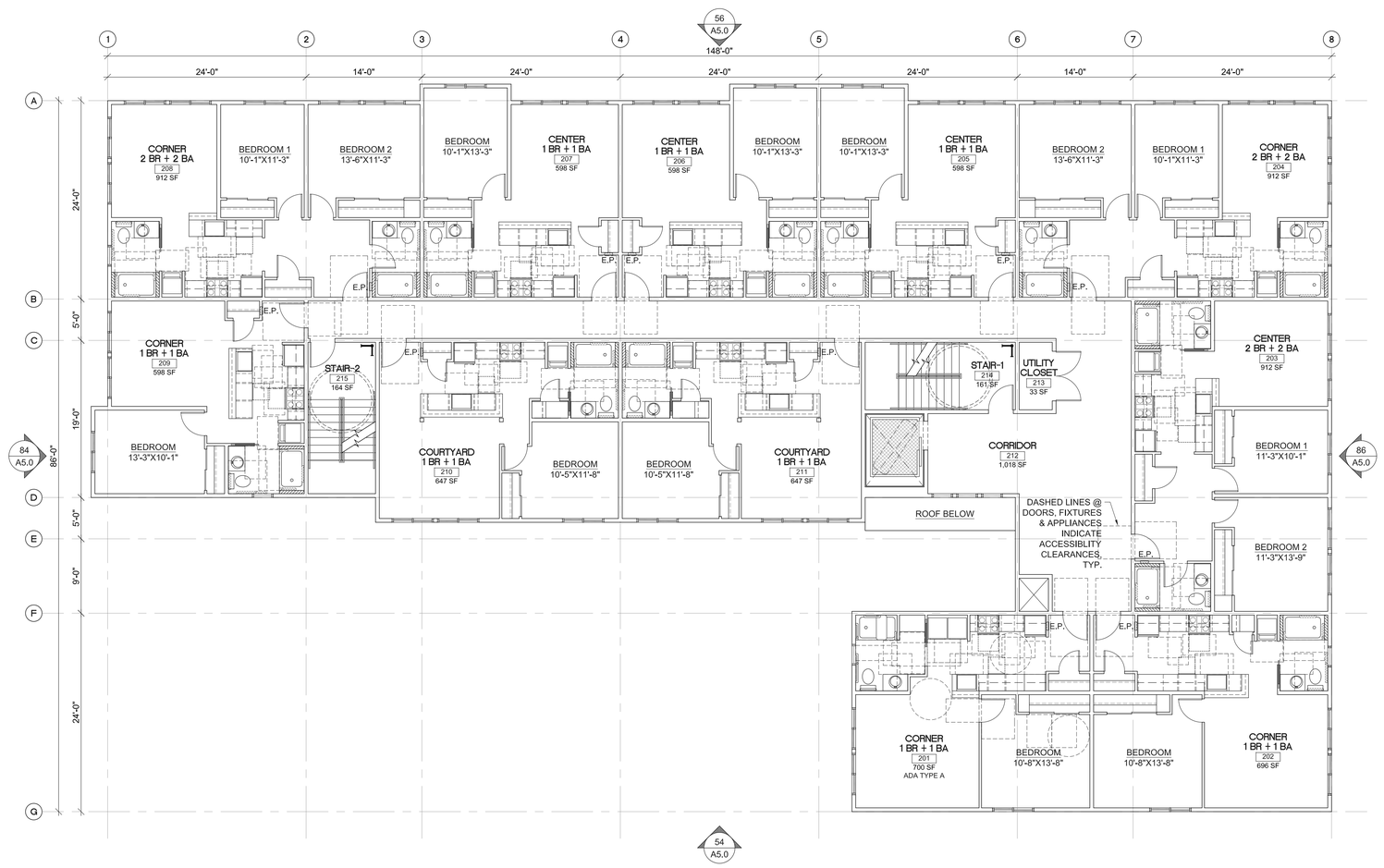
42 / A2.1 ENLARGED TYP. CORNER 1BD+1BA
SCALE: 1/4" = 1'-0"



22 / A2.1 ENLARGED TYP. CENTER 1BD+1BA
SCALE: 1/4" = 1'-0"



85 / A2.1 ENLARGED TYP. 2BD+2BA
SCALE: 1/4" = 1'-0"



66 / A2.1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

9,301 SF GROSS

NORTH

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
FAIRVIEW, OR
for GARTH EVERHART
COMPOSITE FLOOR PLANS

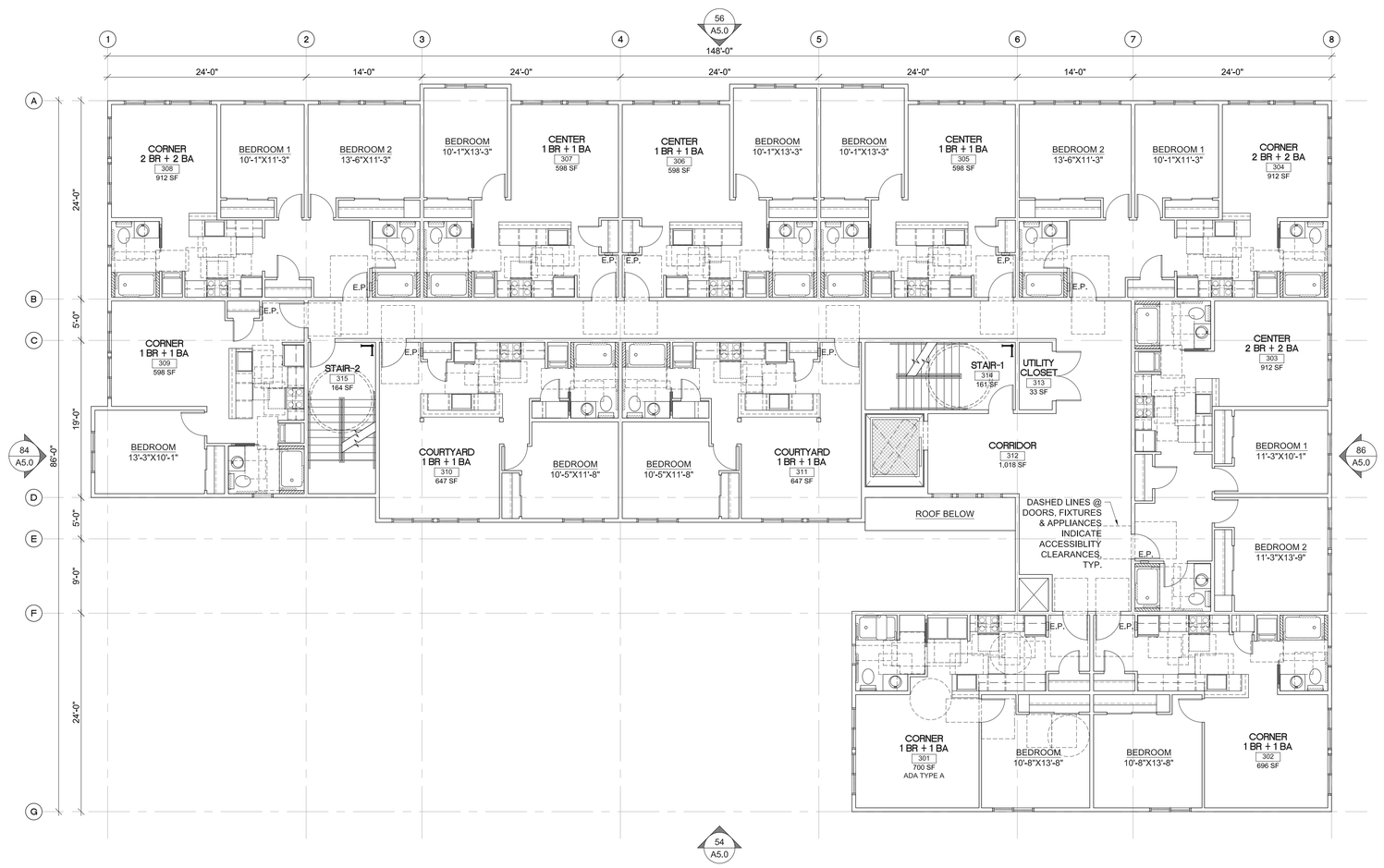
DD SET

0897MDFVBD - 02

A2.1

08.09.2018

EXHIBIT B-7



66
A2.2

THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

9,301 SF GROSS

NORTH

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barrysmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
FAIRVIEW, OR
for GARTH EVERHART
COMPOSITE FLOOR PLANS

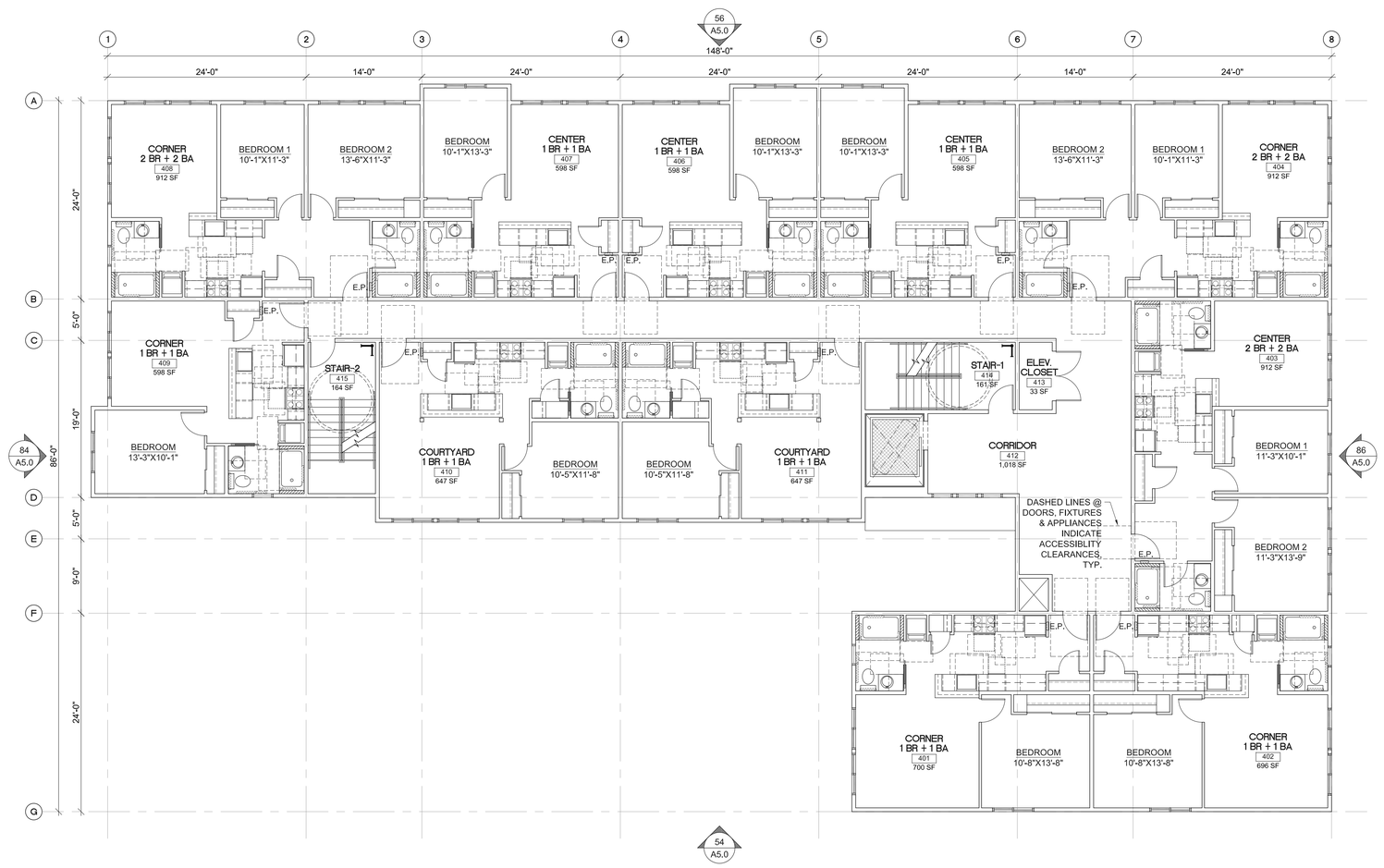
DD SET

0897MDFVBD - 02

A2.2

08.09.2018

EXHIBIT B-7



66
A2.3

FOURTH FLOOR PLAN

SCALE: 1/8" = 1'-0"

9,301 SF GROSS

NORTH

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
FAIRVIEW, OR
for GARTH EVERHART
COMPOSITE FLOOR PLANS

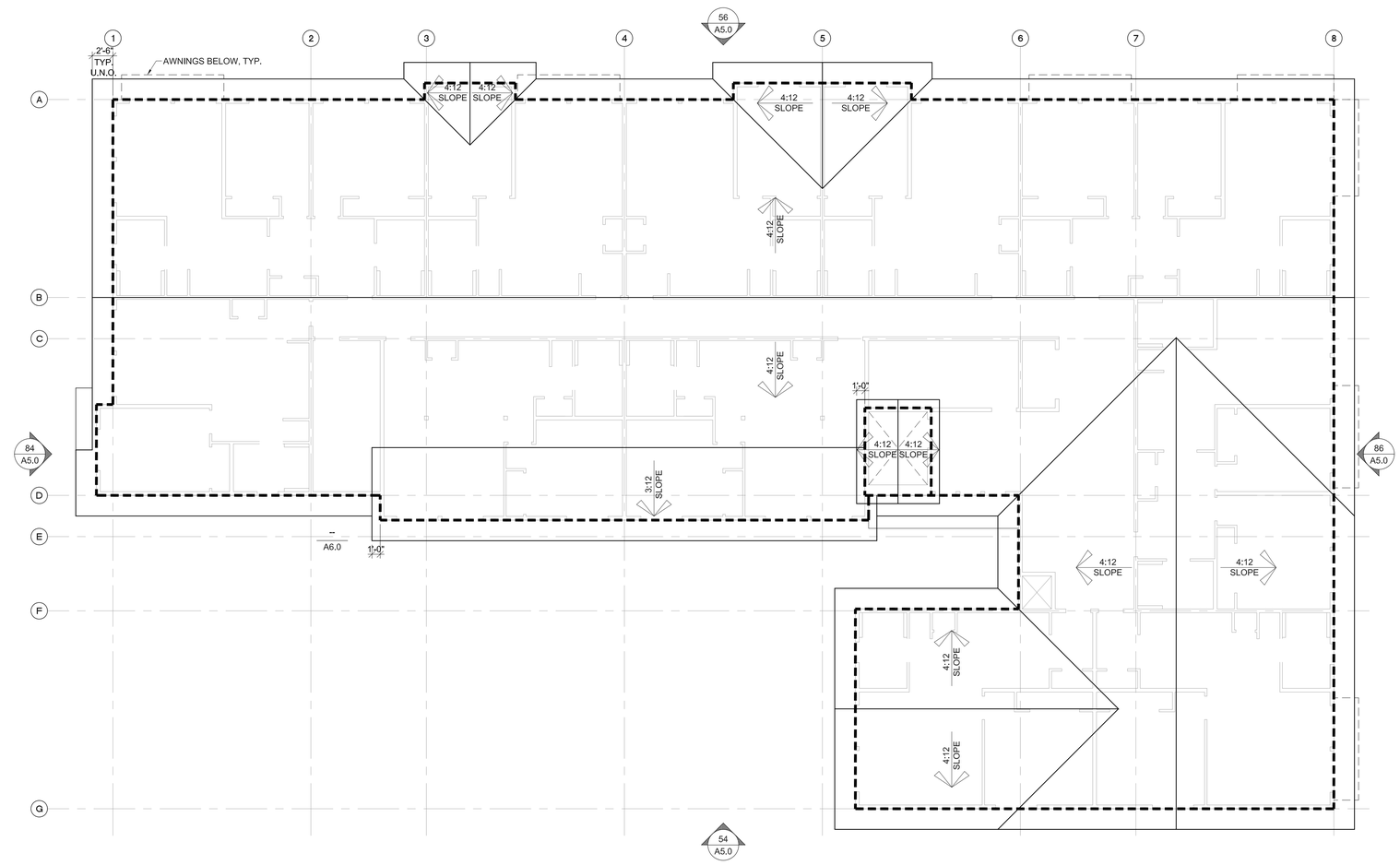
DD SET

0897MDFVBD - 02

A2.3

08.09.2018

EXHIBIT B-7



66
A4.0

ROOF PLAN

SCALE: 1/8" = 1'-0"

NORTH

BARRY R SMITH, PC Architect
715 SW MORRISON STREET SUITE 909
PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE – MARKETPLACE D
FAIRVIEW, OR
for GARTH EVERHART
ROOF PLAN

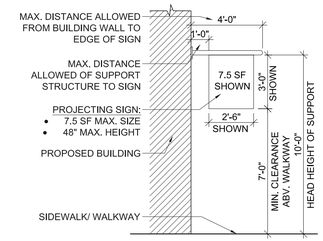
DD SET

0897MDFVBD - 04

A4.0

08.09.2018

EXHIBIT B-6

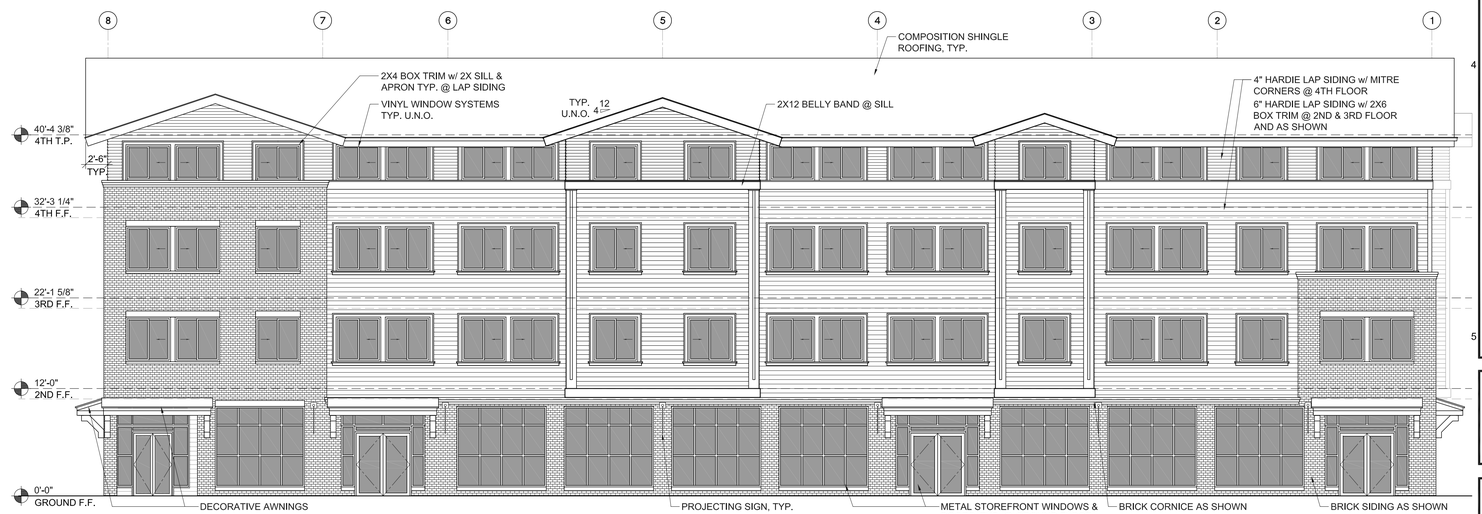


22 / A5.0 PROJECTING SIGNS
SCALE: 1/4" = 1'-0"

84 / A5.0 WEST ELEVATION
SCALE: 1/8" = 1'-0"

54 / A5.0 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

86 / A5.0 EAST ELEVATION - VILLAGE STREET
SCALE: 1/8" = 1'-0"



56 / A5.0 NORTH ELEVATION - MARKET DRIVE
SCALE: 1/8" = 1'-0"

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PORTLAND OR 97205 503.295.6261 www.barryrsmith.com

FAIRVIEW VILLAGE - MARKETPLACE D
for GARTH EVERHART
FAIRVIEW, OR
EXTERIOR ELEVATIONS

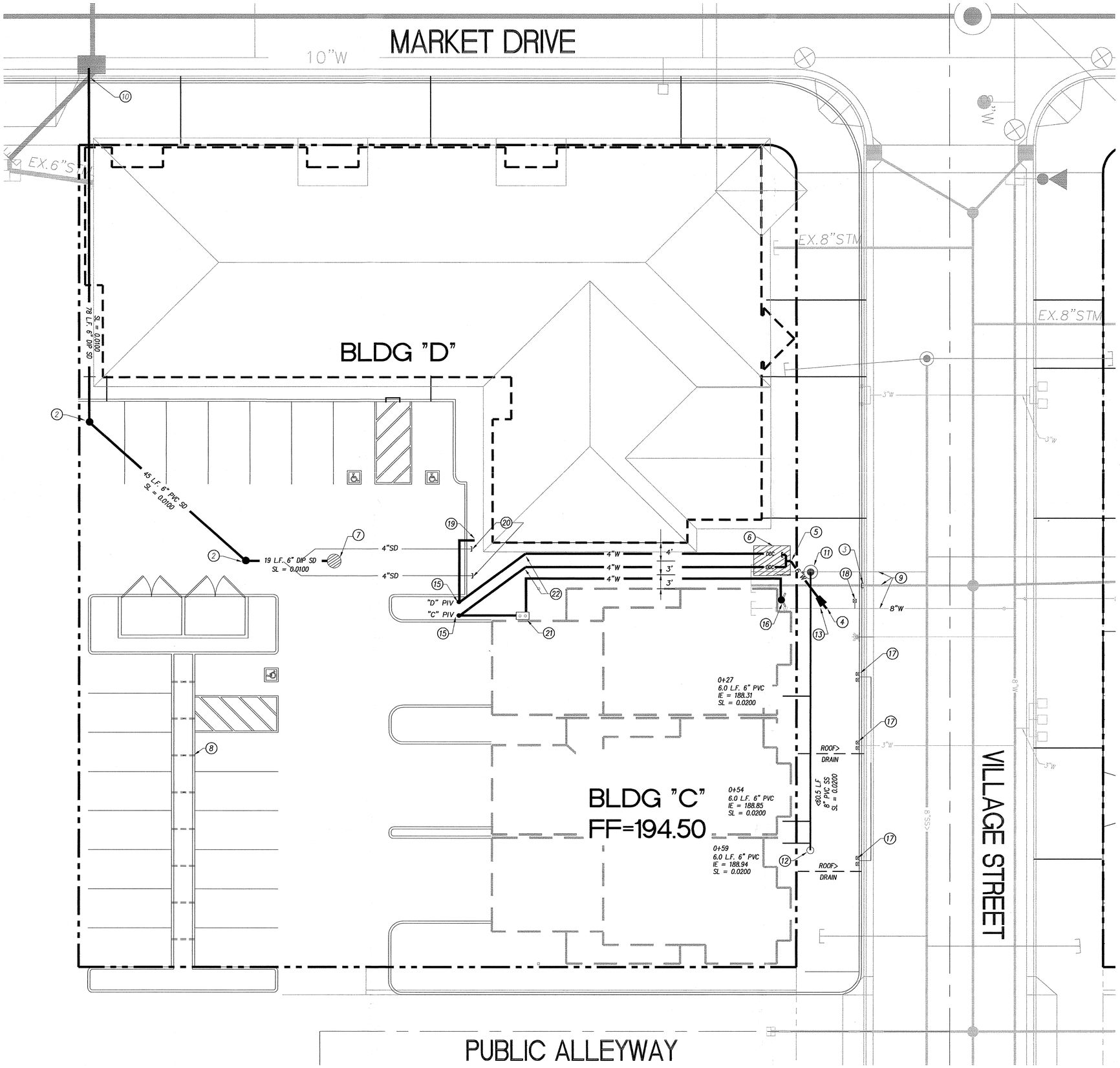
DD SET

0897MDFVBD - 05

A5.0

08.09.2018

EXHIBIT B-7



UTILITY LEGEND

- SDLN-1 — PROPOSED STORM LINE & MANHOLE
- SSLN-A — PROPOSED SANITARY LINE & MANHOLE
- W — PROPOSED WATERLINE
- PROPOSED 4" GATE VALVE
- PROPOSED CLEANOUT
- PROPOSED WATER METER
- PROPOSED FDC
- DDC — PROPOSED DOUBLE DETECTOR CHECK VALVE

CONSTRUCTION NOTES

(2) INSTALL STORM CLEANOUT AT 45 DEG ANGLE. SEE C.O.F. DETAIL #204.

(3) ABANDON STORM LINE 1' BEHIND FACE OF CURB

(4) INSTALL 45 DEG BEND IN WATER LINE. CONNECT TO EXISTING WATERLINE AND ABANDON REMAINING EXISTING WATERLINE.

(5) INSTALL 45 DEG BEND IN WATER LINE. WATER LINE SHALL BE 4" PVC C-900 UNLESS OTHERWISE NOTED.

(6) INSTALL 4" DOUBLE DETECTOR CHECK VALVE VAULT BOX SEE CITY OF FAIRVIEW DETAIL #FV251. DDC TO FEED BLDG "C" AND FUTURE BLDG "D".

(7) INSTALL LYNCH BOX CATCH BASIN, RIM = 192.75, IE = 191.51.

(8) INSTALL 3" DIA. PVC WEEPHOLES EVERY 8' O.C. SEE C.O.F. DETAIL #FV120

(9) EXISTING SANITARY, STORM, AND WATER UTILITIES

(11) STA. 0+00 INSTALL NEW MH OVER EXISTING 6" SAN LATERAL. RIM = 194.25, 6" IE IN = 187.85, EX. 6" OUT = 187.65

(12) STA. 0+60.50 INSTALL SANITARY CLEAN OUT. RIM = 194.25, 6" IE = 188.86

(13) INSTALL 8" x 4" REDUCER

(15) INSTALL PIV – APPROXIMATE LOCATION. REFER TO BUILDING PLANS.

(16) INSTALL FDC – APPROXIMATE LOCATION. REFER TO BUILDING PLANS.

(17) INSTALL 3/4" WATER METERS.

(18) 3/4" IRRIGATION METER WITH AN APPROVED BACKFLOW DEVICE.

(19) FUTURE 4" PVC C-900 FIRE SERVICE FOR BLDG. "D"

(20) 4" SD PVC D-3034 2% MIN. SLOPE.

(21) RISER ROOM. bLDG "C". iNSTALL SINGLE CHECK VALVE.

(22) INSTALL 45 DEG BEND IN WATER LINE.

0' 10' 20'
SCALE IN FEET

AS-BUILT
DATE PHM 1-30-08

SFA Design Group, LLC
STRUCTURAL | CIVIL | LAND USE PLANNING
9020 SW Washington Square Dr. Suite 350
Portland, Oregon 97223
p: (503) 641-3311 f: (503) 645-7905
sfadesigngroup.com

UTILITY SHEET
SOUTH MARKET SQUARE - BUILDING "C"
FAIRVIEW, OREGON

REGISTERED PROFESSIONAL ENGINEER EASTYPE OREGON PATRICK H. MARTIN 1-30-08 RENEWAL 12/31/08

NO.	DATE	REVISION	BY

DESIGNED BY BEF DATE 3/07
DRAWN BY RJW DATE 3/07
REVIEWED BY BEF DATE 3/07
PROJECT NO. 142-003 REF.
SCALE 1"=10' N/A
14230\TLrev51807.dwg

SHEET C5 OF C6

PROJECT SOUTH MARKET
NO. 142-003
TYPE CONSTRUCTION

pmartin, Plotted: Jan 31, 2008 - 8:21am, B:\Land Projects 2004\142-003\dwg\14230\TLrev51807.dwg

Fairview File #: 18-45
Fairview Village Mixed Use.
FROM: Kyle Stuart, Gresham Fire (kyle.stuart@GreshamOregon.gov)
DATE: 10/05/2018
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 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. Fire hydrants must reach within 400ft of the farthest corner of the structure. All fire hydrants shall have STORZ quick adapters on the large port. The model required is Harrington HPHA50-45NHWCAP. ***OFC 507***

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

6. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the marker accordingly. ***OFC 508.5.4***

7. Prior to applying for a building permit provide a fire flow test and report. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. ***OFC 507.3 & B-101.1***

8. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The minimum width is 26' wide to provide access for aerial ladder trucks. ***OFC 1410, 503.2.1 & D103.1***

9. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. ***OFC, Appendix D, Section D102.1***

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

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

13. Standpipes will be required. ***OFC 905.3***

PLANNING COMMISSION STAFF REPORT
TYPE III SITE DESIGN REVIEW
FINDINGS AND STAFF RECOMMENDATION

Date of Report:	October 16, 2018
Staff Contact:	Eric Rutledge, Associate Planner rutledgee@ci.fairview.or.us 503-674-6205
Application Number:	2018-62-DR
Property Owner:	Townsend Farms Inc.
Applicant:	Dermody Properties
Site Address:	3025 & 3109 NE 230th Avenue
Parcel Number/Tax ID:	R320965 / 1N3E27B 102 R320906 / 1N3E27B 103
Proposal:	New 63,075 SF build-to-suit industrial manufacturing facility with associated accessory office and site improvements.
Recommendation:	**Approval with Conditions**
Exhibits:	**A. Application Material/Narrative** 1. Applicant Narrative 2. Transportation Impact Letter 3. Preliminary Stormwater Report **B. Plans/Drawings**

C. Other Information

1. Townsend Business Park Transportation Mitigation Plan Master Agreement

D. Department Referral Comments

1. Multnomah County Transportation Comments
2. Gresham Fire & Emergency Services Comments

I. BACKGROUND & EXISTING CONDITIONS

Address/Location: 3025 & 3109 NE 230th Avenue

Acreage: 3.88 Acres

Comprehensive Plan: General Industrial

Zoning Designation: General Industrial

Zoning Overlays: None

Surround Land Use/Zoning:

North: Warehousing (General Industrial)
South: Vehicle/Outdoor Storage (General Industrial)
East: Vacant, undeveloped (General Industrial)
West: Temporary mobile homes / vehicle storage (General Industrial)

Streets/Classification: NE 230th Avenue is a local street under City of Fairview jurisdiction

Application Narrative:
The applicant proposes a 63,075 build-to-suite industrial manufacturing facility including 7,274 SF of accessory office space. The site will be occupied by AGC Heat Transfer, a company headquartered in Virginia with a local facility in Milwaukie, OR. The company is relocating from Milwaukie to Fairview in order to occupy a larger, build-to-suit manufacturing facility. AGC Heat Transfer manufactures heat exchange plates for use in the production of food and beverages. This location will be used to manufacture products for use in the dairy industry.

A total of 105 vehicle parking spaces, 2 bicycle parking spaces, and 10 loading docks are proposed. Access will be provided via two driveway entrances on NE 230th Avenue. Landscaping and stormwater facilities will be provided throughout the site.

Existing Site Conditions:
The site was historically an agricultural field and is now a vacant grassy field. The site slopes gently down from northeast to southwest. There are no trees or other significant vegetation on the site.

II. NOTICES & REFERRALS

Application Date:	August 22, 2018
Application Deemed Complete:	September 27, 2018
Public Hearing Date:	October 23, 2018
Public Notice Date/Type:	October 2, 2018 Notice in Outlook October 3, 2018 Notice Property Owners (250 ft.) October 12, 2018 Notice Posted to Site
Referrals:	Multnomah County Transportation Division Gresham Fire City of Fairview Engineering / Public Works

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 19.412 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

B) Land Use Districts

- FMC 19.85 General Industrial District

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

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 shall expire two (2) years from the date of final decision.

Condition of Approval: The approval for application 2018-**62**-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..

FINDINGS: A planning commission hearing on the application is scheduled for October 23, 2018. Public notification for the hearing was provided by city staff in accordance with the requirements in this section.

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:

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.

FINDINGS: The development proposes more than 5,000 SF of industrial space and is 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…

FINDINGS: The applicant has submitted an application containing all of the information required for the Type III application and Site Design Review approval. The application was deemed complete on September 27, 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.

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 September 27, 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.

V. LAND USE DISTRICT FINDINGS

Chapter 19.85 General Industrial District
19.85.010 Purpose.
This district is intended for a broad range of uses, which can be located in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

A. Provide for efficient use of land and public services;
B. Provide transportation options for employees and customers;
C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

19.85.020 Permitted land uses.

A. Permitted Uses. The land uses listed in Table 19.85.020.A are permitted in the general industrial district, subject to the provisions of this chapter.

Table 19.85.020.A

Zone	***Land Use Types Permitted***
General Industrial	*1. Industrial* *a. Heavy manufacturing, assembly, and processing of raw materials (CU)* *b. Light manufacture (e.g. electronic equipment, printing, bindery, furniture, and similar goods)*

FINDINGS: The proposed use is classified as light manufacturing. The use is light manufacturing because the facility is producing finished products for direct use by the consumer. There will be some handling of unfinished material, such as sheet metal, but no heavy manufacturing or processing of raw material. Office space is a permitted use when it is integral to a primary concurrently established industrial use.

19.85.030 Development setbacks.
Development setbacks provide separation between industrial and nonindustrial uses for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation.

A. Front, Side and Rear Setbacks.

1. None, unless the property abuts a parcel of land in a more restrictive manufacturing district (i.e., LI), or a commercial district, in which case the requirements of the abutting property shall apply. If an established building line exists, the setback may be the same as the established building line following approval by the planning commission.

FINDINGS:

Setback	**Min. Required**	**Max Allowed**	**Proposed**
Front (east)	0 ft.	N/A	Range 10 – 11 ft.

Rear (west)	0 ft.	N/A	Range 9.48 – 27.93 ft.
Side (north)	0 ft.	N/A	Range 2.50 – 24.50 ft.
Side (south)	0 ft.	N/A	Range 5.60 – 28.55 ft.

2. *If any use in this district abuts or faces any residential zone, a setback of 50 feet on the side abutting or facing the residential district may be required.*

FINDINGS: The development site does not abut a residential zone, however, a non-conforming manufactured home park is located directly west of the site. The building is oriented away from this residential use and setback XX feet from the property line. The building orientation will limit outdoor activities adjacent to the park. No additional setbacks are required.

3. *Setbacks for Insufficient Right-of-Way. Setbacks shall be established when a lot abuts a street having insufficient right-of-way width to serve the area. The necessary right-of-way widths and the setback requirements in such cases shall be based upon the Comprehensive Plan and applicable ordinances and standards.*

FINDINGS: NE 230th Avenue is a local Fairview street. The Fairview Transportation System Plan (2016) requires a 62 ft. right-of-way for local industrial streets. The existing street right-of-way is 60 ft. wide, however, adequate space exists to construct the street to public works specifications. The 60 ft. wide right-of-way and associated street, sidewalk, etc. match the existing right-of-way conditions to the north.

B. Other Requirements.

1. *Buffering. The city may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.*

FINDINGS: Landscaping is proposed around the site perimeter with variable widths and vegetation types. All storage and manufacturing will occur indoors, reducing the potential adverse impacts to surrounding properties. No additional buffering is required.

2. Neighborhood Access. Construction of pathway(s) within setbacks may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 19.162 FMC, Access and Circulation.

FINDINGS: The property is not located adjacent to other neighborhoods or districts that require a pedestrian connection. Private industrial land surrounds the site in all directions.

3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

FINDINGS: The applicant provided a Fire Access Plan (Exhibit B – Sheet C1.31) that was routed to Gresham Fire. The development will comply with the fire code, subject to meeting the comments provided by fire staff (Exhibit D2). The applicant will be required to meet all applicable building code standards via a separate building permit application which is reviewed after land use approval.

4. Groundwater Protection. All development shall meet the standards for the groundwater protection area.

FINDINGS: The property is located within the Columbia South Shore Well Field Wellhead Protection Program Area and all future development and operations must comply with the Columbia South Shore Well Field Wellhead Area Reference Manual.

Condition of Approval: A Hazardous Materials Inventory Form and site plan shall be submitted with the building permit application.

19.85.040 Lot coverage.
The maximum allowable lot coverage in the general industrial district is 85 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.

FINDINGS: The site size is 169,010 SF and the proposed lot coverage is approximately 136,751 SF or 80.9%. This standard is met.

19.85.050 Development orientation.

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the general industrial district:

A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other nonindustrial areas to the maximum extent practicable; and

B. The city may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

FINDINGS: All storage and manufacturing will occur indoors, reducing potential adverse impacts to surrounding properties. The proposed building is oriented towards NE 230th Avenue, including the primary entrance, façade, and delivery area. This orientation will minimize impacts to adjacent industrial properties, including the mobile home park to the west of the site.

19.85.060 Building height.
The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

A. Base Requirement. Buildings shall be no more than three stories or 45 feet in height, whichever is greater, and shall comply with the building setback standards in FMC 19.85.030.

FINDINGS: The proposed building height is 41 ft. 1 in. using the method of measurement described in option C1. This standard is met.

Calculation: The highest ground surface adjoining the building is at the northwest corner, where the building height measures 41 ft. 1 in. to the top of the flat roof. The elevation of the highest ground surface within five feet of the exterior building wall is 6 ft. 6 in. above the lowest grade. This elevation does not exceed 10 ft. above the lowest grade, and therefore this point is used as the reference datum for measuring building height.

19.85.070 Special standards for certain uses.

A. Uses With Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts. The following uses shall require conditional use permit approval, in addition to development review or site design review:

1. *Uses with Significant Noise, Light/Glare, Dust and Vibration Impacts. Uses which are likely to create significant adverse impacts beyond the industrial district boundaries, such as noise, light/glare, dust, or vibration, shall require conditional use approval, in conformance with Article IV of this title. The following criteria shall be used in determining whether the adverse impacts of a use are likely to be "significant":*

   a. *Noise. The noise level beyond the property line exceeds 65 dBA (24-hour average) on a regular basis.*

FINDINGS: All facility operations will occur completely within the building to provide security and indoor atmospheric control. The loading docks are oriented towards NE 230th Avenue, minimizing the impact of truck noise on adjacent properties. A significant noise impact is not anticipated.

   b. *Light/Glare. Lighting and/or reflected light from the development exceeds ordinary ambient light and glare levels (i.e., levels typical of the surrounding area).*

FINDINGS: All facility operations will occur inside the building. Exterior lights will be limited to safety lighting for access, circulation, and doorways. Non-glare fixtures will be used to mitigate any stray light impacts on adjacent properties.

   c. *Dust and/or Exhaust. Dust and/or exhaust emissions from the development exceeds ambient dust or exhaust levels, or levels that existed prior to development.*

FINDINGS: The site will be improved from a vacant field to a paved development with landscaping, reducing ambient dust levels. All facility operations will occur inside the building. The manufacturing equipment is sensitive to dust contamination and will be maintained in a clean environment.

2. *Traffic. Uses which are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. "Unusually high levels of traffic" means that the average number of daily trips on any existing street would increase by 10 percent or more as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to*

provide a traffic analysis for review by ODOT for developments that increase traffic on state highways.

FINDINGS: Transportation impacts and improvements for the Towsend Business Park are identified in the Townsend Business Park Transportation Mitigation Plan Master Agreement (TMP). The applicant has provided a traffic impact letter evaluating the development's impact to nearby streets and any mitigation required in the TMP. Based on the analysis, the applicant is responsible for paying a proportionate cost share for the signalization at NE Sandy Blvd. and 238th Ave. The signal has already been installed and the applicant is responsible for a proportionate share of $16,000, or $1,257 to Multnomah County. The Townsend Business Park TMP identifies the transportation mitigation measures for street improvements at full park buildout and additional improvements and conditions are not required.

19.85.080 Special standards for city of Fairview adopted Metro Title 4 industrial properties.

A. The purpose of this section is to impose special standards to protect and preserve the supply of industrial lands in Fairview in accordance with the limitations set out in Title 4 of Metro's Urban Growth Management Functional Plan (see Figure 9-C in the Comprehensive Plan for all Fairview Adopted Title 4 Industrial and Employment Lands).

FINDINGS: The property is not designated as a Title 4 Industrial property. 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 230th Ave is a local street under Fairview jurisdiction. This section applies.

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

1. Permits for access to city streets shall be subject to review and approval by the city engineer based on the standards contained in this chapter…

FINDINGS: NE 230th Ave is a local street under Fairview jurisdiction. The application has been routed to the City Engineer and the access points approved based on city standards.

D. Traffic Study Requirements. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.

A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day.

A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan. The purpose of this statement is to analyze potential adverse effects of the proposed development on the regional freight system as identified in the regional transportation plan (RTP) and the Fairview transportation system plan. Freight routes located in Fairview include Interstate 84, Marine Drive, 223rd Avenue, Fairview Parkway, Sandy Boulevard, and Glisan Street.

FINDINGS: As noted above, the 3.88 development site is included in the Townsend Business Park TMP and will meet mitigation requirements in the plan. The site is not identified as 'industrial land' in Title 4 of the Metro Urban growth Management Functional Plan and a freight analysis is not required.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a

condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

FINDINGS: No conditions of approval related to access are required. The access permit will not result in vehicles backing onto a public street.

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

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

FINDINGS: Access will be provided from a public street adjacent to the development as shared access and access from a private street or alley are not feasible. No closing or consolidation of access points is required.

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

1. Local Streets. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection (G)(3) of this section.

FINDINGS: Two access points are proposed for the development site. The access points are approximately 263 ft. apart and meet this standard. The access points are also greater than 50 ft. from any access points on adjacent parcels.

H. Number of Access Points. Reducing the number of access points on a street provides pedestrians fewer obstructions, fewer points at which

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

FINDINGS: The access points are approximately 263 ft. apart, providing adequate space to allow safe operation of the street and reduce pedestrian conflicts. No shared access is available or required.

I. Shared Driveways. Shared driveways serve to reduce impermeable surfaces, reduce visual blight associated with large expanses of pavement, and provide more linear curb space for on-street parking.

The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible.

FINDINGS: The proposed access points are approximately 263 ft. apart and adverse impacts related to impermeable surfaces and blight are not expected. No opportunities exist to share driveways with adjoining lots.

J. Figure 19.162.020.J provides examples of street layout and connectivity.

FINDINGS: New streets are not proposed. This section does not apply.

K. Street Connectivity and Formation of Blocks Required.

FINDINGS: New streets are not proposed. This section does not apply.

L. Driveway Openings. All driveway openings must comply with the "Standard Specifications for Public Works Construction," pages 53 – 55.

4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 19.164 FMC, Vehicle and Bicycle Parking.

FINDINGS: The proposed driveway widths are 40 ft. The Standard Specifications for Public Works Construction allows a maximum driveway width of 40 ft. for industrial sites. This standard is met.

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 (Exhibit B2 – Sheet C1.31) that has been reviewed by Gresham Fire. Drive access is provided on the north, south, and east sides of the building. A hammerhead turnaround for emergency vehicles are provided on the north and south side of the building. Drive aisles are 26 ft. wide and at least 24 ft. of clearance is provided between the building and drive aisles for aerial access.

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 D2.

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: All parking and maneuvering areas will be constructed of different pavement material to meet weight and durability needs. 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 water quality facility at the southwest corner of the site.

Condition of Approval: Prior to issuance of building permits, a final stormwater management plan is required showing the site complies with the 2016 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 pathway system extends throughout the development site, including on the north, south, and east side of the building. No future phases of

development are planned and no connections are required to adjacent trails, parks, or open space areas.

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.

FINDINGS: Pedestrian access is provided between NE 230th Blvd and the main building entrance via a 6-7 ft. wide pathway at the north end of the site. A TriMet bus stop (Line 21) is located on Sandy Blvd. south of the site. Under the current site plan, pedestrians coming from Sandy Blvd. must walk past the building entrance in order to access the designated walkway at the north end of the site. This path is not a reasonably direct route for the most likely pedestrian users, transit riders coming from NE Sandy Blvd.

Condition of Approval: Prior to the issuance of building permits, the site plan shall be revised to provide a reasonably direct pedestrian pathway from NE 230th Blvd. to the primary building entrance. The likely pedestrian user should be assumed to be accessing the site from NE Sandy Blvd.

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: Concrete sidewalks are proposed around the north and east (front) side of the building connecting all main entrances. The south and west building walls do not include primary building entrances and are not connected via a pedestrian path.

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: There are no immediately adjacent commercial services, schools, or other neighborhood facilities that require a pedestrian connection. Commercial and transportation services are primarily located south of the site and pedestrians are likely to come and go from this direction. The pedestrian pathway connecting NE 230th Avenue to the primary building entrance shall be relocated to provide a more direct access. Condition of Approval B2 addresses this requirement.

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: No proposed pathways are parallel and adjacent to a driveway or street. The primary drive aisle at the east end of the site will be separated from the public sidewalk by a 10-11 ft. wide landscaped planter.

2. Housing/Pathway Separation..

FINDINGS: Housing is not proposed. 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.

Findings: Pathways with contrasting building material (concrete) are provided for the pedestrian crossing between the southern parking aisle and the building, and the street and the building. This standard is met.

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" calls 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 conflict, and have approved pedestrian pathways at the 5 ft. width.

All proposed pedestrian pathways are at least 5 ft. in width and will be constructed with asphalt or concrete. This standard is met.

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….

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: The site does not contain any significant vegetation.

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.

C. Mapping and Protection Required…

FINDINGS: The site does not contain any significant vegetation and this section does not apply.

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

FINDINGS: The site does not contain any significant vegetation and this standard does not apply.

19.163.025 Existing landscaping…

FINDINGS: The site does not contain any significant vegetation and this section does not apply.

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

FINDINGS: A landscape plan has been submitted as part of the design review application (Exhibit B – Sheet L1.10). This standard is met.

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

3. General Industrial District: ten percent of the site.

FINDINGS: The total site area is 169,010 SF and the proposed landscaped area is 32,733 SF or 19.4%. This standard is met.

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

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

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

FINDINGS: The landscape plan proposes a variety of native trees and plants including incense cedar, western red cedar, Oregon grape, and more. No existing native vegetation warrants protection. 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. A mix of evergreen and deciduous trees has been selected. 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 ornamental plants are proposed, however, these plants are not considered invasive to the region. 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 landscape plan, site plan and narrative do not propose any hardscape features to be counted towards the required landscaping.

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: The landscape plan, site plan and narrative do not propose any nonplant groundcovers to be counted towards the required landscaping.

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 (Exhibit B – Sheet L1.10). 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 gallon containers at time of planting. 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: The ground cover is sized and spaced appropriately to meet this standard.

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 does not contain any significant vegetation.*

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

FINDINGS: The applicant has proposed to plant grass in the stormwater facility.

Condition of Approval: Prior to final occupancy, the applicant shall landscape the stormwater facility with water tolerant, native grasses or plants. A species list shall be provided to the City.

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 GI zone does not require landscaped setbacks; however, the applicant is proposing setbacks and plantings along all property lines. Landscaping is used around the site to define pedestrian pathways, provide shade and wind breaks, and provide for year-color and interest. This standard is met.

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 parking area is 69,109 SF with a landscaped area of 4,710 SF or 6.82%. A total of 21 trees are required for 105 parking spaces. The landscape plan shows a total of 47 trees in or adjacent to the parking area, providing adequate trees to meet the requirement. Landscaped island break up the parking area into not more than 12 contiguous spaces. All landscaped islands are at least 4 ft. x 4 ft. These standards are 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: The landscape plan proposes an on-site landscaped buffer along the NE 230th Ave frontage. A variety of hedges will be used that reach a mature height of at least 36 in. The applicant's narrative indicates breaks will be provided as needed to allow pedestrian access and visibility for safety. This standard is met.

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: Curbed sidewalks are provided around the north and east (front) side of the building and a landscaped buffer is provided along the south side of the building. All sidewalk/landscaped areas are at least 4 ft. wide. 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: The landscape plan proposes an on-site landscaped buffer along the NE 230th Ave frontage. The buffer will screen the service/delivery area at the east end of the building from NE 230th Avenue. Trees and shrubs are proposed at adequate quantities and spacing to provide screening while and allow pedestrian access and safety. 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.

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

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

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

Condition of Approval: Prior to the issuance of building permits, a performance and maintenance bond is required to ensure the planting of trees and care during the first two years after planting.

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

1. Provide a broad canopy where shade is desired.

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

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

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

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

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

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

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

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

FINDINGS: The applicant is proposing frans fontaine hornbeam based on the criteria above and existing street trees to the north. Frans fontaine hornbeam is a columnar deciduous tree. There are no existing overhead utilities or nearby buildings to conflict with tree form or height. The trees can be pruned to provide vision clearance as needed. This standard is met.

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

FINDINGS: The Landscape Plan indicates the street trees will be 1.5 inches in diameter at time of planting. This standard is met.

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

FINDINGS: The applicant is proposing trees at 27-foot intervals to match the existing spacing for street trees to the north. The trees will be planted in a planter strip between the curb and pedestrian path. The spacing is appropriate for the species of tree. This standard is met.

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

FINDINGS: The proposed tree is drought tolerant. This standard is met.

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

FINDINGS: Screening requirements in the General Industrial zone are addressed elsewhere in this report. A conditional use permit is not required for this application.

19.163.050 Fences and walls.
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…

C. Maintenance…

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: The applicant has not provided details in the narrative or drawings about proposed fencing.

Condition of Approval: Prior to issuance of building permits, the applicant shall revise the site plan and/or narrative to show compliance with FMC 19.163.050 Fences and Walls.

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.

FINDINGS:

Type of Use	Parking Ratio	Proposed Area	Min. # Spaces Required
Industrial	1.6 spaces / 1,000 SF	63,075 SF	100.9
Total number of spaces required			**101**

Total number of spaces proposed	105

A total of 101 off-street spaces are required for the new development. The applicant has proposed 105 spaces, exceeding the minimum requirement by four spaces.

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.

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 supplied via a paved and striped surface level parking lot. The location of parking meets other standards in this code.

2. Off-Site Parking…

FINDINGS: No off-site parking is proposed.

3. Mixed Uses.

FINDINGS: A mixed use development is not proposed. The office space is integral and accessory to the industrial use.

4. Shared Parking.

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:

Use	***Max in Transit/Ped Areas***	***Max in Non-Transit Areas***	***Proposed***
Light Industrial	none	none	

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 issues that would warrant a management plan are not anticipated.

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.

Minimum Parking Space and Aisle Dimensions

Angle (A)	***Type***	***Width (B)***	***Curb Length (C)***	***1-Way Aisle Width (D)***	***2-Way Aisle Width (D)***	***Stall Depth***
90°	*Standard* *Compact* *Disabled*	*9 ft.* *7 ft. 6 in.*	*9 ft.* *7 ft. 6 in.*	*24 ft.* *22 ft.*	*24 ft.* *24 ft.*	*19 ft.* *15 ft.*

FINDINGS: The applicant proposes 90 standard spaces and 15 compact spaces (14%). All stalls are at 90 degrees and have a width of 9 feet. The stall depths range from 16 ft. for compact spaces to 18 ft. for standard spaces. The stalls are designed to have vehicles bumpers hang over the adjacent sidewalk or planter

strip by 2 ft. Where cars will be parked adjacent to sidewalks, the sidewalk has been widened to 7 ft. to ensure a minimum clearance of 5 ft.

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 105 parking spaces requires five ADA spaces, including one with an 8 ft. aisle and four with 5ft. aisles. The proposed parking area includes two ADA spaces with a 9 ft. aisle and three spaces with a 6 ft. aisle. 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 intended for use by the general public. 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.

2. Commercial Retail, Office, and Institutional Developments.

3. Schools.

4. Colleges and Trade Schools.

5. Town Center Commercial District.

6. Multiple Uses.

FINDINGS: The proposed use is light industrial and a total of two bicycle parking spaces are required.

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

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

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

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

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

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

FINDINGS: The short-term bicycle parking is proposed to be located just south of the primary building entrance to provide visibility, security, and access in compliance with the standards above. There is adequate space in the proposed location to avoid hazards for pedestrians. The location of the bike parking near the front entrance will also provide adequate lighting. These standard are met.

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: Public street improvements are required for NE 230th Avenue adjacent to the site. No right-of-way dedications are required. The applicant has not objected to the imposition of any standards in this section.

19.165.025 Transportation improvements.

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

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

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

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

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

FINDINGS: The development has access to NE 230th Ave and street improvements to City standards are required. No new streets are proposed and a non-remonstrance is not required.

Condition of Approval: Prior to final occupancy, NE 230th Avenue shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards.

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

FINDINGS: A variance is not requested.

C. Creation of Rights-of-Way for Streets and Related Purposes…

Findings: No new streets are proposed.

D. Creation of Access Easements.

Findings: No new right-of-way or access easements are proposed or required.

E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the transportation system plan, and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

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

Findings: No new streets are proposed.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths as required in the "Standards" section of the Fairview transportation system plan. A variance shall be required to vary the standards found in the Fairview transportation system plan.

Findings: The 2016 Transportation System Plan requires a 62 ft. wide right-of-way for local industrial streets. The existing right-of-way width is 60 ft. which is adequate space to construct street improvements to city standards. Maintaining a 60 ft. right-of-way will also provide better alignment with the existing sidewalk and street trees north of the site.

G. Traffic Signals and Neighborhood Traffic Management.

1. Traffic management features, such as traffic circles, curb extensions, narrow residential streets, and special paving, may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

3. Preferred neighborhood traffic management tools are detailed in the Fairview transportation system plan.

FINDINGS: NE 230th Ave is not an area with high pedestrian traffic and vehicle management features are not required. The applicant has provided a traffic impact letter that demonstrates new signals are not warranted at NE 230th/Sandy or NE 223rd/Townsend.

H. Future Street Plan and Extension of Streets.

FINDINGS: No new streets or extension of streets is proposed or required.

I. Street Alignment and Connections.

FINDINGS: No new streets or extension of streets is proposed or required.

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

FINDINGS: The applicant has provided a site plan and landscape plan that shows new sidewalks, planter strips, and street trees in the right-of-way along NE 230th Ave.

Condition of Approval: Prior to final occupancy, sidewalks, planter strips, and bicycle lanes must be installed to adopted street standards and public works specifications.

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 proposed pathways are at least 5 ft. in width.

L. Intersection Angles…

FINDINGS: No new intersections are proposed.

M. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of FMC 19.165.025 (C).

FINDINGS: The existing right-of-way adjacent to the parcel is 60 ft. wide and is the standard width for NE 230th Ave. No additional dedication is required.

N. Cul-de-Sacs…

FINDINGS: No new cul-de-sacs are proposed.

O. Grades and Curves.

FINDINGS: No new streets 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.

FINDINGS: As provided in the findings above, the proposed curbs and driveway approaches comply with the access and circulation standards in FMC 19.162.

Q. Streets Adjacent to Railroad Right-of-Way.

FINDINGS: There are no adjacent railroad right-of-ways.

R. Development Adjoining Arterial Streets.

FINDINGS: There are no adjoining arterial streets.

S. Alleys, Public or Private.

FINDINGS: There are no proposed or required alleys.

T. Private Streets.

FINDINGS: There are not proposed or required private streets.

U. Street Names.

FINDINGS: There are no proposed streets that require new names.

V. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

Findings: New street improvements are required and the developer is responsible for complying with this requirement.

W. Street Signs.

FINDINGS: There are no new street signs proposed or required.

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

FINDINGS: There are no new mailboxes proposed.

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.

Z. Street Cross-Sections. All street cross-sections must comply with the Standard Specifications for Public Works Construction pages 40-51. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the city engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or one year from the commencement of initial construction of the development, whichever is less. All work must comply with public works construction standards.

1. Sub-base and leveling course shall be of select crushed rock;

2. *Surface material shall be of Class C or B asphaltic concrete;*

3. *The final lift shall be Class C asphaltic concrete as defined by APWA standard specifications; and*

4. *No lift shall be less than one and one-half inches in thickness.*

Findings: New street improvements are required and this standard applies.

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 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: No new residents will live on site. Dedication of a future park or open space area is not applicable. 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.

A. *Sewers and Water Mains Required.*

Findings: A 12 in. water main and 8 in. sanitary sewer main are located in NE 230th Avenue. No new mains are required to serve the development.

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

Findings: As-built utility drawings for Phase I of the Townsend Business Park development indicate a 6 in. sanitary sewer later, 8 in. water lateral, and 12 in. stormwater lateral were installed to serve the site. The applicant intends to use the existing laterals for service.

Condition of Approval: A right-of-way permit is required for any utility work completed in the public right-of-way.

C. Oversizing.

Findings: No oversizing of water or sewer lines is proposed or required.

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

FINDINGS: The public water and sewer systems have adequate capacity to serve the site.

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.

FINDINGS: Storm drains are provided throughout the site and a stormwater facility will treat and detain surface water runoff. The applicant has submitted a preliminary stormwater report for the proposed system.

Condition of Approval: 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 demonstrating compliance with the 2016 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.

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.

Condition of Approval: All utilities placed in the public right-of-way must be installed underground. Utility easements are required if they are not already existing.

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.

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.

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.

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 application.

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. The approval for application 2018-62-DR shall become null and void after two (2) years if construction activities have not commenced.

2. A right-of-way permit is required for any utility work completed in the public right-of-way.

3. All utilities placed in the public right-of-way must be installed underground. Utility easements are required if they are not already existing.

4. 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.

5. 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.

B. Prior to Building Permits

1. 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 demonstrating compliance with the 2016 Portland Stormwater Management Manual.

2. Prior to the issuance of building permits, the site plan shall be revised to provide a reasonably direct pedestrian pathway from NE 230th Blvd. to the primary building entrance. The likely pedestrian user should be assumed to be accessing the site from NE Sandy Blvd.

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

4. Prior to issuance of building permits, a Hazardous Materials Inventory Form and site plan shall be submitted to the City.

5. Prior to the issuance of building permits, a performance and maintenance bond is required to ensure the planting of trees and care during the first two years after planting.

6. Prior to issuance of building permits, the applicant shall revise the site plan and/or narrative to show compliance with FMC 19.163.050 Fences and Walls.

C. PRIOR TO OCCUPANCY

1. 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 D2.

2. Prior to final occupancy, the applicant shall landscape the stormwater facility with water tolerant, native grasses or plants. A species list shall be provided to the City.

3. Prior to final occupancy, NE 230th Avenue shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards.

4. Prior to final occupancy, sidewalks, planter strips, and bicycle lanes must be installed to adopted street standards and public works specifications.

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

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ATTACHMENTS

1. Application Form
2. Drawing Set (Mackenzie)
3. Pre-Application Conference Meeting Notes (City of Fairview)
4. Preliminary Stormwater Management Report (Mackenzie)
5. Traffic Impacts Letter (Mackenzie)

I. PROJECT SUMMARY

Applicant:	Dermody Properties 5500 Equity Avenue / PO Box 7098 Reno, NV 89502
Owner:	Townsend Farms, Inc. 23400 NE Townsend Way Fairview, OR 97024
Site Address:	3025 NE 230th Avenue
Assessor Site Acreage:	1N3E27B 103 - 1.04 acres 1N3E27B 102 - 2.84 acres
Zoning:	General Industrial (GI)
Comprehensive Plan:	General Industrial
Adjacent Zoning:	General Industrial (GI)
Existing Structures:	None
Request:	Site Development Review approval for a 63,075-SF build-to-suit industrial manufacturing facility with associated accessory office and site improvements.
Project Contact:	Lee Leighton, Planner III Mackenzie lleighton@mcknze.com 503.224.9560

II. INTRODUCTION

Description of Request

Type III Site Development Review approval for an approximately 63,075-square-foot build-to-suit industrial manufacturing facility with associated accessory office and site improvements.

Existing Site and Surrounding Land Use

The site is located on the west side of NE 230th Avenue, north of NE Sandy Boulevard and south of NE Townsend Way, in the City of Fairview's Townsend Business Park. Townsend Business Park is a master planned business park with nearby access to two I-84 interchanges. Surrounding land uses consist mainly of warehousing, shipping and receiving, logistics operations, and vacant land. All neighboring properties are in the City's General Industrial (GI) zone.

Aerial Image – Project Site

III. NARRATIVE AND COMPLIANCE

19.85 General Industrial

19.85.020 Permitted land uses.

A. Permitted Uses. The land uses listed in Table 19.85.020.A are permitted in the general industrial district, subject to the provisions of this chapter. Only land uses which are specifically listed below, and land uses which are approved as "similar" to those listed below, may be permitted. The land uses identified with a "CU" in Table 19.85.020.A require conditional use permit approval prior to development or a change in use.

TABLE III-1 LAND USES TYPES PERMITTED IN THE GENERAL INDUSTRIAL DISTRICT		
1. Industrial* a. Heavy manufacturing, assembly, and processing of raw materials (CU) b. Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods) c. Warehousing and distribution d. Junk yard, motor vehicle wrecking yards, and similar uses e. Columbia River industrial uses north of Marine Drive f. Uses similar to those listed above **2. Residential*** One caretaker unit shall be permitted for each development, subject to the standards in FMC 19.85.070(B). Other residential uses are not permitted, except that residences existing prior to the effective date of this code may continue, subject to the requirements for nonconforming uses and developments	a. Retail and commercial service uses up to 5,000 square feet in gross floor area (e.g., convenience market, small restaurant, secondary use for wholesaler, similar use) **4. Community Services/Parks Uses (CU)*** a. Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities where the public is generally not received) b. Private utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities) c. Passive open space (e.g., natural areas) d. Special district facilities (e.g., irrigation district, and similar facilities) e. Vocational schools co-located with parent industry or sponsoring organization	**5. Wireless Communication Equipment – subject to the standards in Chapter 19.245 FMC** **6. Accessory Uses and Structures** **7. Uses Requiring Groundwater Protection Compliance** a. Machine shop with drop hammer or punch press b. Dry cleaning or dyeing using explosive materials c. Enameling and metal coating (galvanizing) d. Ornamental metal works e. Welding or sheet metal shop and other manufacturing of a similar nature f. Any other uses, including similar to those listed in FMC 19.85.020, as may be determined by the city to pose a high potential risk to the ground and surface water resources g. All uses occurring within the city's groundwater protection area

3. Commercial (CU) Offices and other commercial uses are permitted when they are integral to a primary pre-existing or concurrently established industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).	f. Uses similar to those listed above	
Land uses with an asterisk (*) are subject to the standards in FMC 19.85.070, Special standards for certain uses. Conditional Uses (CU) shall require a conditional use permit when they generate significant noise, light/glare, dust and vibration impacts, or traffic; or when they include resource extraction.		

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 19.480 FMC, Code Interpretations.

C. Land Uses Prohibited in General Industrial District. Only uses specifically listed in Table 19.85.020.A, and uses similar to those in Table 19.85.020.A, are permitted in this district. The following uses are expressly prohibited: new housing, churches and similar facilities and schools.

Response: The project is a build-to-suit for a manufacturer of specialized heat exchangers and related precision fabricated metal products for use primarily in dairy industry applications. The operation does not involve processing of raw materials (such as metal ores); however, it does involve operations on stainless steel sheet metal and other unfinished materials, such as stamping, cutting, welding and drilling, followed by assembly into finished industrial equipment components for shipment and installation at customers' sites.

The industrial use descriptions in Table III-1 require Conditional Use approval for *"Heavy manufacturing, assembly, and processing of raw materials (CU)"* [1.a in the table] subject to the following note beneath the table:

> *"Conditional Uses (CU) shall require a conditional use permit when they generate significant noise, light/glare, dust and vibration impacts, or traffic; or when they include resource extraction."*

The applicant understands this language to mean a "heavy manufacturing" use is allowed without CU approval if the applicant presents substantial evidence in the record that indicates it will not generate any of the listed impacts. Table III-1 also lists "*Industrial Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)*" [1.b in the table] as an Allowed Use.

The applicant believes the proposed land use falls within the description of "industrial light manufacture" as described in 1.b of Table III-1, for the following reasons: first, the operation does not involve large-scale processes involving raw materials processing, but instead receives shipments of sheet metal stock and other components, which are processed in various ways within the facility and then assembled into finished process equipment. Second, all operations are conducted indoors, including all

materials storage and handling (the proposed site development does not include any outdoor storage area). Finally, finished products leave the facility by truck, similar to shipments from other light manufacturing firms, such as electronic equipment or furniture.

Alternatively, if the City finds the proposed activity falls within the 1.a heavy manufacturing category, the applicant offers the following findings as to whether CU review and approval are required:

"Conditional Uses (CU) shall require a conditional use permit when they generate:

- *significant noise,*

Response: All operations, including materials storage and handling, will occur completely within the building. The facility is designed to operate with its overhead doors closed, to provide security and atmospheric control inside, and noise control outside the building; however, the applicant further notes that all overhead doors face east, toward NE 230th Avenue and additional GI-zoned areas, which are not noise-sensitive sites. For these reasons, the proposed use will not generate significant noise.

- *light/glare,*

Response: All operations will be conducted within the interior of the building. Exterior lighting is limited to safety lighting in access, circulation and doorway areas, where non-glare fixtures with cutoffs will be specified to avoid glare or stray (unwanted) light impacts on adjacent properties or overhead. Therefore, the proposed project will not generate light or glare impacts requiring CU review.

- *dust and vibration impacts, or*

Response: All operations will be conducted internally within the building. The nature of the product and its manufacture require the operator to maintain a clean environment at all times. Equipment used in the manufacturing process, and the product itself, cannot tolerate dust contamination. Sheet metal stamping/forming equipment will be used; however, it will be installed to reduce vibration transmission potential and it will operate only within the enclosed building. Therefore, the proposed project will not generate dust or vibration impacts requiring CU review.

- *traffic; or*

Response: The size and scale of the proposed manufacturing operation is consistent with characteristic patterns of tenants in the City of Fairview's General Industrial (GI) zone. There is no evidence to indicate that the proposed land use activity will generate unusual levels of traffic or exceed levels of trip generation anticipated in the Transportation Mitigation Plan Master Agreement (TMP) between the City of Fairview and Townsend Business Park, dated February 28, 2005. Therefore, the proposed project will not generate traffic impacts requiring CU review.

- *when they include resource extraction."*

Response: The subject property has not been identified as a significant resource site, and no resource extraction activities are proposed. This standard is not applicable.

Based on the above responses, even if the City finds that the proposed use falls within the intended meaning of "heavy manufacturing" pursuant to row 1.a of Table III-1, Conditional Use review and approval are not required because none of the five factors requiring CU review (discussed above) are in fact triggered by the proposal. In that case, "heavy manufacturing" is

effectively an Allowed Use for which Site Design Review, but not Conditional Use review, is required.

Finally, the applicant notes that no prohibited uses are being proposed. Therefore, the proposed development and use are an Allowed Use, subject to Type III Site Design Review approval for the proposed site construction, but not requiring CU review.

19.85.030 Development setbacks.

Development setbacks provide separation between industrial and nonindustrial uses for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation.

A. Front, Side and Rear Setbacks.

1. None, unless the property abuts a parcel of land in a more restrictive manufacturing district (i.e., LI), or a commercial district, in which case the requirements of the abutting property shall apply. If an established building line exists, the setback may be the same as the established building line following approval by the planning commission.
Response: All property abutting the subject site is zoned General Industrial. Therefore, no minimum or maximum setbacks apply to buildings on the site. The site is vacant, so no established building lines exist. This standard is met.

2. If any use in this district abuts or faces any residential zone, a setback of 50 feet on the side abutting or facing the residential district may be required.
Response: The zoning surrounding the site is General Industrial, and there is no residential zone within 50 feet of the site. This standard does not apply.

3. Setbacks for Insufficient Right-of-Way. Setbacks shall be established when a lot abuts a street having insufficient right-of-way width to serve the area. The necessary right-of-way widths and the setback requirements in such cases shall be based upon the Comprehensive Plan and applicable ordinances and standards.
Response: The subject site has frontage along NE 230th Avenue, which has sufficient right-of-way to serve the area. This standard does not apply.

B. Other Requirements.

1. Buffering. The city may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.
Response: As shown on Sheet L1.10, Landscape Plan, the applicant will provide appropriate landscaping where required by the Community Development Code – for example, screening of parking and loading areas. No additional buffering requirements have been required by the City. This requirement is met.

2. Neighborhood Access. Construction of pathway(s) within setbacks may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 19.162 FMC, Access and Circulation.
Response: Pedestrian connections on the subject site to adjacent neighborhoods or other districts have not been required by the City. Sheet C1.10, Site Plan, shows all of the necessary

and required pedestrian connections throughout the site, and to the public right-of-way. This requirement is met.

3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).
Response: The applicant will meet all applicable fire and building code standards, including setbacks as indicated on Sheet C1.10, Site Plan. This requirement is met.

4. Groundwater Protection. All development shall meet the standards for the groundwater protection area.
Response: The proposed on-site stormwater treatment and detention plan, as depicted in the submitted plans, is designed to satisfy all applicable City requirements for such systems, which include consideration of groundwater protection needs. A preliminary storm report is included in Attachment 4.

19.85.040 Lot coverage.

The maximum allowable lot coverage in the general industrial district is 85 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.

Response: As indicated on Sheet C1.10 Site Plan, the proposed lot coverage on the subject site is 80.9 percent. This is based on a site area of 169,010 square feet and a building and impervious surface area of 136,751 square feet (total site area of 169,010 square feet, less landscape area of 32,259 square feet). This standard is met.

19.85.050 Development orientation.

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the general industrial district:

A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other nonindustrial areas to the maximum extent practicable; and

B. The city may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

Response: Sheet C1.10 Site Plan illustrates how the proposed buildings and structures are oriented on the subject site. The main building entrance, façade, and delivery area are oriented east, facing NE 230th Avenue, away from abutting properties, and landscaping along the NE 230th Avenue frontage is designed to provide appropriate visual screening. The surrounding area, including all abutting properties, is zoned General Industrial and in use by a range of industrial tenants. No residential areas, schools, parks or other nonindustrial areas are located adjacent to the site on NE 230th Avenue. The closest residential use is located on NE Sandy Blvd and will not be affected by this project. This standard is met.

19.85.060 Building height.

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

A. Base Requirement. Buildings shall be no more than three stories or 45 feet in height, whichever is greater, and shall comply with the building setback standards in FMC 19.85.030.

Response: The proposed building height is less than 45 feet. This standard is met.

19.162 Access and Circulation

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.

Response: The property abuts NE 230th Avenue, a public street. Therefore, Section 19.162.020 applies to the project.

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

1. Permits for access to city streets shall be subject to review and approval by the city engineer based on the standards contained in this chapter, and the provisions of the transportation standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, an access permit will be reviewed consistent with the procedures required for the complementary development permit. If no development permit is requested, the access permit shall be reviewed consistent with a Type III process.

2. Permits for access to state highways shall be subject to review and approval by the Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the city or Multnomah County. In that case, the city or county shall determine whether access is granted based on its adopted standards.

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

Response: As shown on Sheet C1.10 Site Plan, the applicant proposes two access points from NE 230th Avenue to the subject site. NE 230th Ave is classified in the City's Transportation System Plan as a local street.

D. Traffic Study Requirements. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.

A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day.

A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth

Management Functional Plan. The purpose of this statement is to analyze potential adverse effects of the proposed development on the regional freight system as identified in the regional transportation plan (RTP) and the Fairview transportation system plan. Freight routes located in Fairview include Interstate 84, Marine Drive, 223rd Avenue, Fairview Parkway, Sandy Boulevard, and Glisan Street.

Response: The applicant has provided a letter from Mackenzie concerning traffic impacts associated with the proposed light manufacturing development. (See Attachment 5.) The letter concludes that roads and intersections in the vicinity will operate at acceptable levels with the additional traffic. The letter notes that the previously approved Townsend Business Park Transportation Mitigation Plan Master Agreement (July 9, 2001; revised February 28, 2005) included the subject property's 3.88 acres in a 49.4-acre area with a $16,000 proportionate share obligation for funding signalization at Sandy Boulevard at NE 238th Avenue, and the resulting pro-rata share for the subject property would be $1,257.00; however, signalization of that intersection has in fact already been completed. Therefore, the transportation system has capacity to handle the proposed development and no mitigation actions are required.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

Response: The applicant understands that conditions of approval related to the access permit may be imposed; however, there are currently no existing curb cuts or other vehicular access points because the site is vacant. The proposal includes two driveway access points, providing access to parking and loading areas within the site. The on-site circulation plan ensures that no backing movements onto a public street are necessary. These requirements are satisfied.

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

1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.

2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

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

4. Subdivisions Fronting onto an Arterial Street. New residential subdivisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to

topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the residential district, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the residential district, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowners association, etc.).

Important cross-references to other code sections: Provisions in Articles II and III of this title may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The city may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or an adopted local streets plan. (Please refer to the transportation standards in Chapter 19.165 FMC.)

Response: As Sheet C1.10 shows, two access points are proposed from NE 230th Avenue, a local public street, to the subject site. This access configuration is consistent with "Option 3" above. Because there are no existing access points on the subject site, the owner/developer will not be required to close or consolidate any existing access point. The proposed accesses are designed to comply with the access spacing standards, discussed below. These requirements are met.

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

1. Local Streets. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection (G)(3) of this section.

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

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

Response: The Fairview TSP categorizes NE 230th Avenue as a local street. Therefore, the minimum access spacing standard is 50 feet. Sheet C1.10 Site Plan shows that the proposal complies with this standard by providing 262.65 feet between the proposed access points. This standard is met.

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

For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. The number of street access points for multiple-family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section in order to maintain the required access spacing, and minimize the number of access points.

Response: As shown on Sheet C1.10 Site Plan, the applicant proposes to provide two access points for this development. The number of access points is the minimum number practicable for this project to allow for safe and efficient vehicular and truck circulation into, out of, and through the site. This standard is met.

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.

Response: As shown on Sheet C1.10 Site Plan, a pedestrian pathway system provides for safe pedestrian circulation in all directions throughout the site and connecting to the sidewalk on NE 230th Avenue. This requirement 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.

Response: As shown on Sheet C1.10 Site Plan, the pedestrian pathway system provides for a safe, reasonably direct, and convenient connection from the main building office entrance at the northeast corner of the building to the sidewalk on NE 230th Avenue. The pathway has been designed to cross the north section of the parking area via a striped crosswalk in order to avoid potential movement conflicts with the truck circulation area in the eastern portion of the site. This requirement is met.

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.

Response: As shown on Sheet C1.10 Site Plan, Pedestrian pathways connect all parking areas and entrances. This requirement is met.

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

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

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

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

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

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

Response: These standards do not apply as no new streets or blocks are proposed.

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.
Response: Neighborhood facilities such as schools, shopping areas, and park and transit facilities are not located nearby. This requirement 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.
Response: As shown on Sheet C1.10 Site Plan, pathways are not proposed adjacent to a driveway or street. A sidewalk will be constructed in the NE 230th Avenue right-of-way that will meet the standards set forth in the Fairview Transportation System Plan. This requirement 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.
Response: Residential development is not proposed as part of this development. This requirement 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.
Response: As **shown** on Sheet C1.10 Site Plan, where pathways cross a parking area, driveway or street, they will be clearly marked with contrasting paving materials. This requirement is met.

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.)
Response: As **shown** on Sheet C1.10 Site Plan, on-site pathway surfaces will be concrete and measure seven feet wide. No multi-use paths are proposed. This requirement is met.

5. Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.
Response: As shown **on** Sheet C1.10 Site Plan, the on-site pathway system is consistent with the ADA and provides accessible routes of travel. This requirement is met.

19.163 Landscaping, Street Trees, Fences and Walls.

19.163.020 Landscape conservation

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

B. Significant Vegetation. "Significant vegetation" means:
1. Significant Trees and Shrubs. Individual trees and shrubs with a trunk diameter of six inches or greater, as measured four feet above the ground (DBH), and all plants within the drip line of such trees and shrubs, shall be protected.
2. Sensitive Lands. Trees and shrubs on sites that have been designated as "sensitive lands," in accordance with Chapter 19.106 FMC, Natural Resource Regulations, and Chapter 19.105 FMC, Floodplain Overlay (e.g., due to slope, natural resource areas, wildlife habitat, etc.) shall be protected.
3. Exception. Protection shall not be required for plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for Multnomah County.

Response: As shown on the Site Map, the site is currently vacant and is covered with grass, with no existing significant vegetation as defined in this section. The requirements of this section do not apply.

19.163.025 Existing landscaping.

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

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

C. Exemptions. The protection standards in FMC 19.163.020(D) shall not apply in the following situations:
1. Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection (C)(2) of this section.
2. Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval when the vegetation poses an immediate threat to life or safety, as determined by the planning director. The planning director shall prepare a notice or letter of decision within 10 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall. (Ord. 3-2012 § 6; Ord. 6-2001 § 1)

Response: As shown on the Site Map, the site is currently vacant and covered with grass, with no existing significant vegetation as defined in this section. The requirements of this section do not apply.

19.163.030 New landscaping.

A. Applicability. This section shall apply to all developments requiring site design review, and other developments with required landscaping.
Response: This development requires site design review; therefore, this section applies.

B. Landscaping Plan Required. A landscape plan is required at the time of design review or other pertinent applications. All landscape plans shall conform to the requirements in FMC 19.420.020 (E), Landscape plans.
Response: The applicant has submitted Sheet L1.10 Landscape Plan, attached to this application, to satisfy this requirement.

C. Landscape Area Standards. The minimum percentage of required landscaping equals:
1. Residential districts: 20 percent of the site.
2. Town center commercial district: five percent of the site.
3. General industrial district: 10 percent of the site.
4. Light industrial district: 10 percent of the site.
5. Corridor commercial district: five percent of the site.
6. Neighborhood commercial district: 10 percent of the site.
Response: The minimum percentage of required landscaping is 10 percent, or 16,901 square feet. As shown on Sheet C1.10 Site Plan, the Site Data shows that the applicant has exceeded this standard by providing 32,259 square feet of landscape area, or 19.1 percent of total site area. This standard is met.

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

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

1. Native Vegetation. Native vegetation shall be preserved or planted where practicable.
2. Plant Selection. A combination of deciduous and evergreen trees, shrubs and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.
3. Non-native, invasive plants, as per FMC 19.164.020(B), shall be prohibited.
4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 15 percent of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.
5. Nonplant Ground Covers. Bark dust, chips, aggregate or other nonplant ground covers may be used, but shall cover no more than five percent of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.
6. Tree Size. Trees shall have a minimum caliper size of 1.5 inches or greater, or be six feet or taller, at time of planting.
7. Shrub Size. Shrubs shall be planted from one-gallon containers or larger.

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

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

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

Response: Sheet L0.01 shows all landscape materials proposed as part of this development, including tree size, ground cover and shrub size, and plant selection consistent with the requirements of this section. According to the plant schedule on Sheet L0.01, selected plants are a combination of evergreen and deciduous trees, shrubs and ground covers. No invasive plants have been used. Hardscape features are not being used to meet landscaping requirements. Non-plant ground covers are not being proposed. All proposed trees have a minimum caliper size of 1.5" or more. Shrubs will be planted from one-gallon containers or larger. Proposed ground covers are sized to cover at least 80 percent of the underlying soil within three years. Because no "significant vegetation" is located on the site, none is available to be credited toward minimum landscape standards. The proposed landscape plan satisfies these requirements.

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.

Response: Sheets C1.10 Site Plan and L1.1 Landscape Plan show all proposed landscaped areas. Generally, landscaping is used throughout the site to define open spaces and pedestrian

pathways, including the area in front of the main building entrance, the connection from the main entrance to the sidewalk, and along the sidewalk on NE 230th Avenue.

Although the GI zone has no minimum setback requirement, the proposed site plan provides building setbacks on all four sides of the property, with landscaping and screening plantings in each of the resulting spaces. As noted above, the site plan does not include outdoor storage or material handling areas. Mechanical equipment areas will be appropriately screened using landscaping. The stormwater facility, located at the southwest corner of the site, will also be enhanced with landscaping. These requirements are met.

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.

Response: Sheets L1.1 Landscape Plan and C1.10 Site Plan show the parking lot landscaping proposed by the applicant. The parking area measures 69,109 square feet, measured around the perimeter of all parking spaces and maneuvering areas. The landscaped area in the parking lot measures 4,710 square feet, or 6.82 percent of the total parking lot area, exceeding the minimum 5 percent requirement. One tree per five parking spaces, or 21 trees, are required in the parking lot interior, and 21 trees are provided. Landscaped areas are also provided in the parking lot interior to break up the parking area into rows of not more than 12 contiguous parking spaces. All of these islands measure at least four feet by four feet. These standards are 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.*
>
> *b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings*

from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.

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

Response: As shown on Sheets L1.10 Landscape Plan and C1.10 Site Plan, where the parking area is adjacent to NE 230th Avenue, it will be screened with an evergreen hedge at least 36 inches in height at maturity and will provide sufficient screening within one year after planting. Breaks in the hedge will be provided at locations for pedestrian access to the site and sidewalk.

Also, as shown on Sheets L1.10 Landscape Plan and C1.10 Site Plan, where the parking/maneuvering area is adjacent to the building, it will be separated from the building by a raised pathway or landscaped buffer at least four feet wide. To meet this requirement, a raised pathway is provided along the north side of the building, and a landscaped area is provided along the south and east sides of the building, adjacent to parking and maneuvering areas. The seven-foot width of the pathways and the four-foot wide landscaped area will protect the building wall from being damaged by vehicles.

The service and delivery area on the east side of the building will be screened from view from NE 230th Avenue by large shrubs and trees, which provide a non-see-through barrier between the street and the delivery area, except at driveway edges, where landscaping is designed to satisfy driveway sight distance criteria to provide for safe operations.

19.163.040 Street trees.

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

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

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

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

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

1. Provide a broad canopy where shade is desired.
2. Use low-growing trees for spaces under utility wires.
3. Select trees which can be "limbed-up" where vision clearance is a concern.
4. Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.
5. Use species with similar growth characteristics on the same block for design continuity.
6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.
7. Select trees that are well adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.
8. Select trees for their seasonal color, as desired.
9. Use deciduous trees for summer shade and winter sun.

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

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

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

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

Response: Street trees are required to be planted as part of this project because it is subject to site design review. The applicant will provide street trees in accordance with the City's Public Facility Standards in conjunction with site construction. Street tree planting locations along NE 230th Avenue are spaced at 27-foot intervals in the planter strip between the street and sidewalk, with the exception of one position where an existing transformer in the right-of-way creates a conflict. Notably, additional tree plantings within the site form a double row of trees surrounding the public sidewalk on both sides, with similar center-to-center spacing but an offset alignment that increases visual screening of the site and the building. This standard is met.

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.

19.164.030 Vehicle parking standards.

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

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

TABLE III-2 VEHICLE PARKING – MINIMUM STANDARDS OPTION
The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways so long as vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape area. Credit shall be allowed for "on-street parking," as provided in FMC 19.164.030(B). Parking ratios are based on spaces per 1,000 square feet of gross leasable area unless otherwise stated. ***Industrial Uses*** *Industrial Uses, Except Warehousing. 1.6 spaces per 1,000 square feet of leasable floor area.* *Public Utilities (Gas, Water, Telephone, Etc.), Not Including Business Offices. One space per each employee on the largest shift, plus one space per company vehicle.*

Response: The minimum number of vehicle parking spaces for industrial uses other than warehousing is 1.6 spaces per 1,000 square feet of leasable floor area. The minimum requirement for the proposed 63,075-square-foot industrial building is 101 parking spaces. As shown on the Site Plan, Sheet C1.10, the applicant has provided 105 vehicle parking spaces, which exceeds the minimum parking requirement by four spaces. Therefore, this standard is met.

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.

Response: The applicant is not requesting credit for on-street parking. These standards do 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.)
Response: As illustrated on the Site Plan Sheet C1.10, the applicant proposes to locate parking in a parking lot designed to be consistent with the Fairview Development Code. This requirement 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.
Response: As illustrated on the Site Plan Sheet C1.10, the parking area is proposing parking on site. This requirement does not apply.

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.
Response: The project is not mixed use. This requirement does not apply.

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

5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 19.170 FMC, Sign Regulations.
Response: Shared parking is not proposed. These requirements do not apply.

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

TABLE III-3 VEHICLE PARKING- MAXIMUM NUMBER OF PARKING SPACES (excerpt)		
Use	**Maximum in Transit/Ped. Areas**	**Maximum in All Other Areas**
Light Industrial	none	none

Response: There is no maximum vehicle parking standard for light industrial use. 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. The parking management plan shall be prepared by a qualified parking or traffic consultant or certified engineer and should include the following:

1. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

2. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

3. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

4. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

Response: The applicant has not been directed to prepare a parking management plan by the planning director. The proposed number of parking spaces exceeds the minimum parking requirement by three spaces, suggesting a close alignment with the City's zoning standards and previous planning for the Townsend Farms area. This standard does not apply.

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.

TABLE III-4 MINIMUM PARKING SPACE AND AISLE DIMENSIONS

Angle (A)	Type	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Stall Depth
0° (Parallel)	Standard Compact Disabled	8 ft. 7 ft. 6 in.	22 ft. 6 in. 19 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	8 ft. 7 ft. 6 in.
30°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	18 ft. 15 ft.	12 ft. 12 ft.	24 ft. 24 ft.	17 ft. 14 ft.
45°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	12 ft. 6 in. 10 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	19 ft. 16 ft.
60°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	10 ft. 6 in. 8 ft. 6 in.	18 ft. 15 ft.	24 ft. 24 ft.	20 ft. 16 ft. 6 in.
90°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	9 ft. 7 ft. 6 in.	24 ft. 22 ft.	24 ft. 24 ft.	19 ft. 15 ft.

Response: Sheet C1.10 Site Plan shows that the parking spaces proposed are entirely 90 degrees from the curb. Most of the parking spaces measure 9 x 17 feet (80), except for those parking stalls directly in front of the building's main entrance, which measure 9 x 18 feet (10). The remainder of the parking stalls are "compact" (15 spaces, 14 percent of the total number), but they exceed the minimum dimensional standard, measuring 9 x 16 feet. The parking spaces appear shorter than the minimum standard listed in Table III-4 because they have been designed so that the vehicle bumper can overhang the adjacent walkway or landscaped area by two feet, making them equivalent to standard spaces with a minimum 19-foot depth and wheel stops. Where the overhang is over a walkway, the walkway has been designed to be 7 feet wide to accommodate a two-foot bumper overhang, while still providing a minimum 5-foot clear walkway width, and the use of the abutting parking stalls will be prioritized for employee parking. In preparing the site plan, the applicant's design team discussed using this commonly used configuration with staff of the Planning and Public Works departments.

Sheet C1.10 Site Plan shows that all drive aisles are two-way and meet the minimum 24-feet-wide standard. These standards are met.

G. Variances. Developments may request exceptions to the parking standards; see FMC 19.520.030(A)(4).

Response: No variances are requested. This standard does not apply.

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

Response: As shown on Sheet C1.10 Site Plan, 105 parking stalls are proposed, requiring four accessible and one van-accessible parking space, all of which are provided. This requirement 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.

Response: As shown on C1.10 Site Plan, the proposed parking area is smaller than three acres and is not intended for use by the general public. Therefore, 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:

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.

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

6. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.

Response: Industrial uses are not specifically called out as requiring a specific number of bicycle parking spaces. Because more than ten vehicle parking spaces are proposed, at least two bicycle parking spaces are required. Two spaces are being provided near the main office entrance door, as shown on Sheet C1.10 Site Plan. This requirement is met.

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.

Response: As shown on Sheet C1.10 Site Plan, bicycle parking will be provided just south of the main office entrance. This requirement 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.

Response: As shown on Sheet C1.10 Site Plan, bicycle parking will be located so that it is visible from the building entrance. This requirement 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.

Response: The Code does not require long term bicycle parking for Industrial uses. This standard is not applicable.

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

Response: The location of the bicycle parking near the main office entrance, as shown on Sheet C1.10 Site Plan, illustrates that it will be as well-lit as vehicle parking. This requirement is met.

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

Response: The bicycle parking area will be marked as reserved for bicycle parking. This requirement is met.

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).

Response: The bicycle parking as shown on Sheet C1.10 Site Plan will be located so that it will not be a hazard or conflict with pedestrian travel or vision clearance standards. This requirement is met.

19.165 Public Facilities Standards

19.165.010 Purpose and applicability.

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. No development may occur unless the public facilities related to development comply with the public facility requirements established in this chapter. The street cross sections found in the Fairview transportation system plan may be modified to accommodate alternative stormwater management methods in accordance with the adopted stormwater design manual subject to the approval of the public works director. The public works director may require modification of the typical cross section to accommodate alternative stormwater management methods when associated with development proposals. Such modifications may be applied as conditions of development approval.

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:
1. The estimated extent, on a quantitative basis, to which the improvements will be used by persons served by the building or development, whether the use is for safety or convenience;
2. The estimated level, on a quantitative basis, of improvements needed to meet the estimated extent of use by persons served by the building or development;
3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the improvements will be a part; and
4. The estimated level, on a quantitative basis, of improvements needed to mitigate the estimated impact on the public infrastructure system.

Response: The project has been designed to comply with Fairview's public facilities standards, consistent with the requirements of this Section.

19.165.020 Transportation standards.

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

The street standards are based directly on the Fairview transportation system plan. Traffic calming measures are addressed in the adopted transportation system plan. The city of Fairview has no formalized traffic-calming plan but has recently adopted a speed hump management program. The street alignment illustrations used in the proposed code are taken directly from the transportation system plan.

19.165.025 Transportation improvements.

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

1. Streets within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this chapter;
Response: As shown on Sheet C1.10 Site Plan, no streets are proposed within the development. NE 230th Avenue is adjacent to the subject site and will be improved in accordance with the Transportation System Plan (TSP) and the provisions of this chapter. This requirement is met.

2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;
Response: The submitted plans include sidewalk, driveways and street tree planting improvements to NE 230th Avenue, in accordance with this section. Based on Pre-Application Conference Meeting Notes, the applicant understands that no dedication of additional right-of-way is required for NE 230th Avenue. This requirement is met.

3. New streets and drives connected to a collector or arterial street shall be paved; and
Response: No new streets are proposed. This requirement does not apply.

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

a. A partial improvement may create a potential safety hazard to motorists or pedestrians;
b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
c. The improvement would be in conflict with an adopted capital improvement plan; or
d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

Response: Deferral of improvements with a future improvement guarantee is not proposed. This requirement does not apply.

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

Response: Variances to the transportation design standards in this section are not being requested. This requirement does not apply.

C. *Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the city may approve the creation of a street by acceptance of a deed; provided, that the street is deemed essential by the city council for the purpose of implementing the transportation system plan, and the deeded right-of-way conforms to the standards of this code. All deeds of dedication shall be in a form prescribed by the city engineer and shall name "the public" as grantee.*

Response: No new streets are being proposed. This requirement does not apply.

D. *Creation of Access Easements. The city may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 19.162 FMC, Access and Circulation. Setback standards do not permit conflicting structures to be built in public easements.*

Response: Access easements are not being proposed. This requirement does not apply.

F. *Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths as required in the "Standards" section of the Fairview transportation system plan. A variance shall be required to vary the standards found in the Fairview transportation system plan. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:*

1. Street classification in the transportation system plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;
7. Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 19.106 FMC;
8. Street tree location, as provided for in Chapter 19.163 FMC;
9. Protection of significant vegetation, as provided for in Chapter 19.163 FMC;
10. Safety and comfort for motorists, bicyclists, and pedestrians;
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
12. Access needs for emergency vehicles; and
13. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Response: No new streets are being proposed. However, as shown on the Site Plan, Sheet C1.10, improvements including a five-foot-wide sidewalk and street trees consistent with the City of Fairview TSP standards will be constructed along the NE 230th Avenue frontage. These requirements are met.

G. *Traffic Signals and Neighborhood Traffic Management.*

1. Traffic management features, such as traffic circles, curb extensions, narrow residential streets, and special paving, may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

3. Preferred neighborhood traffic management tools are detailed in the Fairview transportation system plan.

Response: Traffic signals are not required as part of this project. This requirement does not apply.

I. Street Alignment and Connections.

Response: No new streets are proposed or required by the TSP at this location. This provision is not applicable.

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

Response: All sidewalks and planter strips will meet the requirements of the TSP, Comprehensive Plan and other adopted street plans. The applicant is aware that maintenance of sidewalks, curbs and planter strips is the obligation of the adjacent property owner. All work will comply with the Fairview Public Works construction standards.

K. Internal Pathways. Pathways shall be at least five feet in unobstructed width and shall be constructed to sidewalk standards found in Standard Specifications for Public Works Construction, or according to Multnomah County or ODOT standards as applicable. The property owner shall keep a minimum of five feet of the pathway width clear of both permanent and temporary obstructions (e.g., utility poles, sandwich signs). Maintenance of internal pathways is the continuing obligation of the property owner or adjacent property owner. All work must comply with the city of Fairview public works construction standards.

Response: As shown on C1.10 Site Plan, internal pathways on the site will measure at least five feet wide and will be constructed to city sidewalk standards. This requirement is met.

L. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;

2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and

3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

Response: New streets are not proposed. These requirements do not apply.

M. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of FMC 19.165.025 (C).

Response: Based on Pre-Application Conference Meeting Notes, the applicant understands that NE 230th Avenue has sufficient width to meet city standards and does not require additional right-of-way to be dedicated. This requirement has been met.

N. Cul-de-Sacs. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than eight dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation:

1. All cul-de-sacs shall terminate with a circular turnaround. Circular turnarounds shall have a radius of no less than 25 feet, and not more than a radius of 40 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and

2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

Response: No cul-de-sac street is proposed. This requirement does not apply.

O. Grades and Curves. Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet), and:

1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and

2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

Response: No new streets are proposed. This requirement does not apply.

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.

Response: Curbs, curb cuts, wheelchair, bicycle ramps, and driveway approaches will be constructed to comply with Access and Circulation standards in 19.162 FMC.

Q. Streets Adjacent to Railroad Right-of-Way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.

Response: The proposed development is not adjacent to, nor does it contain, a railroad right-of-way. This requirement does not apply.

R. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:

1. A parallel access street along the arterial with a landscape buffer separating the two streets;

2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in FMC 19.163.030;

3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial;

4. Other treatment suitable to meet the objectives of this subsection; or

5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Chapter 19.162 FMC.

Response: The site has frontage on NE 230th Avenue, which is classified as a local street. These requirements do not apply.

S. Alleys, Public or Private. Alleys shall conform to the standards in the Fairview transportation system plan. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.

Response: Alleys are not proposed nor required as part of this project. This requirement does not apply.

T. Private Streets. Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets shall conform to the provisions of the Fairview transportation system plan.

Response: Private streets are not proposed as part of this project. This requirement does not apply.

U. Street Names. No street name shall be used which will duplicate or be confused with the names of existing streets in Multnomah County, except for extensions of existing streets. Street names, signs and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.

Response: New streets are not proposed as part of this project. This requirement does not apply.

V. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

Response: A land surveyor will provide certification of boundary and interior monuments for the subject street improvements at the appropriate time.

W. Street Signs. The city, county or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

Response: Street signs are not proposed as part of this project. This requirement does not apply.

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

Response: Mail boxes are not proposed as part of this project. This requirement does not apply.

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

Response: Street lights are not proposed as part of this project. This requirement does not apply.

Z. Street Cross-Sections. All street cross-sections must comply with the Standard Specifications for Public Works Construction pages 40-51. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the city engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or one year from the commencement of initial construction of the development, whichever is less. All work must comply with public works construction standards.

1. Sub-base and leveling course shall be of select crushed rock;
2. Surface material shall be of Class C or B asphaltic concrete;
3. The final lift shall be Class C asphaltic concrete as defined by APWA standard specifications; and
4. No lift shall be less than one and one-half inches in thickness.

Response: The only improvement requirements in the NE 230th Avenue right-of-way are sidewalk and driveway apron construction and street tree plantings, all of which are outside the curb-to-curb width. The applicant understands that public works construction plans satisfying these standards will be required following land use approval and prior to construction.

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 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.

A. Dedication Requirements.

1. Where a proposed park, playground or other public use shown in a plan adopted by the city is located in whole or in part in a subdivision, the city may require the dedication or reservation of this area on the final plat for the subdivision.
2. If determined by the planning commission to be in the public interest in accordance with adopted Comprehensive Plan policies, and where an adopted plan of the city does not indicate proposed public use areas, the city may require the dedication or reservation of areas within the subdivision of a character, extent and location suitable for the development of parks and other public uses.
3. All required dedications of public use areas shall conform to FMC 19.430.150(D), Conditions of approval.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

B. Acquisition by Public Agency. If the developer is required to reserve land area for a park or playground, the land shall be acquired by the appropriate public agency within 12 months following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

C. System Development Charge Credit. Dedication of land to the city for public use areas shall be eligible as a credit toward any required system development charge for parks.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

19.165.040 Sanitary sewer and water service improvements.

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

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

Response: Based on Pre-Application Conference Meeting Notes, there is an existing 12" water main in SE 130th, with a total of three 8" lateral lines extending to the site. There is also an existing 8" sanitary

sewer main in SE 130th, with a total of four 6" lateral lines extending to the site. The proposed development can be served using available laterals. No new public line construction is required.

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

Response: As noted above, no construction of new public water or sewer lines is required. This provision is not applicable.

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

Response: As noted above, no construction of new public water or sewer lines is required. This provision is not applicable.

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

Response: The applicant has not been advised of any water or sewer system deficiency by City staff and understands that this provision is therefore not applicable.

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.

Response: The applicant's proposed development plan includes stormwater facilities for both water quality treatment and detention. The water quality treatment facilities are designed to satisfy applicable standards for treatment prior to releasing storm runoff into the public storm drain system. The detention facilities are designed to mimic pre-development flow rates from the subject property in 2-year, 5-year and 10-year design storm events. A Preliminary Storm Report is in Attachment 4. This provision is satisfied.

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.

Response: The site's location is not located within a storm drainage corridor such that off-site flows must be conveyed through the property. This provision is not applicable.

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.

Response: As noted above, the proposed detention facilities are designed to mimic pre-development flow rates from the subject property in 2-year, 5-year and 10-year design storm events, to avoid causing downstream impacts on existing stream channels and culverts. Unfortunately, because the potentially affected downstream facilities are located off-site on other private properties, the applicant does not have rights to perform construction work to upgrade or replace them. A Preliminary Storm Report is in Attachment 4. This provision is satisfied.

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.

Response: The subject property is not traversed by a watercourse, drainage way, channel or stream. This provision is not applicable.

19.165.060 Utilities.

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

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

1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic

2. The city reserves the right to approve the location of all surface-mounted facilities;

3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and

4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

Response: Submitted plans indicate how it is feasible to make compliant connections to the existing utility services available to the site. Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

B. Easements. Easements shall be provided for all underground utility facilities.

Response: There is an existing 7' Public Utility Easement (PUE) along the site's frontage on NE 230th Avenue, to allow installation of underground utility services in that corridor. If utilities require easements within the site for the proposed lateral connections serving the property, the applicant can create them in conjunction with site development. Compliance with this provision can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

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.

Response: The proposal does not involve a land subdivision, so this provision is not applicable.

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.
Response: The applicant's understanding, based on information provided by City of Fairview staff, is that all public utilities serving the property either exist within the NE 230th Avenue right-of-way, or will be located within the existing 7' PUE adjacent to it. The applicant will arrange all necessary service connections and installations to serve the property in the course of development permitting. Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

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.
Response: The applicant acknowledges that detailed construction plans consistent with preliminary plans approved through Site Design Review must be submitted and approved prior to commencing any on- or off-site construction activities for the proposed development. (Note in this connection that the applicant may request approval for a mass grading/erosion control permit to allow pre-development contouring of the site during the review/approval process, but that work will not include project-specific work, such as preparing to construct building foundations or trenching for utility lateral installations.) Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

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.

Response: The applicant acknowledges that detailed construction plans consistent with preliminary plans approved through Site Design Review must be submitted to the City of Fairview and approved prior to commencing any on- or off-site construction activities for the proposed development. (Note in this connection that the applicant may request approval for a mass grading/erosion control permit to allow pre-development contouring of the site during the review/approval process, but that work will not include project-specific work, such as preparing to construct building foundations or trenching for utility lateral installations.) Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

19.420 Development Review and Site Design Review

19.422.001 Applicability.
Development review or site design review shall be required for all new developments and modifications of existing developments, except that regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. The criteria for each type of review are as follows in this chapter. (Ord. 6-2001 § 1)

19.422.010 Site design review
Site design review is a discretionary review conducted by the planning commission with a public hearing. It applies to all developments in the city, except those specifically listed under FMC 19.422.020, Development review. Site design review ensures compliance with the basic development standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as other more detailed design standards and public improvement requirements in Articles II and III of this title. (Ord. 6-2001 § 1)

19.422.020 Development review.
Development review is a nondiscretionary or "ministerial" review conducted by the city administrator's designee without a public hearing. It is for less complex developments and land uses that do not require site design review approval. Development review is based on clear and objective standards and ensures compliance with the basic development standards of the land use district, such as building setbacks, lot coverage, maximum building height, and similar provisions. Development review is required for all of the

types of development listed below, except that all developments in sensitive land areas and historic districts shall also use the development review procedures for those districts:

A. Single-family detached dwelling (including manufactured homes), when required by a condition of land division approval;

B. A single duplex, up to two single-family attached (townhome) units, or a single triplex which is not being reviewed as part of any other development, and accessory parking on the same lot;

C. Building additions of not more than 500 square feet, and minor modifications to development approvals;

D. Any proposed development which has a valid conditional use permit. Major modifications to a development with a conditional use permit shall require review and approval in accordance with Chapter 19.440 FMC, Conditional Use Permits;

E. Home occupation, subject to review under Chapter 19.490 FMC;

F. Temporary use, except that temporary uses shall comply with the procedures and standards for temporary uses as contained in Chapter 19.490 FMC;

G. Accessory structures with less than 600 square feet of floor area, including accessory dwellings;

H. Other developments, when required by a condition of approval. (Ord. 6-2001 § 1)

Response: The proposed industrial light manufacturing use (or, alternatively as discussed above, heavy industrial use that will not cause impacts requiring CU review) is not listed as eligible for development review under Section 19.422.020; therefore, site design review applies to the project. The applicant has prepared this application to demonstrate compliance with all applicable site design review requirements.

19.424.010 Procedure

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

19.424.020 Determination of Type II and Type III applications.

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

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

B. Commercial, industrial, public/semi-public, and institutional buildings 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.

E. Developments involving the clearing and/or grading of 10 acres or a larger area shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A through D and F of this section.

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

Response: This application for site design review requires a Type III procedure because it is for an industrial building greater than 5,000 square feet of gross floor area, and therefore subject to subparagraph B.

19.426 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.

Response: The applicant has provided a complete application submittal package in accordance with the requirements of Section 19.412.050. This requirement is met.

19.426.020 Compliance with land use district provisions.

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

Response: The submitted application materials provide evidence demonstrating compliance with the requirements of the General Industrial zone. This requirement is met.

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.

Response: The site is currently vacant and does not contain any existing development. This requirement does not apply.

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.

Response: The submitted plans and supporting evidence demonstrate that the proposal will comply with all applicable design standards in Article III of the FMC, as discussed in this narrative. These requirements are met.

IV. CONCLUSION

This site design review narrative has successfully described how the applicant proposes to meet the applicable requirements of the Fairview Development Code. The applicant looks forward to the City's feedback based on its review.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

August 21, 2018

Dermody Operating Co., LLC
ATTN: Phil Wood
11900 NE 1st Street
Suite 300, Building G
Bellevue, WA 98005

Re: **Townsend TMP Trip Updates**
AGC Heat – Phase 1 – Lots 2 and 3
Project Number 2180161.00

Dear Mr. Wood:

Mackenzie has reviewed traffic impacts of the proposed Dermody AGC Heat development on Lots 2 and 3 in Phase 1 of the Townsend Business Park. Specifically, we have estimated trip generation and reviewed the Transportation Mitigation Plan Master Agreement (TMP), dated February 28, 2005, to determine any mitigation needed with this project.

PROJECT DESCRIPTION

The proposed International AGC Heat facility will be located on Lots 2 and 3, totaling 3.88 acres in Phase 1. Lot 3 is only 1.04 acres and was adjusted with development of Thermo King to the north. Lot 2 is approximately 2.84 acres. The development will include a 60,075-SF manufacturing building with associated office area. The attached Figure 1 presents the AGC Heat site plan and Figure 2 presents the lot layout of the Townsend Business Park.

The site will have two driveways on 230th Avenue, located approximately 478 and 782 feet north of the intersection with Sandy Boulevard. The nearest driveway to the north is on NE 223rd Avenue and approximately 153 feet from the north driveway.

TRIP GENERATION

Trip generation for the AGC Heat building was estimated with the use of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition.* Data for the ITE's "Manufacturing" (LUC 150) land uses was utilized to estimate trips for the subject site. Table 1 represents the trip generation for the proposed manufacturing development.

TABLE 1 – PROPOSED TRIP GENERATION

ITE Code	ITE Land Use (LUC)	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
140	Manufacturing (10th)	63.075 KSF	248	30	9	39	13	29	42

As presented in the table, the subject site will generate 39 AM peak-hour, 42 PM peak-hour, and 248 new daily trips.

TRAFFIC VOLUMES

In order to review some requirements in the TMP, it is necessary to estimate traffic volumes at the intersections of Sandy Boulevard with NE 230th Avenue and NE 223rd Avenue with Townsend Way.

Updated intersection turning movement counts were conducted on August 7, 2018 at the intersections of Sandy Boulevard with 230th Avenue and NE 223rd Avenue with Townsend Way for the AM and PM peak hour. Copies of the traffic counts are attached.

Previous TMP updates have included trip assignments for previously approved projects in the Townsend Business Park, as well as several in-process projects in the vicinity of the site. However, all of the projects have been constructed and occupied by now. Therefore, no in-process projects have been assumed for this analysis.

The attached Figure 3 presents all traffic volumes for the intersections of Sandy Boulevard with NE 230th Avenue and NE 223rd Avenue with Townsend Way. These volumes are used in the signal warrant analysis required by the TMP. The signal warrant analysis is discussed below.

CAPACITY ANALYSES

Post-development conditions for the NE 223rd Avenue/NE Townsend Way and NE 230th Avenue/NE Sandy Boulevard were analyzed in accordance with the 2000 Highway Capacity Manual (HCM 2000) methodology using Synchro 9 software. AM and PM peak-hour operational analysis results are summarized in table 2.

TABLE 2 – INTERSECTION OPERATIONS

Intersection	Lane Direction	Analysis Period	Post-Development		
			v/c	Delay	LOS
NE 223rd Avenue/ NE Townsend Way	WBL	AM	0.05	19	C
	WBL	PM	0.30	38	E
NE 230th Avenue/ NE Sandy Boulevard	SBL	AM	0.03	12	B
	SBL	PM	0.17	16	C

As presented in the table above, both intersections are anticipated to operate at acceptable levels.

SIGNAL WARRANT

The NE 230th Avenue/NE Sandy Boulevard and the NE 223rd Avenue/Townsend Way intersections do not meet peak-hour warrants with the post-development volumes. No other warrants have been reviewed as the peak-hour volumes warrants would likely be met first.

The analysis follows the Manual on Uniform Traffic Control Devices, 2009 edition for signal warrants. Copies of the warrant sheets are attached.

TRANSPORTATION MITIGATION PLAN

PHASE 1 (49.4 Acres)

Project 1-A Sandy Boulevard Frontage Improvements

Not applicable. This condition only applies to Lots 1 and 10.

Project 1-B Sandy Boulevard at West Site Access

This condition was met with construction of NE 230th Avenue.

Project 1-C Sandy Boulevard at NE 223rd Avenue

This condition was met with development of the first lot in Phase 1.

Project 1-D Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

Project 1-E Sandy Boulevard at NE 238th Avenue

A proportionate share of $16,000 is to be paid at the time a building permit is issued, based on the acreage of the site. Lots 2 and 3 are 3.88 acres of the total acres 49.4 acres in Phase 1. The proportionate share is $1,257.00.

PHASE 2 (36.9 Acres)

Project 2-A NE 223rd Avenue Frontage and Access Improvements

The frontage along 223rd Avenue was triggered by construction of Townsend Way and is completed.

Project 2-B Sandy Boulevard at NE 223rd Avenue

This condition was triggered with development of Birtcher Phase 1 on Lots 7, 8 and 9.

Project 2-C Sandy Boulevard at NE 238th Avenue

Not applicable. Applies to Phase 2 projects only.

Project 2-D Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

Project 2-E Sandy Boulevard at NE 207th Avenue

This condition was triggered with development of Birtcher Phase 1 on Lots 7, 8 and 9, PHASE 3 (18.2 Acres).

Project 3-A Sandy Boulevard Frontage Improvements

Not applicable. Applies to Lot 18 in Phase 3 only.

Project 3-B Sandy Boulevard at East Site Access

Not applicable. Applies to Lots 18 and 19 in Phase 3 only.

Project 3-C NE 223rd Avenue at Arata Street

Not applicable. Applies to Phase 3 projects only.

Project 3-D Sandy Boulevard at East Site Access

Not applicable. Applies to Phase 3 projects only.

Project 3-E Sandy Boulevard at NE 238th Avenue

Not applicable. Applies to Phase 3 projects only.

Project 3-F Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

NON-PHASE SPECIFIC PROJECT

Project NP-A Traffic Signal at NE 223rd Avenue Site Access (Townsend Way)

Signal warrants are not met as this time based on the intersection traffic volume projections. No other warrants were reviewed at this time since the peak hour warrants will likely be met first.

Project NP-B Traffic Signal at Sandy Boulevard and West Site Access (230th Avenue)

Peak hour signal warrants are not met as this time based on the intersection traffic volume projections. No other warrants were reviewed at this time since the peak hour warrants will likely be met first.

Project NP-C Halsey Street at NE 223rd Avenue

The subject site, Lots 2 and 3, is 3.88 acres, bringing the total Townsend Business Park development to 63.22 acres. The condition is triggered with development of 85 acres. The condition is not met.

RECOMMENDATIONS

The following conditions from the TMP are triggered with development of AGC Heat on the 3.9 acres of Lots 2 and 3 of the Townsend Business Park:

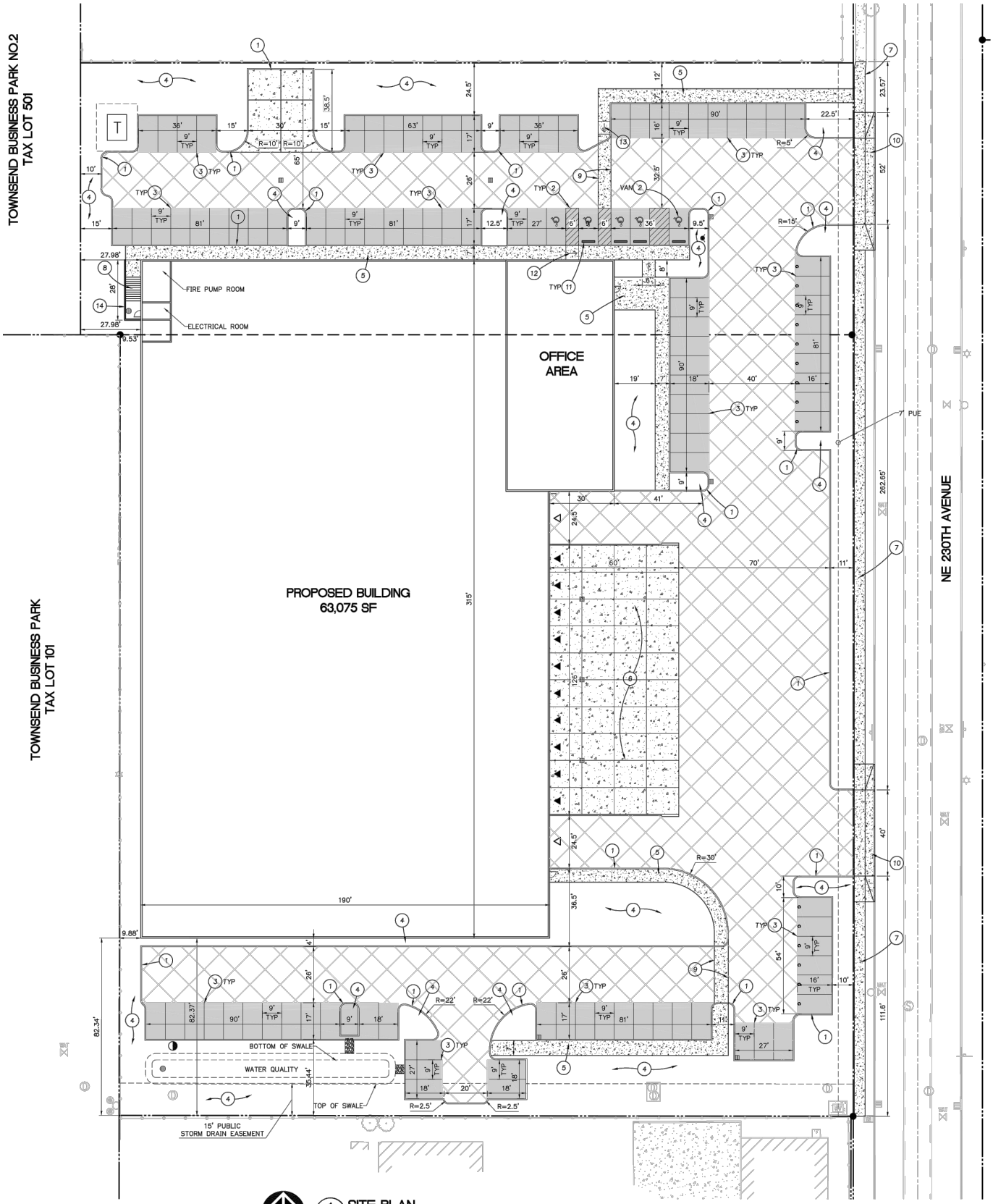
- Pay $1,257.00 with issuance of a building permit, to Multnomah County for the proportionate share of a signal at the intersection of NE Sandy Boulevard at NE 238th Avenue (Project 1-E).

Sincerely,

Brent Ahrend, P. E.
Senior Associate – Traffic Engineer

Enclosures: Figure 1: Site Plan
Figure 2: Lot Layout
Figure 3: Traffic Volume Summary
Traffic Turning Movement Counts
Capacity Analysis Summary
Signal Warrants

c: Dale Poppe, Lee Leighton – Mackenzie



1 C1.10 SITE PLAN
1"=20'

(IN FEET)
1 inch = 20 ft.

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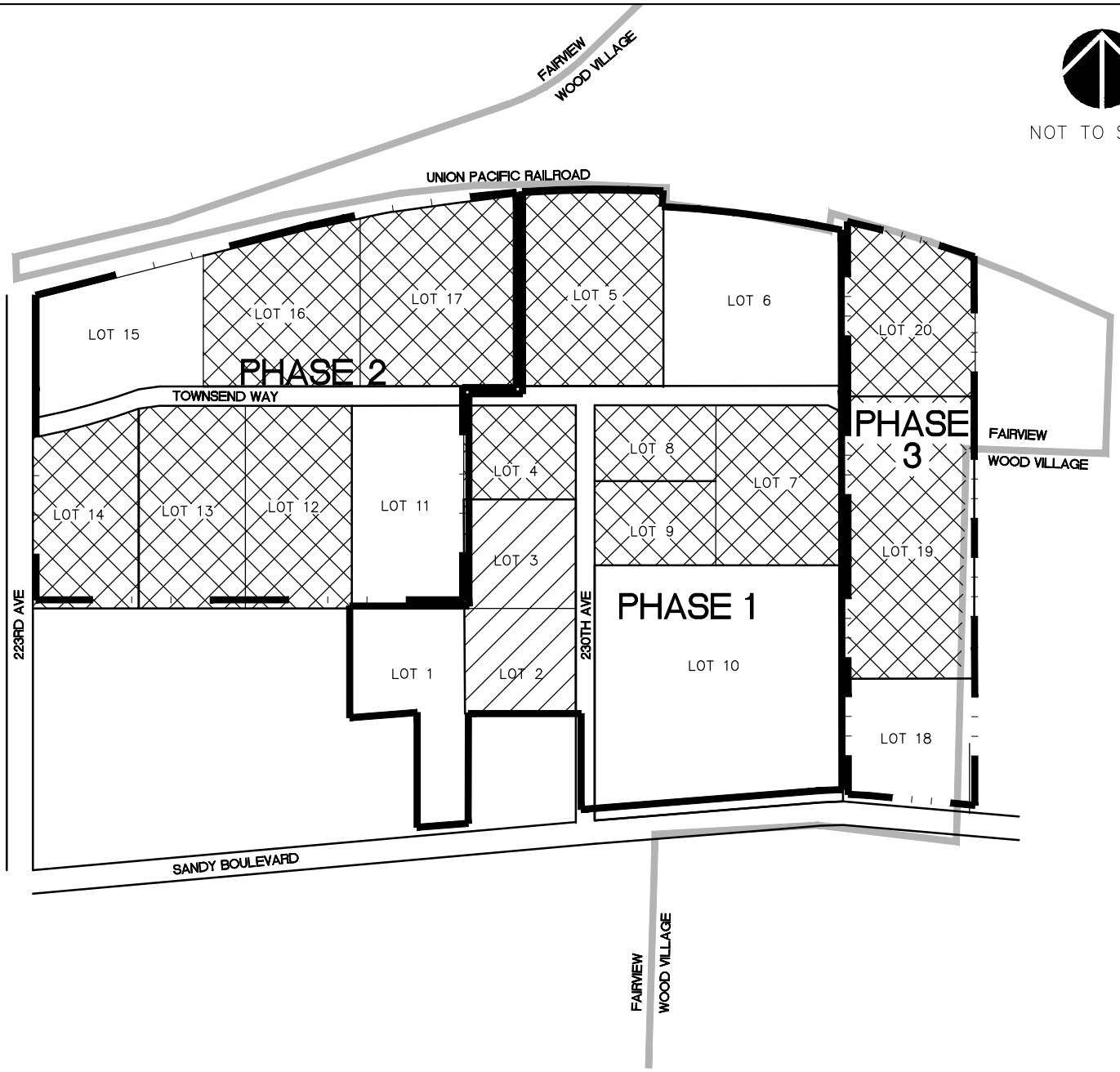
DATE: 08.08.2018
DRAWN BY: PGP
CHECKED BY: BTA
JOB NO: 2180161.00

AGC SITE PLAN

TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE
1



CURRENT PROPOSAL
PHASE 1 – LOTS 2 & 3 –3.88 ACRES – DERMODY AGC HEAT

PREVIOUSLY APPROVED
PHASE 1 – LOT 5 – 6.64 ACRES – KNIGHT TRANSPORTATION
PHASE 1 – LOT 4 – 4.28 ACRES – THERMO KING & CLUB BAR
PHASE 2 – LOTS 12 & 13 – 10.23 ACRES – INTERNATIONAL TRUCKS
PHASE 3 – LOT 19 – 9.18 ACRES – TOWNSEND FARMS PLANT EXPANSION
PHASE 3 – LOT 20 – 4.27 ACRES – TOWNSEND PLANT EXPANSION
PHASE 1 – LOTS 7. 8 & 9 – 8.16 ACRES – BIRTCHER DEVELOPMENT
PHASE 2 – LOTS 16 & 17 – 12.29 ACRES – BIRTCHER DEVELOPMENT
PHASW 2 – LOT 14 – 4.29 ACRES – GENERAL PACIFIC

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DATE: 08.08.2018
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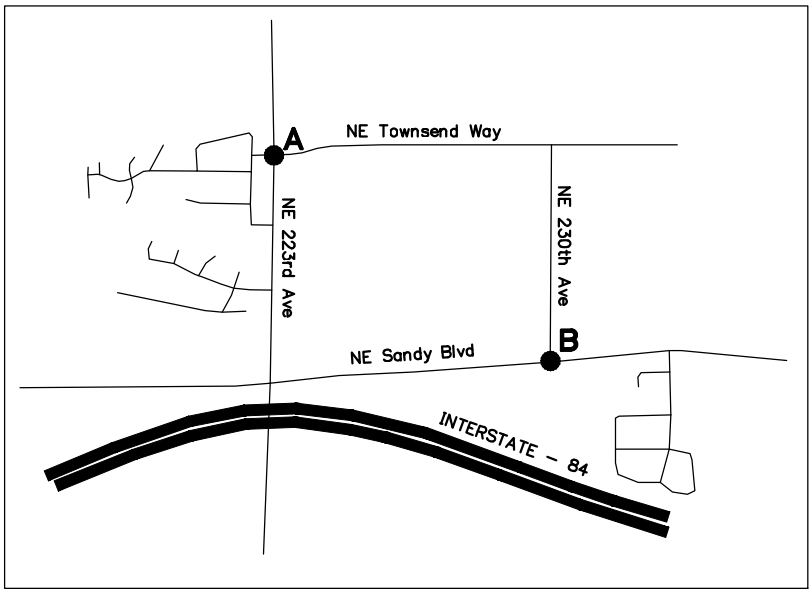
JOB NO: 2180161.00

TOWNSEND BUISNESS PARK - LOT LAYOUT

TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE 2

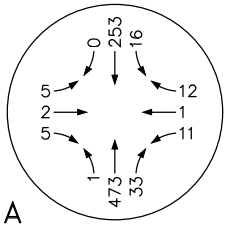


NOT TO SCALE

223RD AVE/TOWNSEND WAY

AM PEAK

EXISTING TRAFFIC



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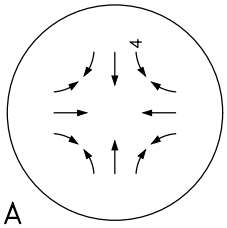
AGC HEAT (LOTS 2 & 3)



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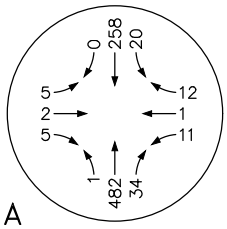
TOTAL TRAFFIC



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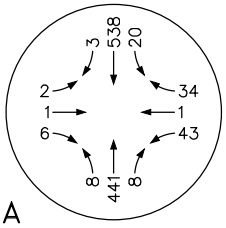
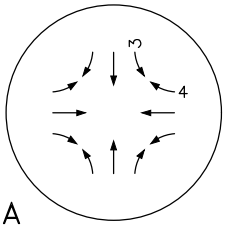
PM PEAK

EXISTING TRAFFIC



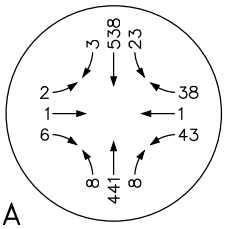
A

AGC HEAT (LOTS 2 & 3)



A

TOTAL TRAFFIC

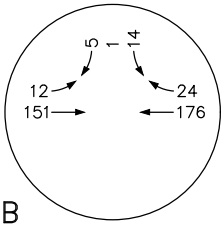


A

SANDY BLVD/230TH AVE

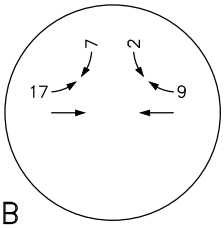
AM PEAK

EXISTING TRAFFIC



B

AGC HEAT (LOTS 2 & 3)



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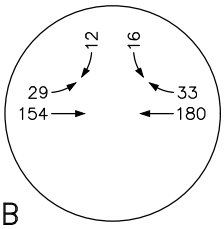
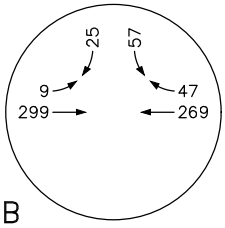
TOTAL TRAFFIC



B

PM PEAK

EXISTING TRAFFIC



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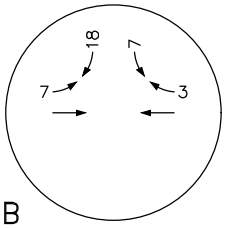
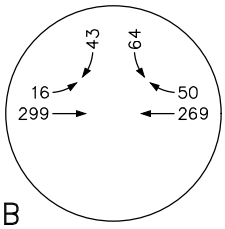
AGC HEAT (LOTS 2 & 3)



B

TOTAL TRAFFIC



B

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DATE: 08.08.2018
DRAWN BY: PGP
CHECKED BY: BTA
JOB NO: 2180161.00

PEAK HOUR TRAFFIC
AGC HEAT - LOTS 2 + 3

TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE
3

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

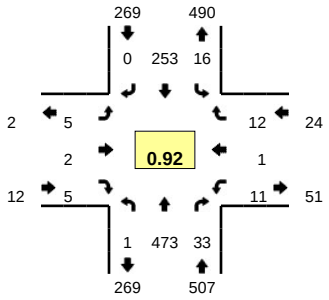
LOCATION: NE 223rd Ave -- NE Townsend Way

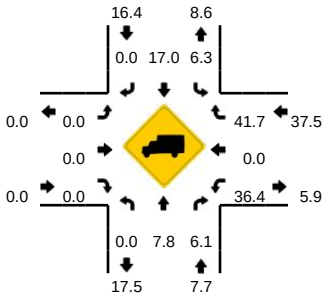
CITY/STATE: Fairview, OR

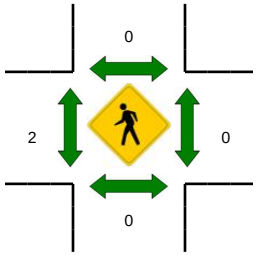
QC JOB #: 14759501

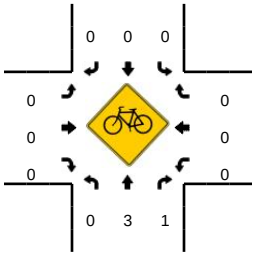
DATE: Tue, Aug 07 2018

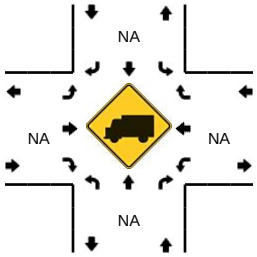
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

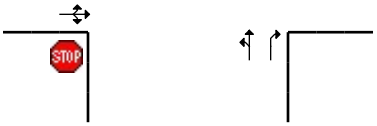


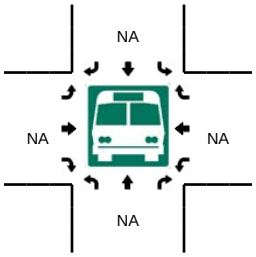












5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	37	1	0	2	17	0	0	0	0	1	0	0	0	0	0	59	
7:05 AM	0	27	2	0	1	15	0	0	0	0	0	0	0	0	1	0	46	
7:10 AM	0	42	3	0	1	22	0	0	2	0	0	0	0	0	0	0	70	
7:15 AM	0	42	3	0	2	25	0	0	0	2	2	0	0	0	2	0	78	
7:20 AM	0	38	3	0	1	15	0	0	1	0	0	0	2	0	0	0	60	
7:25 AM	1	33	4	0	2	17	0	0	0	0	0	0	0	0	0	0	57	
7:30 AM	0	43	5	0	0	20	0	0	0	0	0	0	4	0	2	0	74	
7:35 AM	0	37	1	0	2	20	0	0	0	0	1	0	1	0	1	0	63	
7:40 AM	0	34	3	0	2	34	0	0	0	0	0	0	1	1	2	0	77	
7:45 AM	0	54	1	0	2	19	0	0	0	0	0	0	1	0	3	0	80	
7:50 AM	0	36	4	0	0	21	0	0	0	0	0	0	0	0	1	0	62	
7:55 AM	0	44	2	0	1	22	0	0	1	0	1	0	0	0	0	0	71	797
8:00 AM	0	45	3	0	2	19	0	0	1	0	0	0	2	0	1	0	73	811
8:05 AM	0	25	1	0	1	19	0	0	0	0	1	0	0	0	0	0	47	812
8:10 AM	0	23	2	0	2	26	0	0	0	0	0	0	0	0	1	0	54	796
8:15 AM	1	22	3	0	0	19	0	0	0	0	0	0	1	1	1	0	48	766
8:20 AM	1	23	3	0	0	27	0	0	0	0	0	0	0	0	0	0	54	760
8:25 AM	0	24	3	0	2	23	0	0	1	0	0	0	0	0	2	0	55	758
8:30 AM	1	23	2	0	0	26	1	0	0	0	0	0	0	0	2	0	55	739
8:35 AM	1	19	1	0	0	18	0	0	0	1	2	0	1	0	4	0	47	723
8:40 AM	0	25	3	0	1	18	0	0	0	1	0	0	0	0	0	0	48	694
8:45 AM	0	26	2	0	0	23	0	0	0	0	3	0	0	0	0	0	54	668
8:50 AM	0	24	2	0	0	16	0	0	1	0	0	0	2	0	0	0	45	651
8:55 AM	0	16	0	0	1	17	0	0	0	0	0	0	0	0	0	0	34	614

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	500	20	0	24	292	0	0	0	0	4	0	12	4	24	0	880
Heavy Trucks	0	32	0		4	64	0		0	0	0		4	0	8		112
Pedestrians		0				0				0				0			0
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

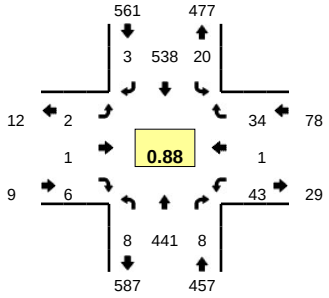
Type of peak hour being reported: Intersection Peak

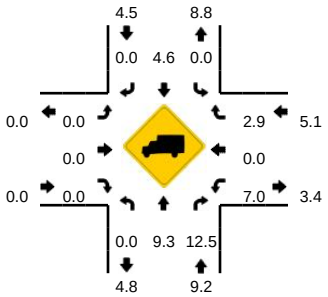
Method for determining peak hour: Total Entering Volume

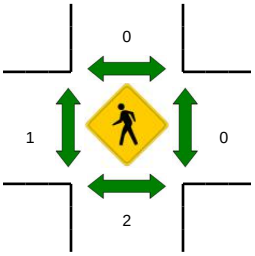
LOCATION: NE 223rd Ave -- NE Townsend Way
CITY/STATE: Fairview, OR

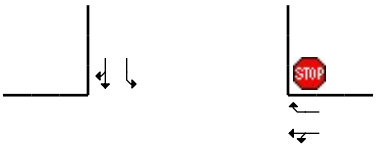
QC JOB #: 14759502
DATE: Tue, Aug 07 2018

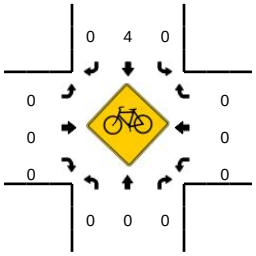
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

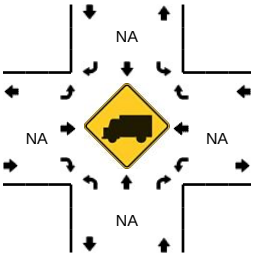


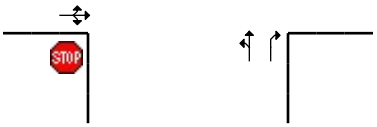


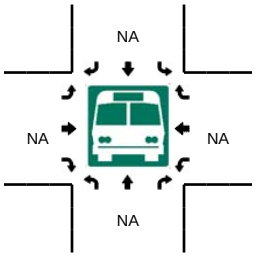












5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	29	0	0	0	47	0	0	0	0	2	0	0	0	4	0	83	
4:05 PM	0	41	1	0	0	41	0	0	0	0	0	0	4	1	3	0	91	
4:10 PM	1	39	0	0	0	49	1	0	0	0	0	0	8	0	1	0	99	
4:15 PM	3	32	1	0	2	43	0	0	1	0	0	0	1	0	0	0	83	
4:20 PM	0	35	0	0	3	39	1	0	0	0	1	0	2	0	2	0	83	
4:25 PM	1	37	2	0	3	50	0	0	0	0	0	0	3	0	5	0	101	
4:30 PM	0	43	1	0	4	43	0	0	0	0	2	0	7	0	2	0	102	
4:35 PM	0	39	0	0	6	52	0	0	1	0	0	0	2	0	10	0	110	
4:40 PM	2	35	0	0	0	58	0	0	0	1	1	0	2	0	1	0	100	
4:45 PM	0	47	1	0	1	33	1	0	0	0	0	0	4	0	3	0	90	
4:50 PM	0	25	1	0	1	57	0	0	0	0	0	0	2	0	0	0	86	
4:55 PM	0	34	0	0	0	34	0	0	0	0	2	0	3	0	3	0	76	1104
5:00 PM	1	34	1	0	0	39	0	0	0	0	0	0	5	0	4	0	84	1105
5:05 PM	2	27	0	0	2	43	0	0	0	0	2	0	3	0	3	0	82	1096
5:10 PM	1	37	0	0	3	52	0	0	0	0	0	0	2	0	3	0	98	1095
5:15 PM	2	37	0	0	3	38	1	0	0	0	1	0	1	1	1	0	85	1097
5:20 PM	0	37	0	0	0	35	0	0	0	0	0	0	0	0	0	0	72	1086
5:25 PM	2	32	0	0	0	47	0	0	0	0	0	0	1	0	3	0	85	1070
5:30 PM	1	29	0	0	0	32	0	0	0	0	0	0	0	0	4	0	66	1034
5:35 PM	1	41	0	0	0	42	0	0	0	0	0	0	1	0	1	0	86	1010
5:40 PM	2	41	1	0	1	45	0	0	0	0	1	0	1	0	0	0	92	1002
5:45 PM	1	38	0	0	2	40	0	0	0	0	1	0	0	0	3	0	85	997
5:50 PM	0	32	0	0	0	38	0	0	0	0	0	0	2	0	3	0	75	986
5:55 PM	1	40	0	0	3	36	0	0	0	1	0	0	0	0	2	0	83	993

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	476	12	0	52	580	0	0	4	0	8	0	48	0	68	0	1252
Heavy Trucks	0	52	0		0	32	0		0	0	0		0	0	0		84
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

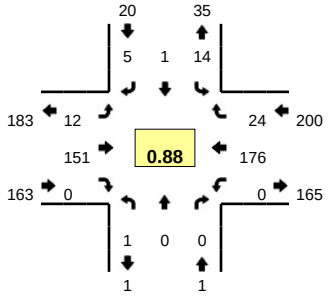
Type of peak hour being reported: Intersection Peak

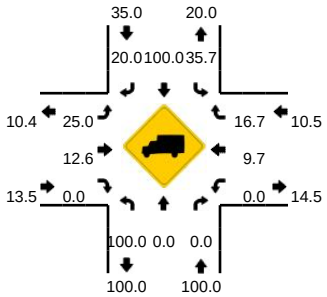
Method for determining peak hour: Total Entering Volume

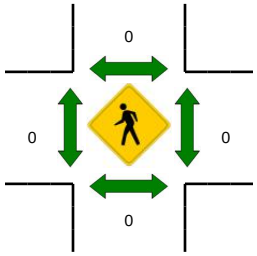
LOCATION: NE 230th Ave -- NE Sandy Blvd
CITY/STATE: Fairview, OR

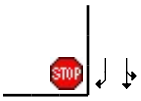
QC JOB #: 14759503
DATE: Tue, Aug 07 2018

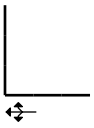
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

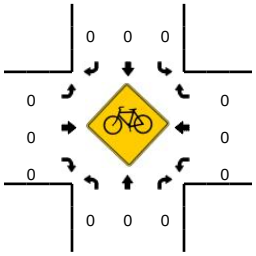


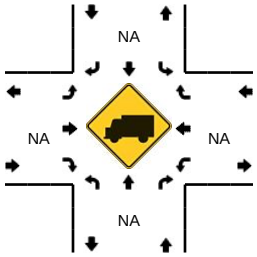


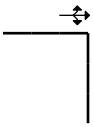


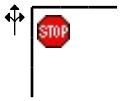


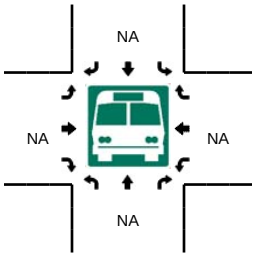












5-Min Count Period Beginning At	NE 230th Ave (Northbound)				NE 230th Ave (Southbound)				NE Sandy Blvd (Eastbound)				NE Sandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	3	4	0	0	0	11	3	0	21	
7:05 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	14	4	0	28	
7:10 AM	0	0	1	0	0	0	0	0	1	7	0	0	0	12	3	0	24	
7:15 AM	0	0	0	0	4	0	1	0	1	8	0	0	0	19	3	0	36	
7:20 AM	0	0	0	0	1	0	0	0	4	13	0	0	0	9	2	0	29	
7:25 AM	0	0	0	0	3	0	1	0	1	11	0	0	0	13	3	0	32	
7:30 AM	0	0	0	0	0	0	0	0	1	16	0	0	0	18	1	0	36	
7:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	4	0	22	
7:40 AM	0	0	0	0	2	0	0	0	1	11	0	0	0	14	1	0	29	
7:45 AM	0	0	0	0	1	1	0	0	0	12	0	0	0	14	4	0	32	
7:50 AM	1	0	0	0	1	0	1	0	1	18	0	0	0	14	2	0	38	
7:55 AM	0	0	0	0	0	0	1	0	1	20	0	1	0	14	2	0	39	366
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	1	0	30	375
8:05 AM	0	0	0	0	1	0	1	0	0	11	0	0	0	16	0	0	29	376
8:10 AM	0	0	0	0	1	0	0	0	1	11	0	0	0	18	1	0	32	384
8:15 AM	0	0	0	0	1	0	0	0	1	10	0	0	0	9	0	0	21	369
8:20 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	12	1	0	25	365
8:25 AM	0	0	0	0	1	0	1	0	2	10	0	0	0	12	1	0	27	360
8:30 AM	0	0	0	0	0	0	0	0	2	11	0	0	0	11	0	0	24	348
8:35 AM	0	0	0	0	0	0	0	0	2	8	0	0	1	15	0	0	26	352
8:40 AM	0	0	1	0	2	0	0	0	0	5	0	0	0	6	2	0	16	339
8:45 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	9	1	0	21	328
8:50 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	10	0	0	22	312
8:55 AM	0	0	0	0	1	0	0	0	0	12	0	0	0	12	1	0	26	299

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	4	8	0	8	200	0	4	0	168	32	0	436
Heavy Trucks	4	0	0		4	4	0		4	20	0		0	20	4		60
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

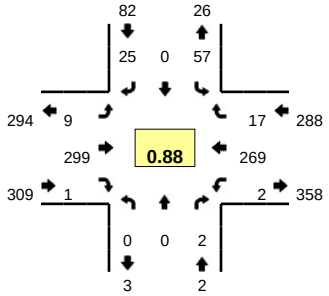
Type of peak hour being reported: Intersection Peak

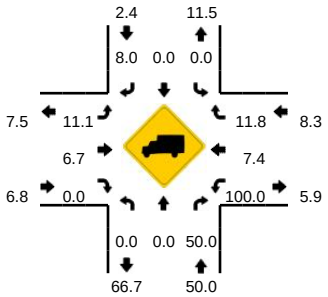
Method for determining peak hour: Total Entering Volume

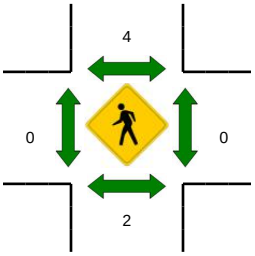
LOCATION: NE 230th Ave -- NE Sandy Blvd
CITY/STATE: Fairview, OR

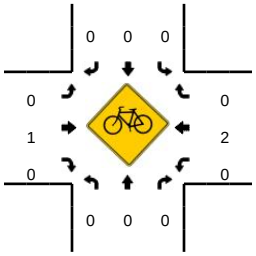
QC JOB #: 14759504
DATE: Tue, Aug 07 2018

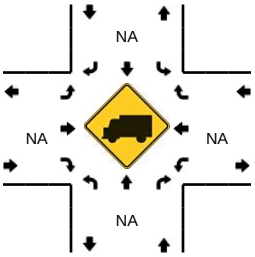
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

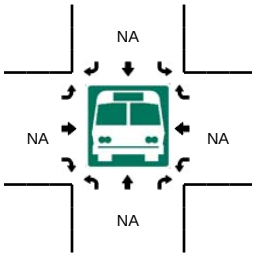












5-Min Count Period Beginning At	NE 230th Ave (Northbound)				NE 230th Ave (Southbound)				NE Sandy Blvd (Eastbound)				NE Sandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	0	0	0	22	0	0	0	19	7	0	52	
4:05 PM	0	0	0	0	3	0	1	0	1	23	0	0	0	30	0	0	58	
4:10 PM	0	0	0	0	0	0	1	0	0	25	0	0	0	27	1	0	54	
4:15 PM	0	0	0	0	6	0	1	0	0	23	0	0	0	27	1	0	58	
4:20 PM	0	0	0	0	6	0	2	0	2	24	1	0	0	28	0	0	63	
4:25 PM	0	0	0	0	3	0	3	0	0	15	0	0	0	20	1	0	42	
4:30 PM	0	0	0	0	5	0	1	0	2	16	0	0	0	18	2	0	44	
4:35 PM	0	0	0	0	7	0	6	0	1	34	0	0	0	20	3	0	71	
4:40 PM	0	0	0	0	4	0	0	0	0	25	0	0	0	23	1	0	53	
4:45 PM	0	0	0	0	3	0	2	0	2	21	0	0	0	25	1	0	54	
4:50 PM	0	0	0	0	2	0	2	0	0	20	0	0	1	22	0	0	47	
4:55 PM	0	0	0	0	2	0	1	0	0	33	0	0	0	17	3	0	56	652
5:00 PM	0	0	2	0	4	0	1	0	0	28	0	0	0	18	2	0	55	655
5:05 PM	0	0	0	0	5	0	4	0	2	32	0	0	0	26	1	0	70	667
5:10 PM	0	0	0	0	10	0	2	0	0	28	0	0	1	25	2	0	68	681
5:15 PM	0	0	0	0	6	0	0	0	1	19	0	0	0	23	2	0	51	674
5:20 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	22	0	0	44	655
5:25 PM	0	0	1	0	0	0	2	0	1	16	0	0	0	21	2	0	43	656
5:30 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	18	2	0	46	658
5:35 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	10	2	0	34	621
5:40 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	22	1	0	43	611
5:45 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	21	2	0	43	600
5:50 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	21	1	0	44	597
5:55 PM	0	0	0	0	4	0	1	0	1	27	0	0	0	27	3	0	63	604

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	76	0	28	0	8	352	0	0	4	276	20	0	772
Heavy Trucks	0	0	4		0	0	0		0	20	0		4	24	0		52
Pedestrians		0				12				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HCM Unsignalized Intersection Capacity Analysis
1: NE 233rd Avenue/NE 223rd Avenue & Townsend Way

08/16/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2	5	11	1	12	1	482	34	20	258	0
Future Volume (Veh/h)	5	2	5	11	1	12	1	482	34	20	258	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	5	12	1	13	1	524	37	22	280	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	864	887	280	856	850	524	280			561		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	864	887	280	856	850	524	280			561		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	96	100	98	100			98		
cM capacity (veh/h)	263	277	759	270	291	553	1283			1010		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	12	13	13	525	37	22	280
Volume Left	5	12	0	1	0	22	0
Volume Right	5	0	13	0	37	0	0
cSH	365	271	553	1283	1700	1010	1700
Volume to Capacity	0.03	0.05	0.02	0.00	0.02	0.02	0.16
Queue Length 95th (ft)	3	4	2	0	0	2	0
Control Delay (s)	15.2	18.9	11.7	0.0	0.0	8.6	0.0
Lane LOS	C	C	B	A		A	
Approach Delay (s)	15.2	15.3		0.0		0.6	
Approach LOS	C	C					

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	154	180	33	16	12
Future Volume (Veh/h)	29	154	180	33	16	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	167	196	36	17	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232				445	214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232				445	214
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	98
cM capacity (veh/h)	1336				557	826

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	199	232	17	13
Volume Left	32	0	17	0
Volume Right	0	36	0	13
cSH	1336	1700	557	826
Volume to Capacity	0.02	0.14	0.03	0.02
Queue Length 95th (ft)	2	0	2	1
Control Delay (s)	1.4	0.0	11.7	9.4
Lane LOS	A		B	A
Approach Delay (s)	1.4	0.0	10.7	
Approach LOS			B	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: NE 223rd Avenue & Townsend Way

08/16/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	6	43	1	38	8	441	8	23	583	3
Future Volume (Veh/h)	2	1	6	43	1	38	8	441	8	23	583	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1	7	47	1	41	9	479	9	25	634	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1224	1192	636	1188	1184	479	637			488		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1224	1192	636	1188	1184	479	637			488		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	70	99	93	99			98		
cM capacity (veh/h)	141	181	478	158	183	587	947			1075		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	10	48	41	488	9	25	637
Volume Left	2	47	0	9	0	25	0
Volume Right	7	0	41	0	9	0	3
cSH	291	158	587	947	1700	1075	1700
Volume to Capacity	0.03	0.30	0.07	0.01	0.01	0.02	0.37
Queue Length 95th (ft)	3	30	6	1	0	2	0
Control Delay (s)	17.8	37.4	11.6	0.3	0.0	8.4	0.0
Lane LOS	C	E	B	A		A	
Approach Delay (s)	17.8	25.5		0.3		0.3	
Approach LOS	C	D					

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

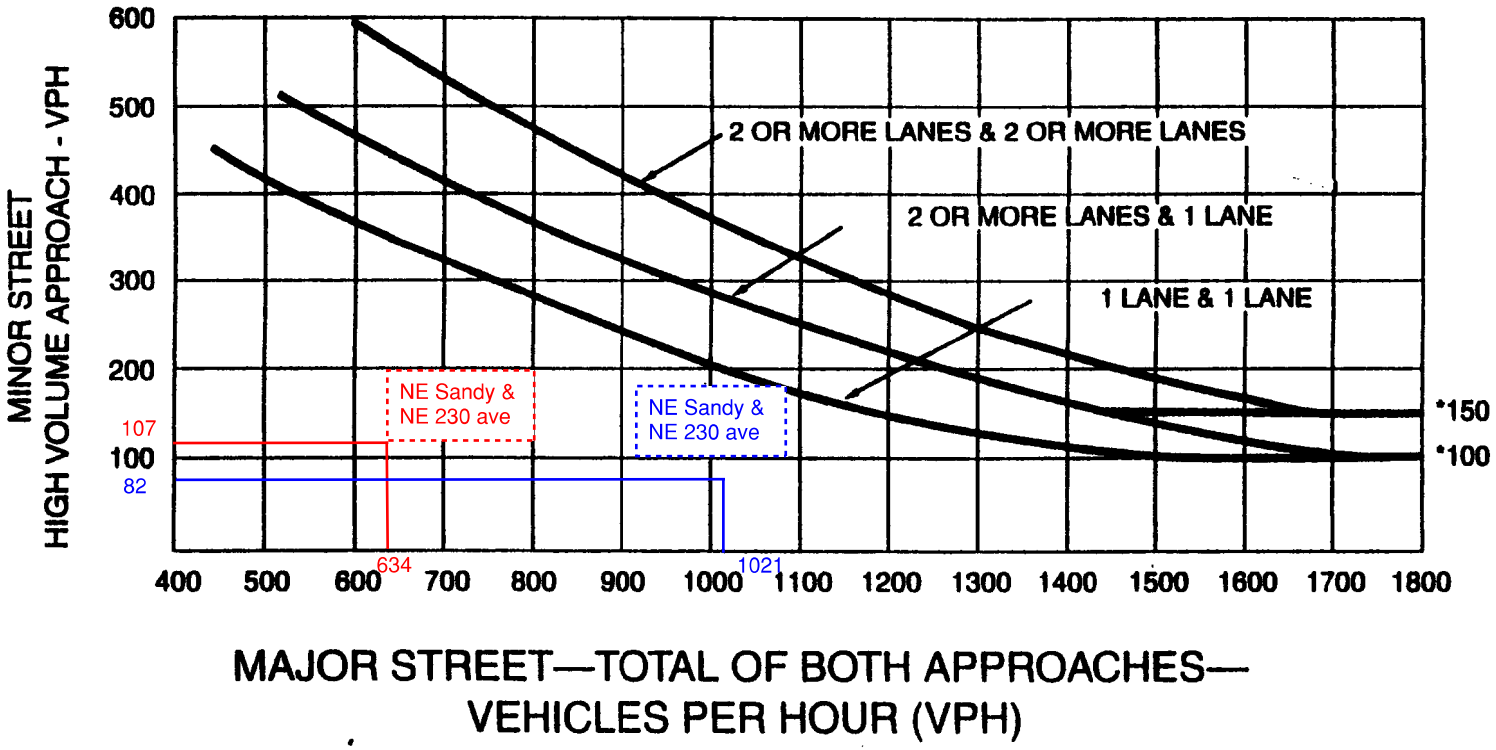
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	299	269	50	64	43
Future Volume (Veh/h)	16	299	269	50	64	43
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	325	292	54	70	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	346				678	319
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	346				678	319
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				83	93
cM capacity (veh/h)	1213				412	722

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	342	346	70	47
Volume Left	17	0	70	0
Volume Right	0	54	0	47
cSH	1213	1700	412	722
Volume to Capacity	0.01	0.20	0.17	0.07
Queue Length 95th (ft)	1	0	15	5
Control Delay (s)	0.5	0.0	15.5	10.3
Lane LOS	A		C	B
Approach Delay (s)	0.5	0.0	13.4	
Approach LOS			B	

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

PM Peak Hour

Figure 4C-3. Warrant 3, Peak Hour



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

MACKENZIE.

DESIGN DRIVEN I CLIENT FOCUSED

PRELIMINARY STORMWATER REPORT

To
City of Fairview

For
Dermody Properties –
AGC Heat
Fairview, OR 97024

Submitted
August 21, 2018

Project Number
2180161.00

MACKENZIE
Since 1960

RiverEast Center | 1515 SE Water Ave, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mcknze.com

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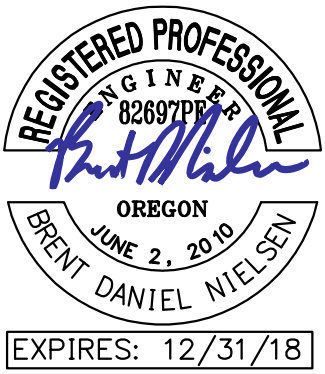
VI. CONCLUSIONS 3

ATTACHMENTS

Appendix A: Water Quality Facility Sizing Calculations
Appendix B: Water Quantity Calculations
Appendix C: Conveyance Calculations

DESIGNER'S CERTIFICATION

I hereby certify that this Stormwater Management Report for AGC Heat has been prepared by me or under my supervision and meets minimum standards of the City of Fairview and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.



I. PROJECT INTRODUCTION

The site for the proposed AGC Heat is located midway between NE Townsend Way and NE Sandy Boulevard along NE 230th Avenue in Fairview, Oregon. The project will be located on an approximately 3.9-acre vegetative site. The site is currently undeveloped and has historically been used for farmland. The vicinity map below shows the location of the site relative to nearby geographic features.

The site development includes the construction of a new building with truck docks, parking and drive aisles, utilities, landscape areas, and public sidewalks along NE 230th Ave. Stormwater drainage and treatment will be provided in accordance with the City of Portland's 2016 Stormwater Management Manual (SWMM) per City of Fairview standards, with eventual discharge to the existing public storm drainage line located at the south end of the site.

II. EXISTING DRAINAGE CONDITIONS

The existing AGC Heat site is undeveloped and is covered with fallow grass crops. The site slopes down to the southwest corner, and runoff flows across the site without noticeable concentration or channeling. Existing stormwater runoff discharges from the site via overland flow to the south and western property lines.

A public 36”-diameter storm drain line traverses the southern boundary of the site within a 15’-wide easement. This pipe conveys stormwater from NE 230th Avenue west through the project site, then south to downstream channels and conveyance systems.

III. STORMWATER QUALITY TREATMENT

The pavement and roof areas for the entire site flow via conveyance pipes first to a treatment area and then through an overflow to detention chambers at the south side of the building.

The existing 3.87-acre-site water quality event was modeled using the Rational Method. A lined grassy swale was determined to be appropriate for the site to treat all the runoff from the impervious area. To be conservative, 85% of the total site was used for the Rational Method calculation. Using a Runoff Coefficient of 0.9 and a rainfall intensity of 0.19 inches per hour at a 5-minute time of concentration, along with the impervious area in acreages, resulted in a grassy swale as shown on the plans. Refer to Appendix A for detailed swale calculations.

The grassy swale was checked to verify a 9-minute minimum residence time was achieved. Based on the bottom width of the swale, a flow spreader has been designed at 50’ intervals. There is an overflow at the end of the grassy swale to convey the treated water to a detention facility.

IV. STORMWATER CONVEYANCE

The proposed building drainage system will collect runoff from the building roof and concrete sidewalk areas through catch basins and downspout scuppers. A network of storm pipes will convey the 10-year storm runoff without surcharging to the stormwater facility for treatment and detention and then to the public storm line in the easement along the southern property line (see Appendix C for detailed conveyance calculations). The public line drains west from the site.

V. STORMWATER QUANTITY CONTROL

The treated water arrives to the lined detention facility via an overflow grate. The treated water enters a header or isolator row in order to distribute the treated water to the chambers. The arch chambers and associated surrounding rock will be used to detain the control flow to the public storm drain system.

Stormwater outfall from the detention chambers will flow through a control structure utilizing sized orifices that will limit post-developed flows to the pre-developed 2-, 5-, and 10-year storms as required by Category 3 as shown in the table below. The detention chambers have been sized to detain the maximum volume generated with an overflow weir to convey the 100-year storm.

Discharge Rates		
	Predevelopment Discharge (cfs)	Developed Release Rate (cfs)
2-year	1.277	1.277
5-year	1.719	1.496
10-year	2.168	2.093

VI. CONCLUSIONS

Runoff from the proposed impervious surfaces will be routed to a lined grassy swale for water quality, which has been designed to treat the water quality event according to the 2016 SWMM standards as a swale. The post-development runoff will be detained by lined detention chambers and released to pre-development rates by the requirements set in the 2016 SWMM. Treated and detained runoff from the swale and chambers will be discharged to Fairview's public storm drain along the southern property line.

APPENDIX A

WATER QUALITY FACILITY SIZING CALCULATIONS

Project name: **Dermody Properties - AGC Heat** **Project number:** **2180161.00**

Water Quality Event Swale Sizing - Portland (grassy swale)

Per 2016 City of Portland Stormwater Management Manual

By:	CAM	Checked:	NKL
Date:	5/8/18	Date:	7/31/18

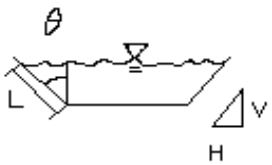
Notes

Yellow =	*user input*
Gray =	*calculated*
Green =	*goal seek*

C	0.9
i (in/hr)	0.19
A (sq ft)	143,659
A (ac)	3.298
Q (cfs)	0.564

Swale Sizing - Solution for width

	S	0.005	(ft/ft)	
	n	0.25		
Side	H	4		
slopes	V	1		
	θ	1.3258		76.0 °
	L	1.3606	ft	
	d	0.33	ft	
	AR^(2/3) =	1.342		
	Solved w	8.03	ft	
Guess	AR^(2/3) =	1.34		
	L (ft)	100		
	Area (sf)	3.08		
	V (ft/s)	0.18		
Residence time (min)		9.116		



APPENDIX B

WATER QUANTITY CALCULATIONS

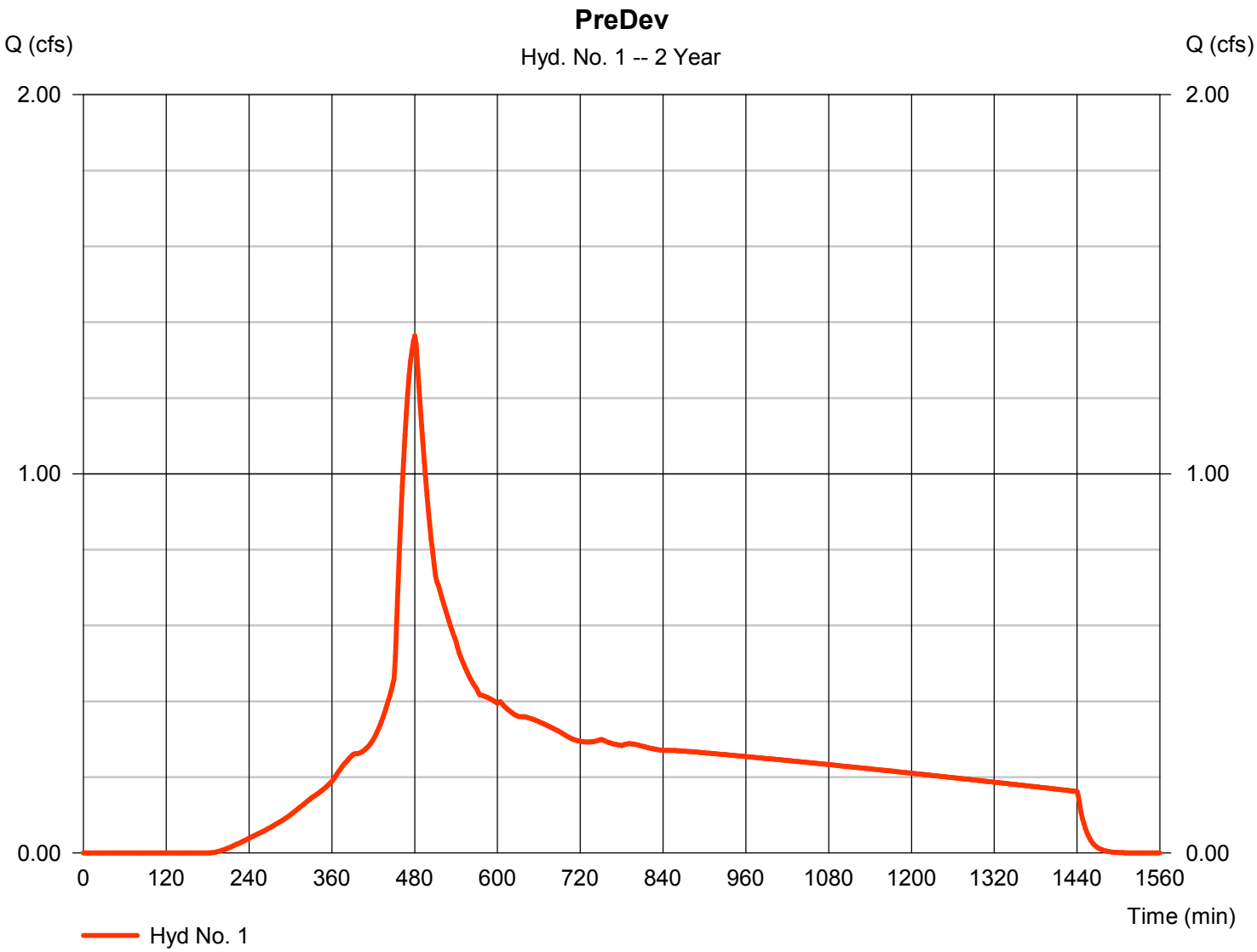
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 1

PreDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.364 cfs
Storm frequency	= 2 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 21,404 cuft
Drainage area	= 3.880 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 11.90 min
Total precip.	= 2.40 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



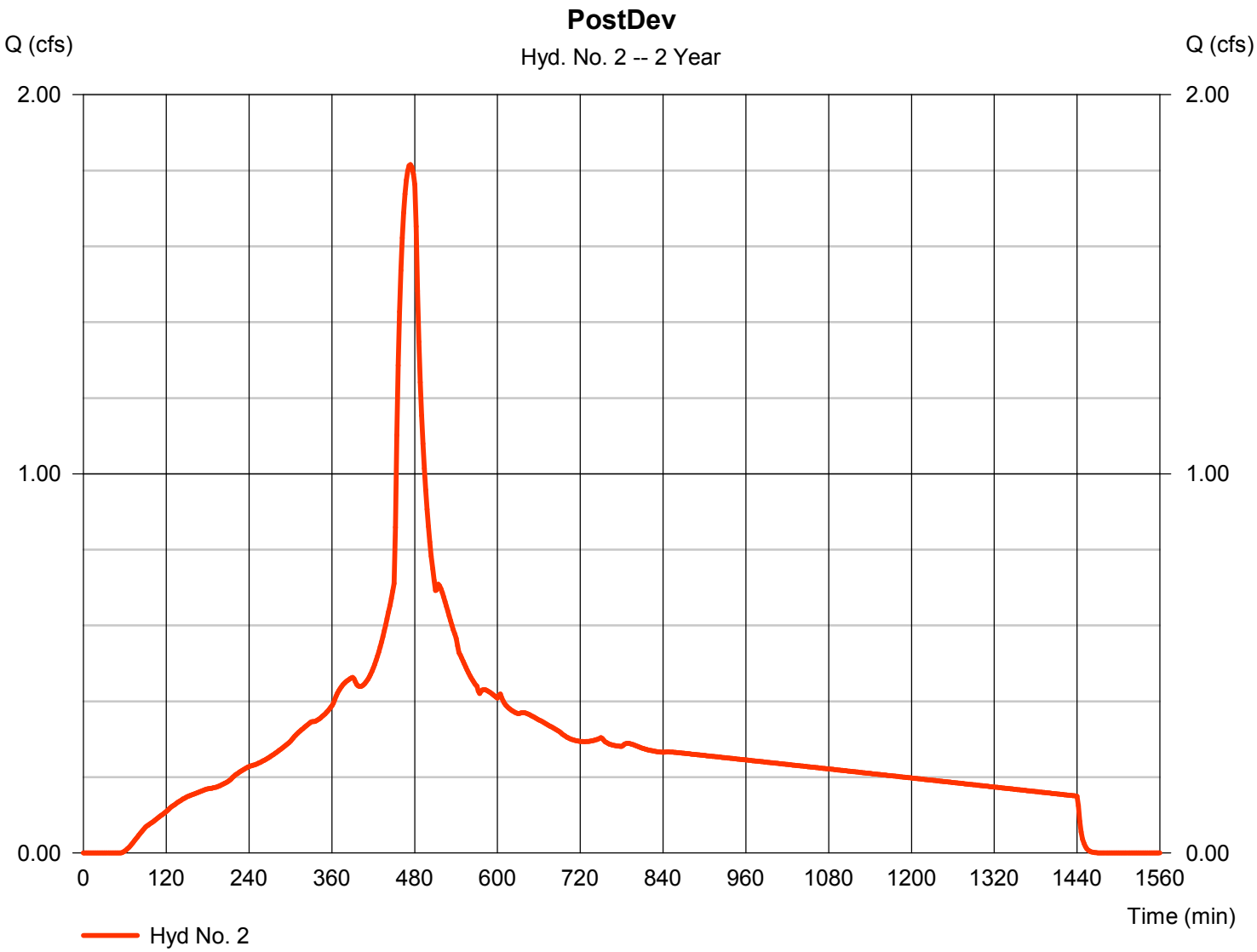
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 2

PostDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.815 cfs
Storm frequency	= 2 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 25,932 cuft
Drainage area	= 3.290 ac	Curve number	= 98
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.40 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

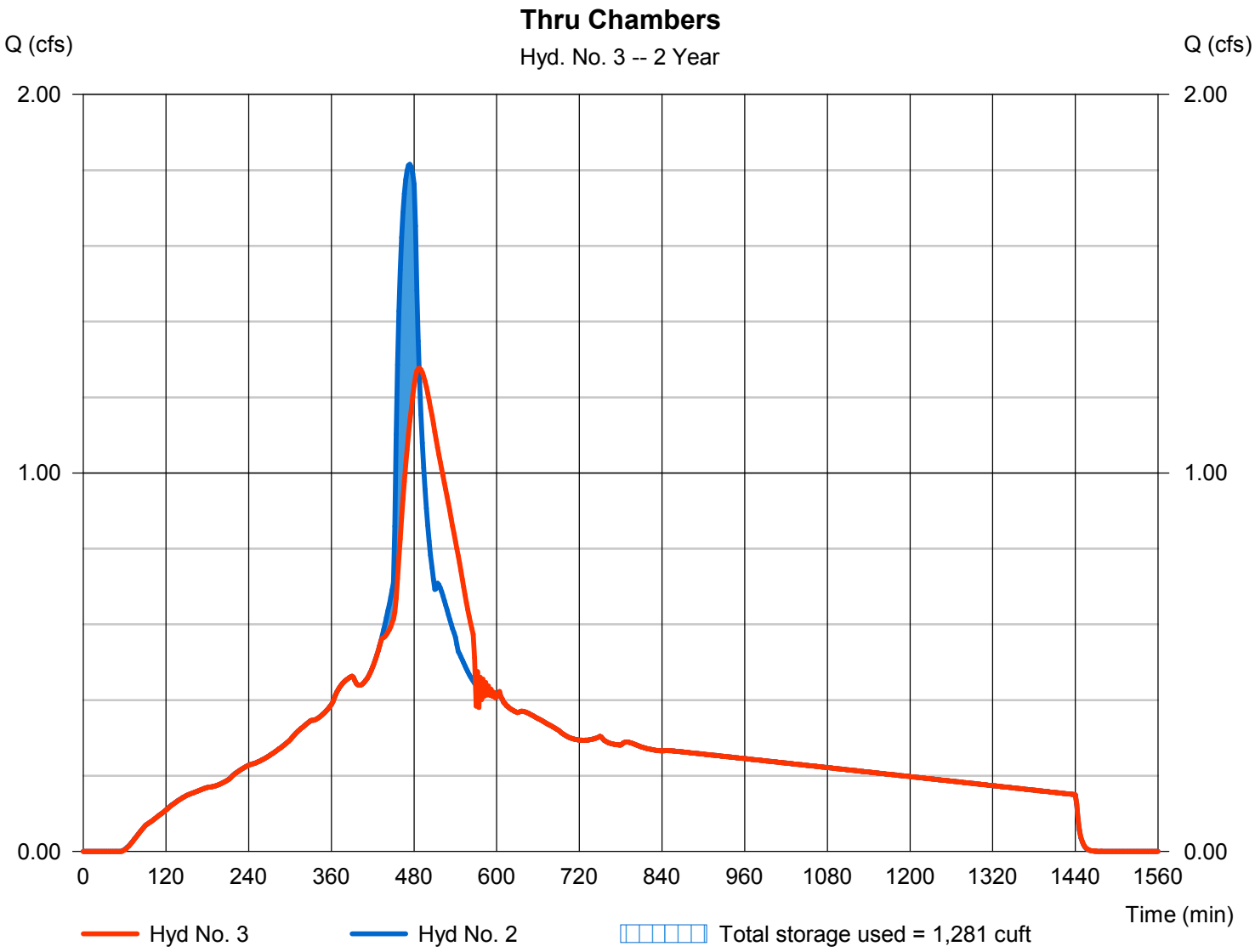
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 3

Thru Chambers

Hydrograph type	= Reservoir	Peak discharge	= 1.277 cfs
Storm frequency	= 2 yrs	Time to peak	= 488 min
Time interval	= 2 min	Hyd. volume	= 25,932 cuft
Inflow hyd. No.	= 2 - PostDev	Max. Elevation	= 46.76 ft
Reservoir name	= SC-310	Max. Storage	= 1,281 cuft

Storage Indication method used.



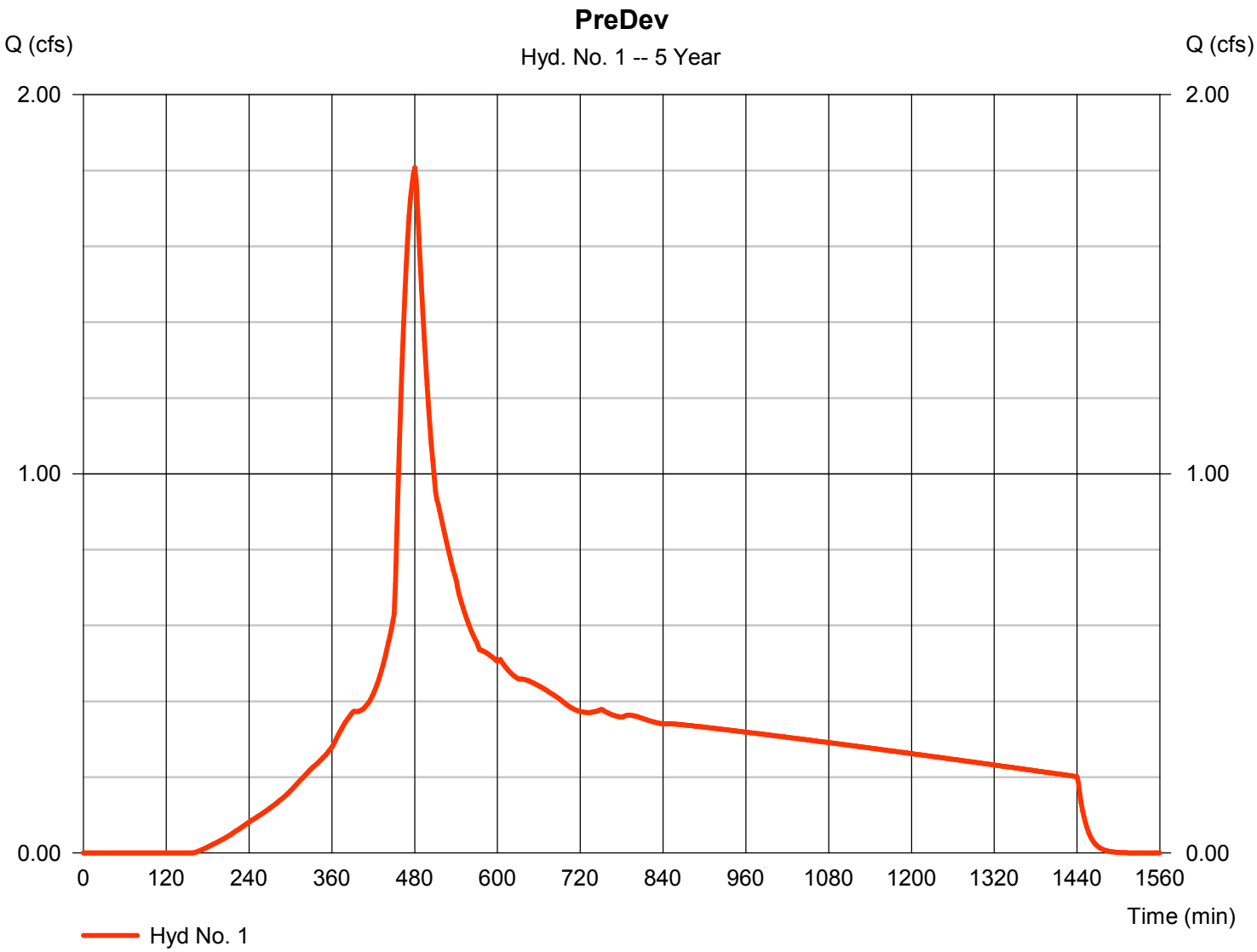
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 1

PreDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.808 cfs
Storm frequency	= 5 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 27,861 cuft
Drainage area	= 3.880 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 11.90 min
Total precip.	= 2.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



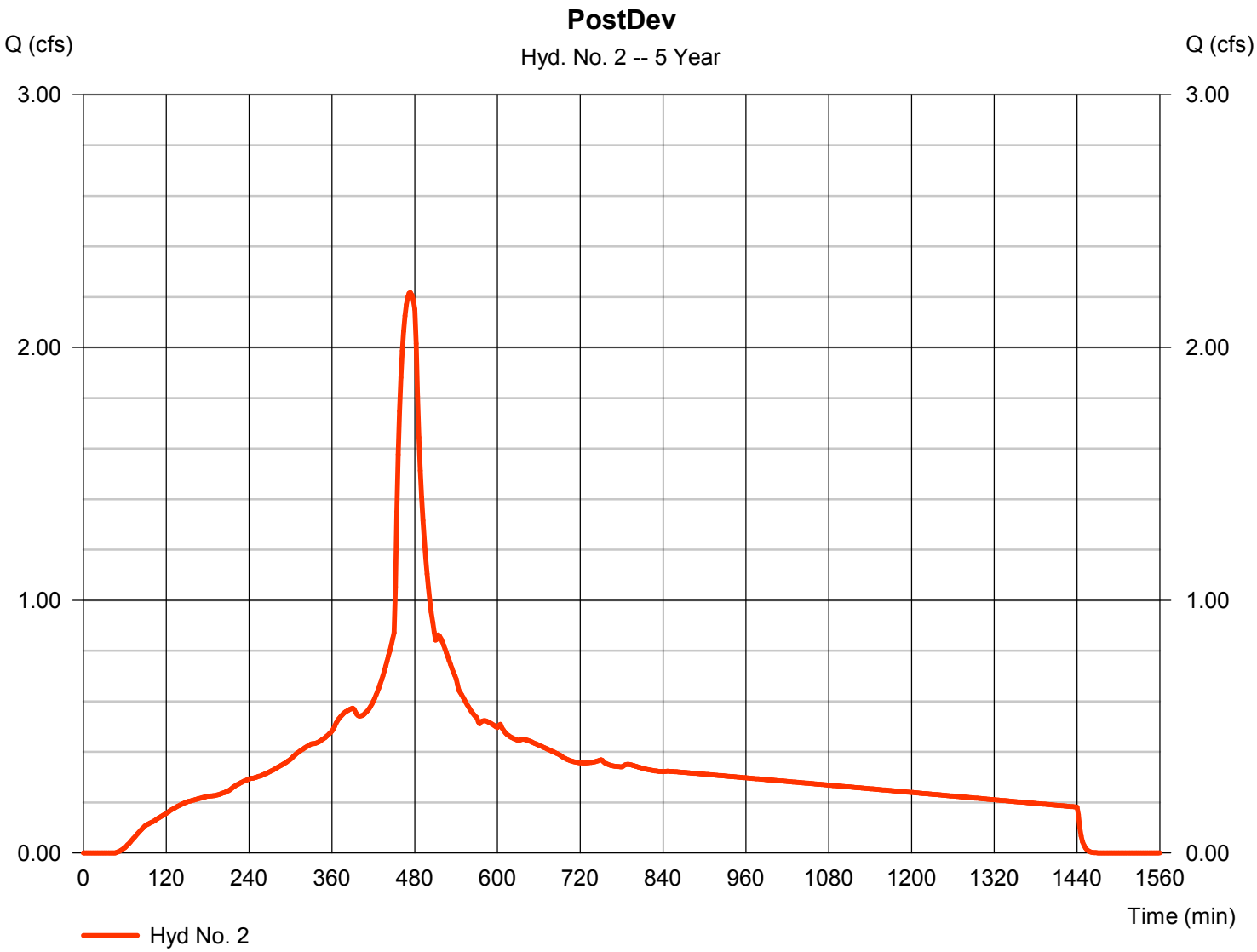
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 2

PostDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 2.216 cfs
Storm frequency	= 5 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 31,871 cuft
Drainage area	= 3.290 ac	Curve number	= 98
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

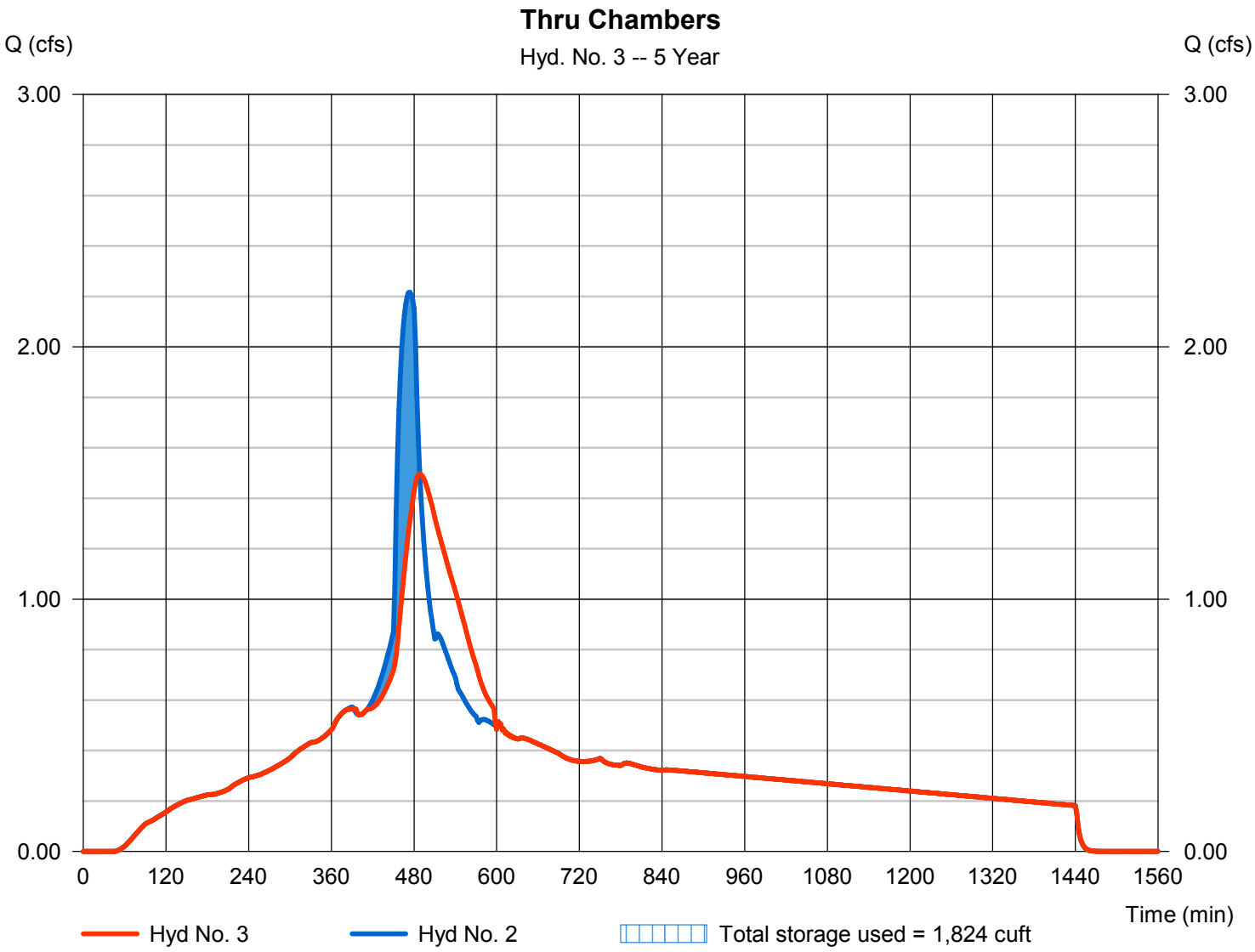
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 3

Thru Chambers

Hydrograph type	= Reservoir	Peak discharge	= 1.496 cfs
Storm frequency	= 5 yrs	Time to peak	= 488 min
Time interval	= 2 min	Hyd. volume	= 31,871 cuft
Inflow hyd. No.	= 2 - PostDev	Max. Elevation	= 47.05 ft
Reservoir name	= SC-310	Max. Storage	= 1,824 cuft

Storage Indication method used.



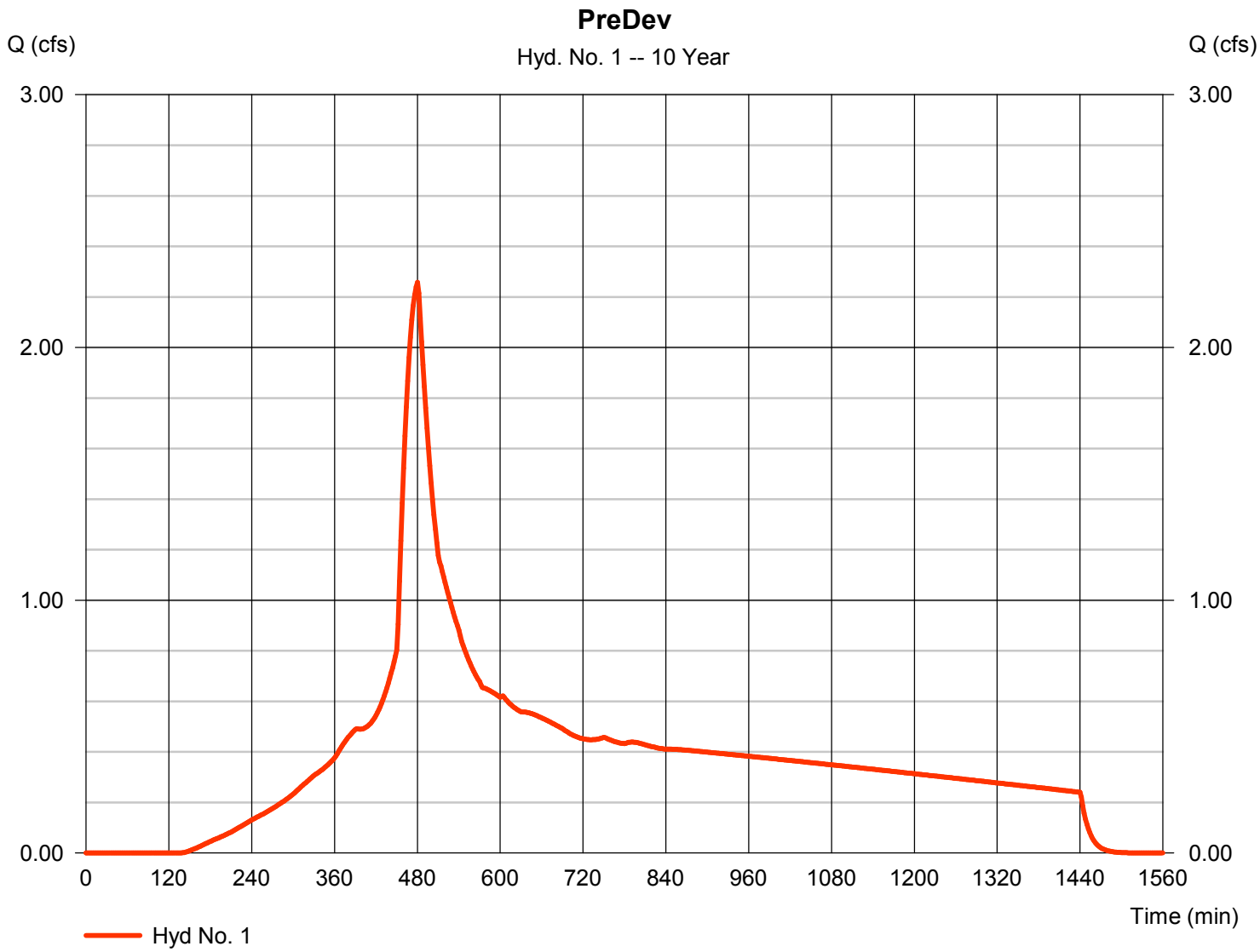
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 1

PreDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 2.258 cfs
Storm frequency	= 10 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 34,458 cuft
Drainage area	= 3.880 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 11.90 min
Total precip.	= 3.40 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



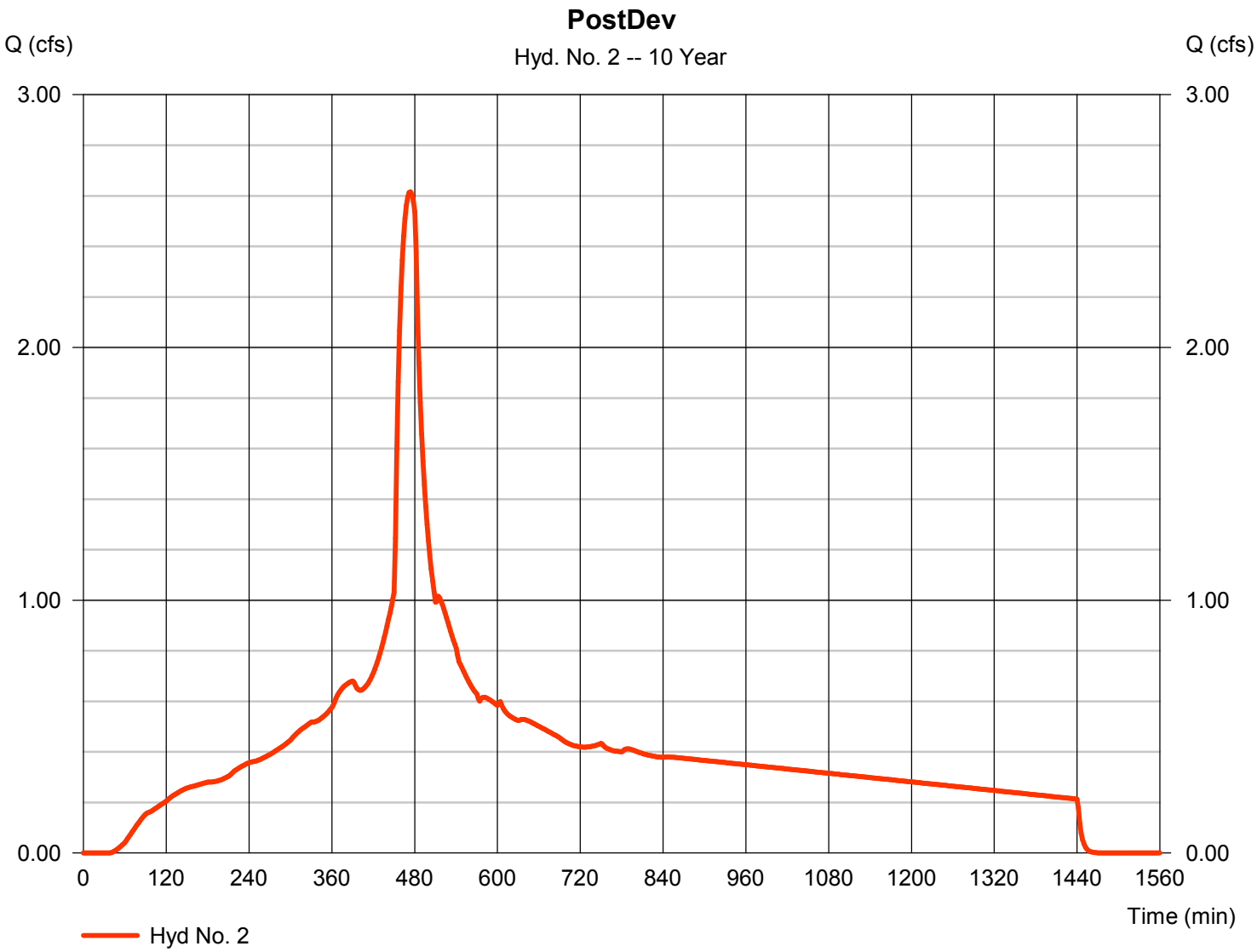
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 2

PostDev

Hydrograph type	= SBUH Runoff	Peak discharge	= 2.616 cfs
Storm frequency	= 10 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 37,820 cuft
Drainage area	= 3.290 ac	Curve number	= 98
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.40 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

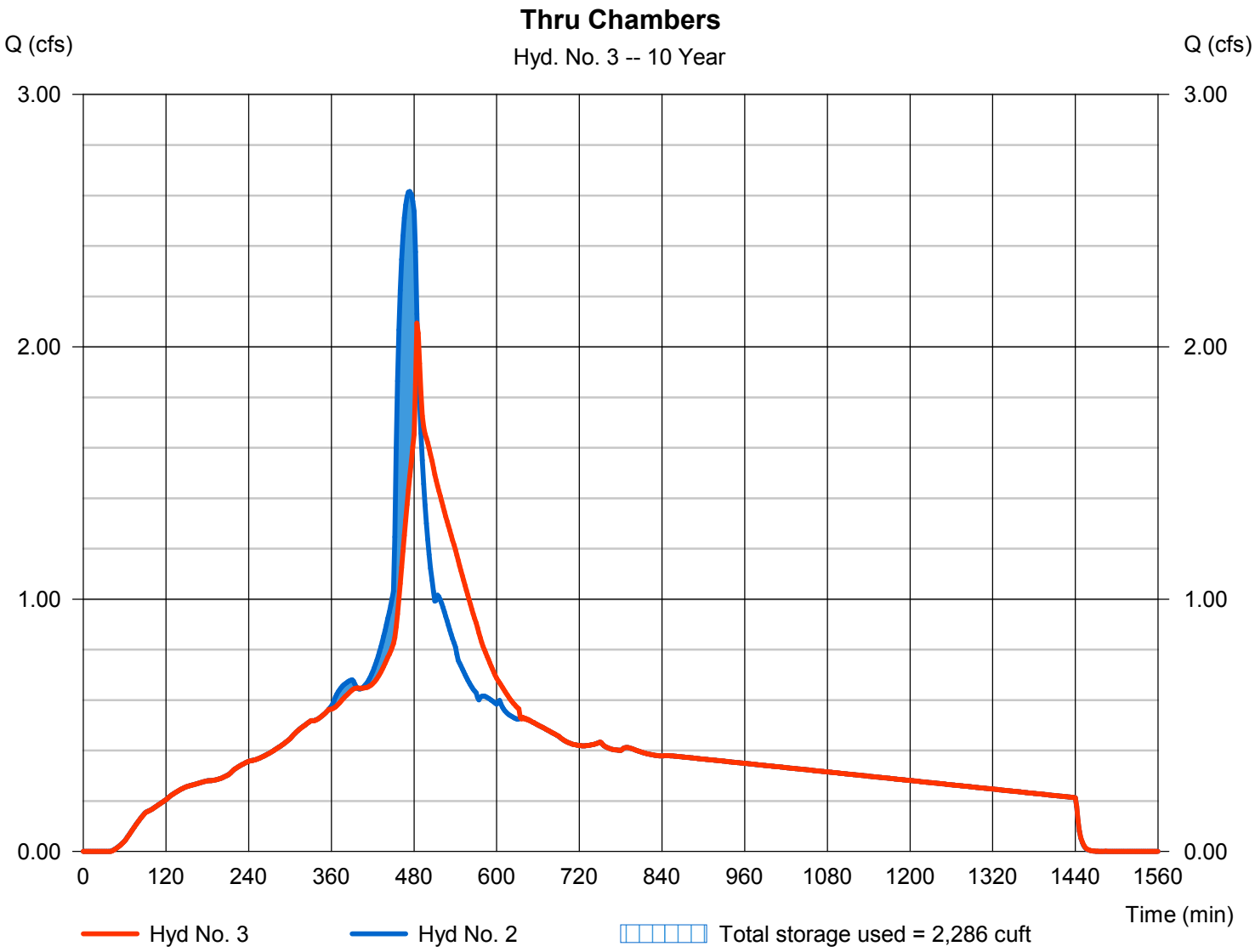
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020 Friday, 08 / 17 / 2018

Hyd. No. 3

Thru Chambers

Hydrograph type	= Reservoir	Peak discharge	= 2.093 cfs
Storm frequency	= 10 yrs	Time to peak	= 484 min
Time interval	= 2 min	Hyd. volume	= 37,820 cuft
Inflow hyd. No.	= 2 - PostDev	Max. Elevation	= 47.46 ft
Reservoir name	= SC-310	Max. Storage	= 2,286 cuft

Storage Indication method used.



APPENDIX C

CONVEYANCE CALCULATIONS

Project name: **AGC HEAT** **Project number: 2180161**

10 year/24-hour storm event

By: NKL Checked: RD = Roof Drain MH = Manhole

Date: 8/15/2018 Date: CI = Curb Inlet WQ = Water Quality

n = 0.013 AD= Area Drain O/W = Oil Water Separator

Pipe Link	Drainage Basin	Time of Concentration (min)	Total Time(min)	10-yr Storm Intensity(in/hr)	Incr. Area(Ac)	Coef. Of Runoff	Incr. Equiv.(CxA)	Total Equiv. Area	**Runoff (cfs)**	Slope(%)	Diameter (in)	Pipe Area (sf)	Hydraulic Radius^2/3	Capacity (cfs)	Velocity at Design Flow (fps)	**Runoff/Capacity (ratio)**	Length(ft)	Incr. Time(min)
	CB1	5.00	5.00	2.86	0.264	0.742	0.20	0.20	**0.56**	0.50	8	0.349	0.303	0.85	2.57	**0.66**	104	0.67
	CB2	5.00	5.00	2.86	0.447	0.655	0.29	0.29	**0.84**	0.50	8	0.349	0.303	0.85	2.74	**0.98**	6	0.04
1	CB1+CB2	0.67	5.67	2.74				0.49	**1.34**	0.50	10	0.545	0.351	1.54	3.15	**0.87**	140	0.74
	CB3	5.00	5.00	2.86	0.087	0.832	0.07	0.07	**0.21**	0.50	6	0.196	0.250	0.40	2.02	**0.53**	10	0.08
2	1+CB3	0.74	6.41	2.62				0.56	**1.47**	0.50	10	0.545	0.351	1.54	3.18	**0.95**	28	0.15
	RD1	5.00	5.00	2.86	0.293	0.9	0.26	0.26	**0.75**	0.50	8	0.349	0.303	0.85	2.72	**0.89**	56	0.34
3	2+RD1	0.34	6.76	2.56				0.82	**2.11**	0.50	12	0.785	0.397	2.51	3.54	**0.84**	50	0.24
	RD2	5.00	5.00	2.86	0.250	0.9	0.23	0.23	**0.64**	0.50	8	0.349	0.303	0.85	2.65	**0.76**	56	0.35
4	3+RD2	0.35	7.11	2.50				1.05	**2.62**	0.75	12	0.785	0.397	3.07	4.34	**0.85**	21	0.08
	CB4	5.00	5.00	2.86	0.232	0.739	0.17	0.17	**0.49**	0.50	8	0.349	0.303	0.85	2.50	**0.58**	10	0.07
5	4+CB4	0.08	7.19	2.48				1.22	**3.03**	0.75	12	0.785	0.397	3.07	4.40	**0.99**	180	0.68
	RD3	5.00	5.00	2.86	0.109	0.9	0.10	0.10	**0.28**	0.50	8	0.349	0.303	0.85	2.17	**0.33**	53	0.41
	RD4	5.00	5.00	2.86	0.218	0.9	0.20	0.20	**0.56**	0.50	8	0.349	0.303	0.85	2.58	**0.66**	8	0.05
	CB5	5.00	5.00	2.86	0.238	0.836	0.20	0.20	**0.57**	0.50	8	0.349	0.303	0.85	2.58	**0.67**	6	0.04
6	RD3+RD4+CB5	0.41	5.41	2.79				0.49	**1.38**	0.50	10	0.545	0.351	1.54	3.16	**0.89**	38	0.20

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

Project name: **AGC HEAT** **Project number: 2180161**

10 year/24-hour storm event

By: NKL Checked: RD = Roof Drain MH = Manhole

Date: 8/15/2018 Date: CI = Curb Inlet WQ = Water Quality

n = 0.013 AD= Area Drain O/W = Oil Water Separator

Pipe Link	Drainage Basin	Time of Concentration (min)	Total Time(min)	10-yr Storm Intensity(in/hr)	Incr. Area(Ac)	Coef. Of Runoff	Incr. Equiv.(CxA)	Total Equiv. Area	**Runoff (cfs)**	Slope(%)	Diameter (in)	Pipe Area (sf)	Hydraulic Radius^2/3	Capacity (cfs)	Velocity at Design Flow (fps)	**Runoff/Capacity (ratio)**	Length(ft)	Incr. Time(min)
	CB6	5.00	5.00	2.86	0.123	0.889	0.11	0.11	**0.31**	0.50	6	0.196	0.250	0.40	2.21	**0.79**	7	0.05
7	6+CB6	0.20	5.61	2.76				0.60	**1.66**	0.75	10	0.545	0.351	1.89	3.86	**0.88**	10	0.04
	RD5	5.00	5.00	2.86	0.273	0.9	0.25	0.25	**0.70**	0.50	8	0.349	0.303	0.85	2.69	**0.82**	9	0.06
8	7+RD5	0.06	5.66	2.75				0.85	**2.33**	0.50	12	0.785	0.397	2.51	3.58	**0.93**	25	0.12
	CB7	5.00	5.00	2.86	0.151	0.848	0.13	0.13	**0.37**	0.50	6	0.196	0.250	0.40	2.26	**0.93**	13	0.10
9	8+CB7	0.12	5.78	2.73				0.98	**2.66**	0.75	12	0.785	0.397	3.07	4.35	**0.87**	86	0.33
	RD6	5.00	5.00	2.86	0.305	0.9	0.27	0.27	**0.79**	0.50	8	0.349	0.303	0.85	2.73	**0.92**	86	0.52
10	5+9+RD6	0.68	1.36	2.86				2.47	**7.07**	0.50	18	1.767	0.520	7.40	4.70	**0.96**	80	0.28
	CB8	5.00	5.00	2.86	0.245	0.741	0.18	0.18	**0.52**	0.50	8	0.349	0.303	0.85	2.53	**0.61**	25	0.16
11	10+CB8	0.28	5.28	2.81				2.65	**7.46**	0.75	18	1.767	0.520	9.06	5.66	**0.82**	77	0.23
	CB9	5.00	5.00	2.86	0.220	0.599	0.13	0.13	**0.38**	0.50	8	0.349	0.303	0.85	2.34	**0.44**	14	0.10
12	11+CB9	0.23	5.51	2.77				2.79	**7.72**	0.75	18	1.767	0.520	9.06	5.69	**0.85**	66	0.19
	CI10	5.00	5.00	2.86	0.255	0.795	0.20	0.20	**0.58**									
	CI11	5.00	5.00	2.86	0.000	0	0.00	0.00	**0.00**									
CONNECTION TO EX									**4.20**	1.50	12	0.785	0.397	4.35	6.22	**0.97**		

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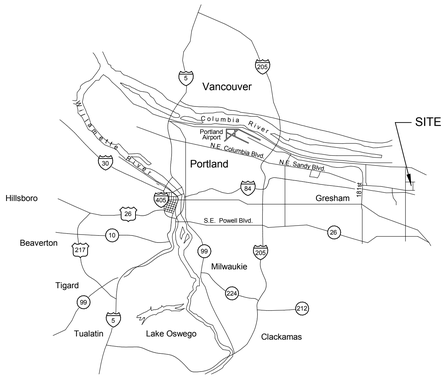
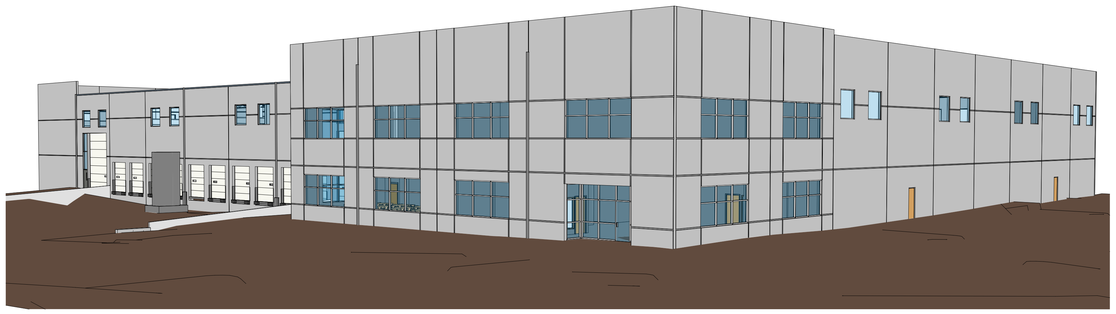
Basin	Impervious Area	Imp Coefficient	Pervious Area	Perv Coefficient	Total Basin Area (SF)	Total Basin Area (AC)	**Weighted Coefficient**
1	8459	0.9	3023	0.3	11482	0.264	0.742
2	11516	0.9	7970	0.3	19486	0.447	0.655
3	3374	0.9	430	0.3	3804	0.087	0.832
4	7409	0.9	2714	0.3	10123	0.232	0.739
5	9274	0.9	1104	0.3	10378	0.238	0.836
6	5260	0.9	98	0.3	5358	0.123	0.889
7	6001	0.9	564	0.3	6565	0.151	0.848
8	7844	0.9	2820	0.3	10664	0.245	0.741
9	4775	0.9	4806	0.3	9581	0.220	0.599
10	9158	0.9	1937	0.3	11095	0.255	0.795
11			*NOT USED*			*NOT USED*	
12	12767	0.9	0	0.3	12767	0.293	0.900
13	10898	0.9	0	0.3	10898	0.250	0.900
14	4769	0.9	0	0.3	4769	0.109	0.900
15	9497	0.9	0	0.3	9497	0.218	0.900
16	11873	0.9	0	0.3	11873	0.273	0.900
17	13306	0.9	0	0.3	13306	0.305	0.900

AGC HEAT TRANSFER
NE 230TH AVE
FAIRVIEW, OR 97024

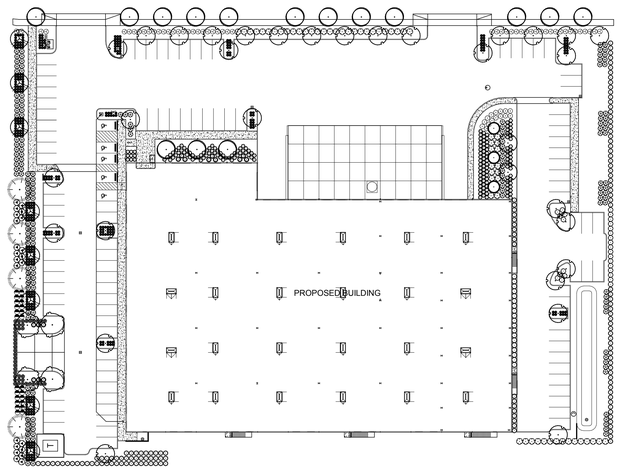
DESIGN REVIEW - AUGUST 17, 2018



1 G0.01 VICINITY MAP
NTS



3 G0.01 NE CORNER



2 G0.01 SITE PLAN
NTS

PROJECT DESCRIPTION

SITE, SHELL, AND TENANT IMPROVEMENT CONSTRUCTION FOR TILT-UP CONCRETE WAREHOUSE/INDUSTRIAL BUILDING

SITE INFORMATION

SITE: 3.88 ACRES

TAX LOT: 102 & 103
MAP: 1N-3E-27B

ZONE: GI (GENERAL INDUSTRIAL)

BUILDING INFORMATION

SLAB LIVE LOAD:
BUILDING AREA:

OFFICE:	7,274 SF
MANUFACTURING:	55,801 SF
TOTAL:	63,075 SF

GEOTECHNICAL REPORT

SEE APPENDIX ONE IN THE SPECIFICATION BOOK - TO BE PROVIDED AT TIME OF PERMIT BY GEODESIGN, INC.

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C1.11 SITE ANALYSIS MAP
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C1.30 UTILITY PLAN
C1.31 FIRE ACCESS PLAN
C1.40 EROSION AND SEDIMENT CONTROL COVER SHEET
C1.41 CLEARING AND DEMO EROSION AND SEDIMENT CONTROL PLAN
C1.42 EROSION AND SEDIMENT CONTROL PLAN
C1.43 EROSION AND SEDIMENT CONTROL DETAILS

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L1.20 DESIGN BUILD IRRIGATION PLAN

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A0.02 PARTITION TYPES

A1.10 FIRST FLOOR PLAN
A1.13 ROOF PLAN

A2.10 BUILDING ELEVATIONS
A3.10 BUILDING SECTIONS

A3.20 WALL SECTIONS

A4.10 ENLARGED PLANS

A1.21 FIRST FLOOR REFLECTED CEILING PLAN

STRUCTURAL DRAWINGS

OWNER

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BELLEVUE, WA 98005
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CONTACT: PHIL WOOD
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ARCHITECT: SCOTT MOORE
CONTACT: DALE POPPE
EMAIL: DPOPPE@MCKNZE.COM

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TELEPHONE: 503.285.4310
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BEAVERTON, OR 97006
TELEPHONE: 503.848.2127
CONTACT: CLINT STUBBS
EMAIL: CLINT@NWSRVY.COM

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GEODESIGN INC.
15575 SW SEQUOIA PKWY, SUITE 100
PORTLAND, OR 97224
TELEPHONE: 503.968.8787
CONTACT: TBD
EMAIL: TBD

PLUMBING

DESIGN BUILD

MECHANICAL

DESIGN BUILD

ELECTRICAL

DESIGN BUILD

FIRE PROTECTION

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Client

DERMODY
11900 NE 1ST STREET
SUITE 300, BLDG G
BELLEVUE, WA 98005

Project

AGC HEAT TRANSFER
NE 230TH AVENUE
FAIRVIEW OR, 97024

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
TITLE SHEET AND DRAWING INDEX

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CHECKED BY: DEP

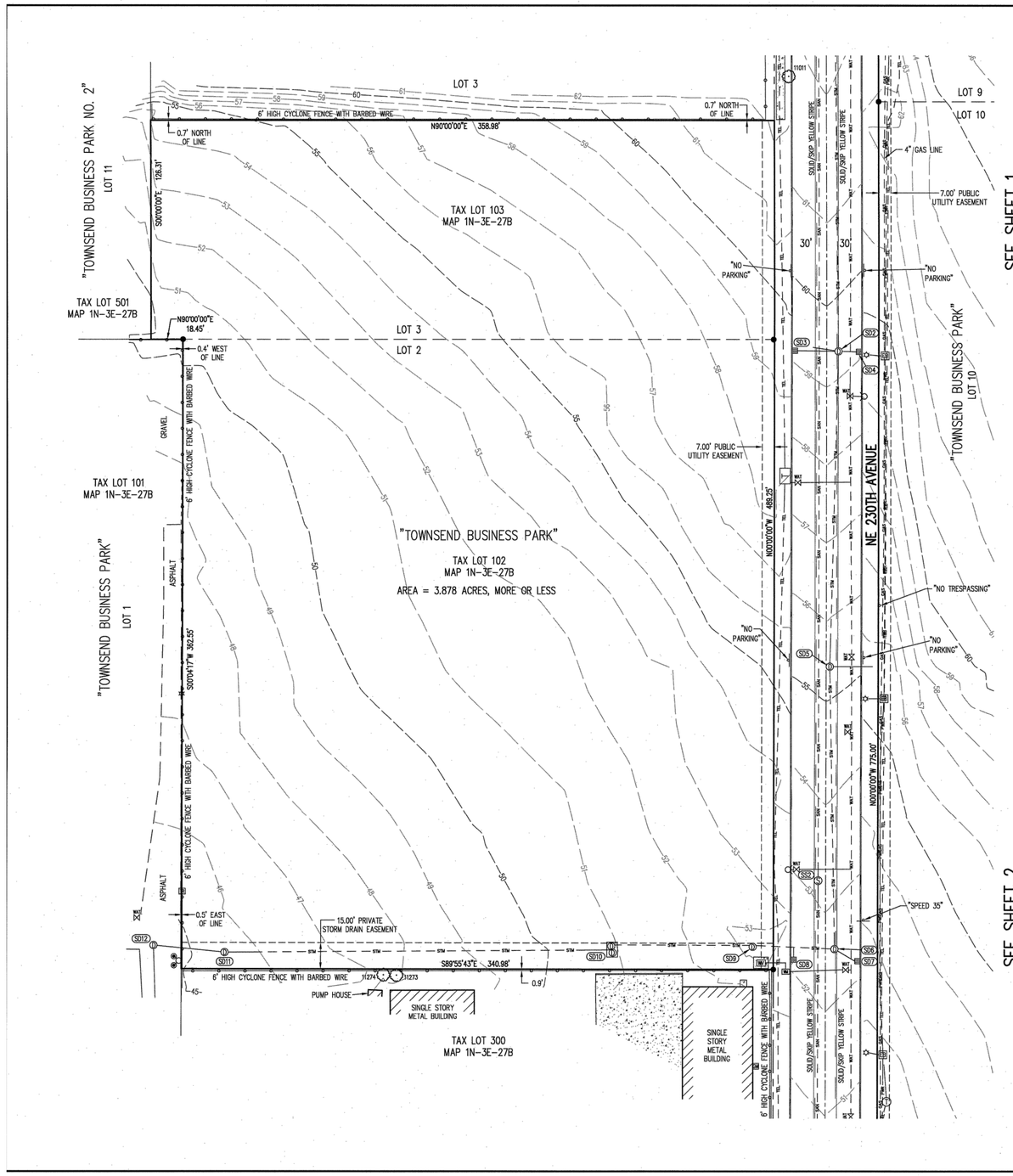
SHEET

G0.01

JOB NO. **2180161.00**

DESIGN REVIEW 08/17/18

C:\Users\amf\Documents\Revit Projects\1 - New Construction-Shells\2180161\00\161-AGC Townsend-L.rvt 8/17/2018 4:17:37 PM As indicated



LEGEND

CONIFEROUS TREE		DECIDUOUS TREE		RIGHT-OF-WAY LINE	
FIRE HYDRANT		GAS METER	GM	BOUNDARY LINE	
FIRE DEPARTMENT CONNECTION	FDC	GAS VALVE	GV	PROPERTY LINE	
MONITORING WELL	MW	GUY WIRE ANCHOR		CENTERLINE	
WATER METER	WM	UTILITY POLE		CURB	
WATER VALVE	WV	POWER VAULT	P	EDGE OF PAVEMENT	
WATER MANHOLE	WM	ELECTRICAL METER	EM	EASEMENT	
WATER VAULT	WV	POWER JUNCTION BOX	EB	FENCE LINE	
PRESSURE INDICATOR VALVE	PIV	POWER TRANSFORMER	TFR	GRAVEL EDGE	
SANITARY SEWER CLEAN OUT	CO	STREET LIGHT		POWER LINE	PWR
SANITARY SEWER MANHOLE	SS	TELEPHONE/TELEVISION VAULT	T	OVERHEAD WIRE	OHW
STORM SEWER CLEAN OUT	CO	TELEPHONE MANHOLE	T	TELEPHONE LINE	TEL
STORM SEWER CATCH BASIN		TELEPHONE/TELEVISION RISER	R	GAS LINE	GAS
STORM SEWER MANHOLE		SIGN		STORM SEWER LINE	STM
BOLLARD		FOUND SURVEY MONUMENT		SANITARY SEWER LINE	SAN
				WATER LINE	WAT

SANITARY SEWER INFORMATION

(SS2) MANHOLE
RIM = 53.23'
8" I.E. IN (N) = 44.0'
8" I.E. OUT (S) = 43.8'

(SS3) MANHOLE
RIM = 47.53'
8" I.E. IN (N) = 38.7'
8" I.E. IN (NE) = 37.3'
8" I.E. OUT (SW) = 37.2'

STORM SEWER INFORMATION

(SD2) MANHOLE
RIM = 59.36'
12" I.E. IN (E) = 47.2'
12" I.E IN (W) = 47.2'
12" I.E. IN (W) = 50.1'
24" I.E. IN (N) = 48.7'
36" I.E. OUT (S) = 47.0'

(SD3) CATCH BASIN
RIM = 59.09'
12" I.E. OUT (E) = 54.1'

(SD4) CATCH BASIN
RIM = 59.01'
12" I.E. OUT (W) = 52.1'

(SD5) MANHOLE
RIM = 55.48'
12" I.E. IN (E) = 47.1'
36" I.E. IN (N) = 46.7'
36" I.E. OUT (S) = 46.5'

(SD6) MANHOLE
RIM = 52.59'
12" I.E. IN (SE) = 45.3'
36" I.E. IN (N) = 45.3'
36" I.E. OUT (W) = 45.1'

(SD7) CATCH BASIN
RIM = 52.10'
12" I.E. OUT (NW) = 47.8'

(SD8) CATCH BASIN
RIM = 52.00'
12" I.E. OUT (N) = 47.9'

(SD9) MANHOLE OVERSIZED
RIM = 54.24'
36" I.E. IN (E) = 44.8'
36" I.E. OUT (W) = 44.6'

(SD10) STORM WATER VAULT
RIMS = 51.15'
36" I.E. IN (E) = 43.9'
36" I.E. OUT (W) = 43.7'

(SD11) MANHOLE
RIM = 46.96'
36" I.E. IN (E) = 40.6'
36" I.E. OUT (W) = 40.4'

(SD12) MANHOLE
RIM = 44.77'
36" I.E. IN (E) = 39.5'
36" I.E. OUT (S) = 39.4'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR 97006
PH:(503) 848-2127 FAX:(503) 848-2179
EMAIL: nwsurveying@nwservy.com

LOT 2 AND PORTIONS OF LOTS 3, 7, 9 AND 10, TOWNSEND BUSINESS PARK, LOCATED IN THE NW 1/4 OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 3 EAST, WM, CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON

TOPOGRAPHIC SURVEY
FAIRVIEW, OREGON

DRAWING NO.:	1777 TOPO
SCALE:	AS NOTED
DRAWING GENERATED BY LD2004	
DRAWN BY:	CDW
CHECKED BY:	SFF

PREPARED FOR:
DERMODY PROPERTIES
11900 NE 1ST STREET, STE. 300
BELLEVUE, WA 98005

REVISIONS:
INITIAL RELEASE: FEB. 7, 2018

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JUNE 30, 1997
SCOTT F. FIELD 2844
12-31-2019
RENEWAL DATE

JOB NUMBER
1777

SHEET
3 OF 3

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SHEET TITLE:
EXISTING CONDITIONS PLAN

DRAWN BY: CAM

CHECKED BY: MWB

SHEET
V1.10

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND THE REQUIREMENTS OF THE LOCAL JURISDICTION AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN IS BASED ON A SURVEY BY OTHERS AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH HIS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION.
4. CONTRACTOR MUST COMPLY WITH LOCAL AND STATE REQUIREMENTS TO NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
6. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
7. CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD WITH AS-BUILT PLANS AT LEAST 2 WEEKS PRIOR TO REQUIRING AGENCY SIGN OFF ON PERMITS FOR OCCUPANCY.

EROSION CONTROL NOTES

1. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS.
2. EROSION AND SEDIMENT CONTROL MEASURES INCLUDING PERIMETER SEDIMENT CONTROL MUST BE IN PLACE BEFORE VEGETATION IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING PROTECTION FOR ACTIVE STORM DRAIN INLETS AND CATCH BASINS AND APPROPRIATE NON-STORMWATER POLLUTION CONTROLS.
3. THE EROSION CONTROL DRAWING IS FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL MEET ALL CITY LOCAL AGENCY EROSION/SEDIMENT CONTROL REQUIREMENTS. ALL EROSION CONTROL MEASURES SHALL CONFORM TO THE AUTHORITY HAVING JURISDICTION REQUIREMENTS AND THE PLANS AND SPECIFICATIONS SPECIFIC TO THIS PROJECT.
4. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS. STAGE CONSTRUCTION TO INCLUDE INSTALLATION OF PERIMETER SEDIMENT FENCING AS REQUIRED.
5. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES. ANY EXPOSED GROUND SHALL BE SEEDED AND COVERED WITH STRAW MULCH TO PREVENT EROSION. TEMPORARY GROUND COVER SHALL BE MAINTAINED UNTIL A HEALTHY STAND OF GRASS HAS BEEN ESTABLISHED. SEEDING SHALL BE WITH NATURAL SPECIES FOR THE AREA. SEE THE SPECIAL SPECIFICATIONS FOR PROPER SEED MIX.
6. ALL EROSION CONTROL DEVICES SHALL BE EXAMINED AND REPAIRED AFTER EACH STORM OCCURRENCE, AND INLETS SHALL BE CLEANED OF SEDIMENT WHENEVER NECESSARY.
7. HYDROSEED AND MULCH ALL DISTURBED AREAS UPON COMPLETION OF CONSTRUCTION OR AS DIRECTED BY THE INSPECTOR. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET.
8. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET.
9. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V.
10. STAGING AND STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND ADJUSTED TO ACCOMMODATE THE PROGRESS OF CONSTRUCTION.

SITEWORK NOTES

1. ALL CURB RADII TO BE 3' UNLESS NOTED OTHERWISE.
2. STAIR RISERS TO BE 4" MINIMUM AND 7" MAXIMUM. ALL RISERS TO BE THE SAME HEIGHT, EXCEPT THE BOTTOM RISER MAY VARY BETWEEN THE MINIMUM AND MAXIMUM TO MATCH GRADE.
3. GUARDRAIL SHALL BE INSTALLED WHEREVER A PEDESTRIAN WALKING PATH IS WITHIN 36" OF A VERTICAL DROP OF 30" OR GREATER. GUARDRAIL SHALL BE 42" MINIMUM HEIGHT AND MEET THE REQUIREMENTS OF THE LOCAL BUILDING CODE.

GRADING NOTES

1. ROUGH GRADING: ROUGH GRADE TO ALLOW FOR DEPTH OF BUILDING SLABS, PAVEMENTS, BASE COURSES, AND TOPSOIL PER DETAILS AND SPECIFICATIONS.

   FINISH GRADING: BRING ALL FINISH GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, HARDSCAPE FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. SOFTSCAPE GRADES (NOT INCLUDING ADDITIONAL DEPTH OF TOPSOIL) SHALL BE SET 6" BELOW BUILDING FINISHED FLOORS WHERE ABUTTING BUILDINGS, 2" WHERE ABUTTING WALKWAYS, LEVEL WITH TOPS OF CURBS, OR MATCHING OTHER SOFTSCAPE GRADES. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN. ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER CRAFTS HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES.

   GRADING TOLERANCES:
   ROUGH GRADE AT PAVED OR LANDSCAPED AREAS: ±0.1 FT.
   FINISH GRADE PRIOR TO PLACING FINAL SURFACING: ±0.04 FT.
   FINISH GRADE OF FINAL SURFACING: ±0.02 FT.

2. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3. EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE LOCAL AGENCY AND STATE AGENCY REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. SITE TOPSOIL SHALL BE STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING.
6. CONTRACTOR TO COORDINATE GRADES AT ENTRANCE WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
7. 2% MAXIMUM SLOPE IN ANY DIRECTION AT ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES.
8. 5% MAX SLOPE (EXCLUDING RAMPS) AT PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC ROW AND BUILDING ENTRANCES.
9. WHERE SLOPES ARE STEEPER THAN 3:1, CONTRACTOR SHALL INSTALL JUTE MATTING. SLOPE SHALL BE PREPARED TO ENSURE COMPLETE AND DIRECT CONTACT OF MATTING WITH SOIL. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT REQUIREMENTS OF LOCAL AGENCY AND THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE AND THE INTERNATIONAL BUILDING CODE. ALL WORK WITHIN THE PUBLIC ROW REQUIRES A PUBLIC WORKS PERMIT.
2. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 719, AND CHAPTER 11, SECTION 1101.12. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
3. ALL STORM PIPING IS SIZED FOR A MANNING'S "N" VALUE = 0.013 (OR AS NOTED IN THE ASSOCIATED STORM REPORT). ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
4. ALL DOWNSPOUT LEADERS TO BE 6" AT 2.0% MIN. UNLESS NOTED OTHERWISE.
5. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POTHOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
6. IF APPLICABLE, PROVIDE 2" PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2" PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4 INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
7. IF APPLICABLE, CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE SPECIFICATIONS AND LANDSCAPE PLANS.
8. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5' OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
9. CONTRACTOR TO MAINTAIN MINIMUM 3 FT OF COVER OVER ALL WATER LINES.
10. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
11. CONTRACTOR SHALL SCOPE ALL PRIVATE ONSITE GRAVITY SYSTEM LINES THAT ARE BEING CONNECTED TO FOR PROPOSED SERVICE. SCOPING SHALL OCCUR A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES WITH AS-BUILT RECORDS/SURVEY FINDINGS OR IF THE EXISTING UTILITIES ARE DAMAGED OR SHOW SIGNS OF SIGNIFICANT DETERIORATION. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH VIDEO RECORDS, ALONG WITH A SKETCH IF THE LOCATIONS DIFFER FROM AS-BUILT PLANS OR SURVEY FINDINGS.

LEGEND

EXISTING | PROPOSED

PROPERTY LINE
CENTERLINE
MAJOR CONTOUR (180)
MINOR CONTOUR (181)
FENCE
SAWCUT
VERTICAL CURB
EASEMENT
DOMESTIC WATER (WAT)
FIRE WATER
SANITARY SEWER (SAN)
STORM DRAIN (STM)
GAS LINE (GAS)
OVERHEAD LINE (OHW)
POWER LINE (PWR)
TELEPHONE LINE (TEL)
DITCH
WETLAND BOUNDARY (WTB)
CATCH BASIN
STORM SEWER MANHOLE
STORM SEWER CONTROL MANHOLE
SANITARY SEWER MANHOLE
DOWNSPOUT
SEWER CLEANOUT
GAS/WATER/ELECTRICAL METER (GM, WM, EM)
TELEPHONE PEDESTAL (TEL PED)
MAILBOX (MB)
IRRIGATION VALVE (IV)
UTILITY/POWER POLES
MONUMENT FOUND
STREET LIGHT
FIRE HYDRANT
FIRE DEPARTMENT CONNECTION (FDC)
GAS/WATER VALVE (GV, WAT)
SIGN
POWER/WATER/TELPHONE/TELEVISION VAULT (P, WV, T)
TREES
SPOT GRADE (20.00)
SLOPE ARROW
4' DOCK DOOR
DRIVE IN DOOR
TRANSFORMER PAD (T)

ABBREVIATIONS

℄	CENTER LINE	FS	FINISHED SURFACE ELEVATION
℘	PROPERTY LINE	FW	FIRE WATER/FACE OF WALL
AC	ASPHALT CONCRETE	G	GUTTER LINE
BFP	BACKFLOW PREVENTER	GB	GRADE BREAK
BC	BOTTOM OF CURB ELEVATION	IE	INVERT ELEVATION
BCR	BEGIN CURB RETURN	LT	LEFT
BMP	BEST MANAGEMENT PRACTICE	ME	MATCH EXISTING ELEVATION
BS	BOTTOM OF STEP ELEVATION	MH	MANHOLE
BW	BACK OF WALK ELEVATION	MJ	MECHANICAL JOINT
CB	CATCH BASIN	OC	ON CENTER
CD	CHECK DAM	ODOT	OREGON DEPARTMENT OF TRANSPORTATION
CI	CAST IRON	OSHA	OREGON STATE HEALTH AUTHORITY
CO	CLEANOUT	PC	POINT OF CURVATURE
CLR	CLEAR	PCC	POINT OF COMPOUND CURVATURE
CVR	COVER	PR	PROPOSED
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY	PRC	POINT OF REVERSE CURVATURE
DI	DUCTILE IRON	PT	POINT OF TANGENCY
DW	DOMESTIC WATER	PUE	PUBLIC UTILITY EASEMENT
ECR	END CURB RETURN	RD	ROOF DRAIN
ELEV	ELEVATION	RIM	RIM ELEVATION
EP	EDGE OF PAVEMENT	ROW	RIGHT OF WAY
ESC	EROSION/SEDIMENT CONTROL	RT	RIGHT
EW	EACH WAY	SS	SANITARY SEWER
EX	EXISTING	STA	STATION
FDC	FIRE DEPARTMENT CONNECTION	SW	SIDEWALK
FF	FINISH FLOOR ELEVATION	TC	TOP OF CURB ELEVATION
FG	FINISHED GRADE ELEVATION	TH	THRESHOLD ELEVATION
FH	FIRE HYDRANT	TS	TOP OF STEP ELEVATION
FI	FIELD INLET	TW	TOP OF WALL ELEVATION
FL	FLOWLINE ELEVATION	TYP	TYPICAL

SHEET INDEX

V1.10 EXISTING CONDITIONS PLAN
C0.01 CIVIL NOTES
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C1.31 FIRE ACCESS PLAN
C1.40 EROSION AND SEDIMENT CONTROL COVER SHEET
C1.41 CLEARING AND DEMO EROSION AND SEDIMENT CONTROL PLAN
C1.42 EROSION AND SEDIMENT CONTROL PLAN
C1.43 EROSION AND SEDIMENT CONTROL DETAILS

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REGISTERED PROFESSIONAL ENGINEER
82697PE
OREGON
JUNE 2, 2010
BRENT DANIEL NIELSEN
EXPIRES: 12/31/18

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SHEET TITLE:
CIVIL NOTES

DRAWN BY:CAM

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SHEET

C0.01

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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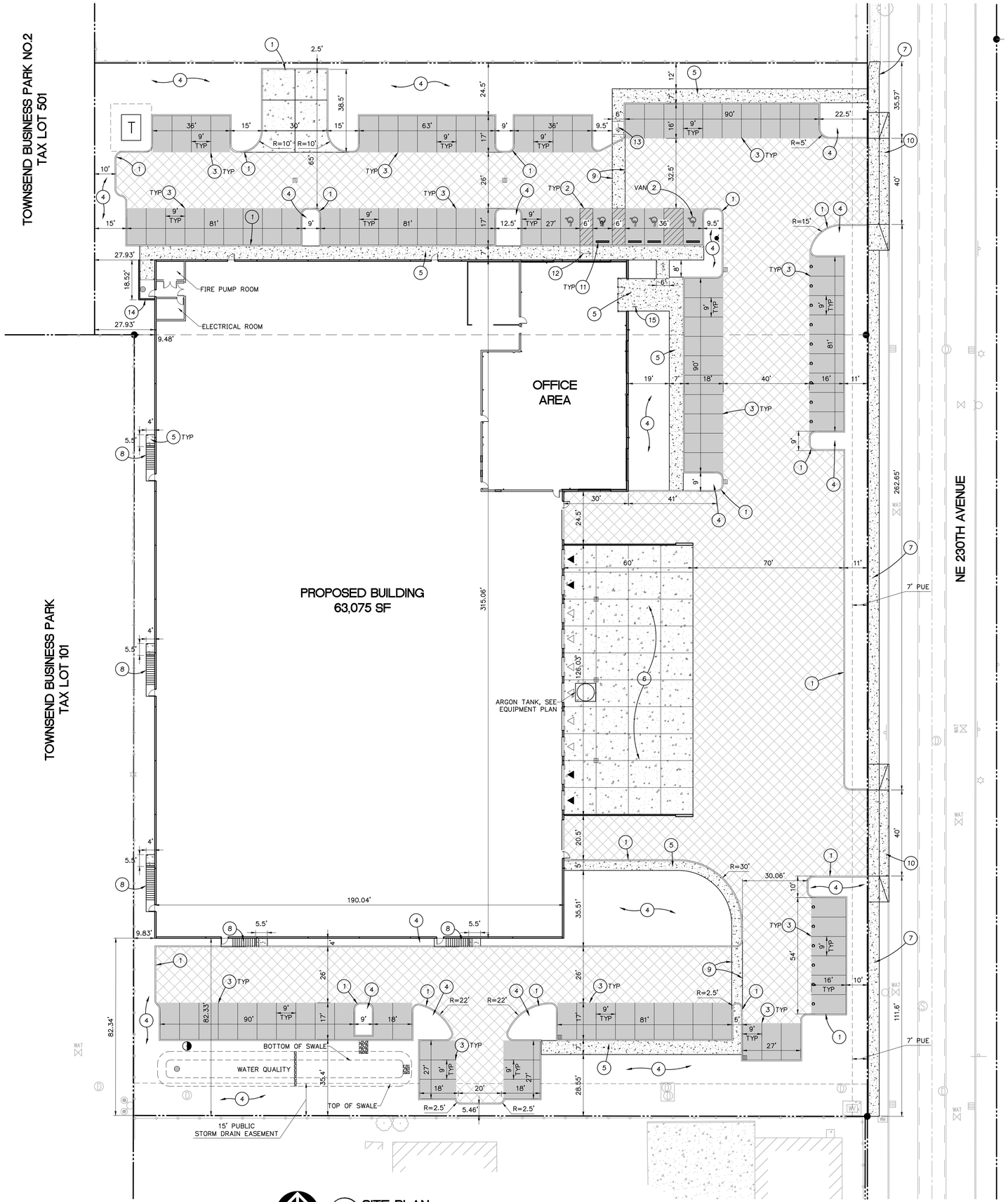

1 C1.10 SITE PLAN
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING INC. DATE: 2/7/2018

SITE DATA

SITE AREA:	169,010 SF (3.88 AC)
BUILDING FOOTPRINT:	63,075 SF (37.3%)
LANDSCAPE AREA:	32,733 SF (19.4%)

PARKING DATA

REQUIRED	MINIMUM	MAXIMUM
INDUSTRIAL	65	N/A
WAREHOUSING AND STORAGE	N/A	N/A
TOTAL		
PROVIDED		
ACCESSIBLE (9'X19')	5 SPACES	
STANDARD (9'X19')	85 SPACES	
COMPACT (9'X16')	15 SPACES (14%)	
TOTAL	105 SPACES	
BICYCLE	2 SPACES (2 REQUIRED)	

SHEET NOTE

SEE C1.31 FOR FIRE ACCESS PLAN

KEYNOTES

1. VERTICAL CURB
2. ADA COMPLIANT PARKING STALL
3. 4" WHITE PARKING STRIPE
4. LANDSCAPE AREA, SEE LANDSCAPE PLANS
5. CONCRETE SIDEWALK
6. CONCRETE TRUCK DOCK
7. PUBLIC SIDEWALK PER CITY OF FAIRVIEW DETAIL
8. METAL STAIRS
9. CONCRETE CROSSWALK
10. DRIVEWAY APRON WITH 12' WINGS
11. PRECAST CONCRETE CURB STOP
12. ADA ACCESSIBLE SQUARE WING CURB RAMP
13. ADA ACCESSIBLE CORNER CURB RAMP
14. CIP CONCRETE WALL
15. BICYCLE PARKING

PAVEMENT LEGEND

- LIGHT PARKING PAVEMENT SECTION
- HEAVY TRUCK PAVEMENT SECTION
- CONCRETE TRUCK DOCK SECTION

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REGISTERED PROFESSIONAL ENGINEER
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REVISIONS:

REVISION DELTA	REVISIONS THIS SHEET	REVISION DELTA CLOSING DATE

SHEET TITLE:
SITE PLAN

DRAWN BY: CAM
CHECKED BY: MWB
SHEET
C1.10

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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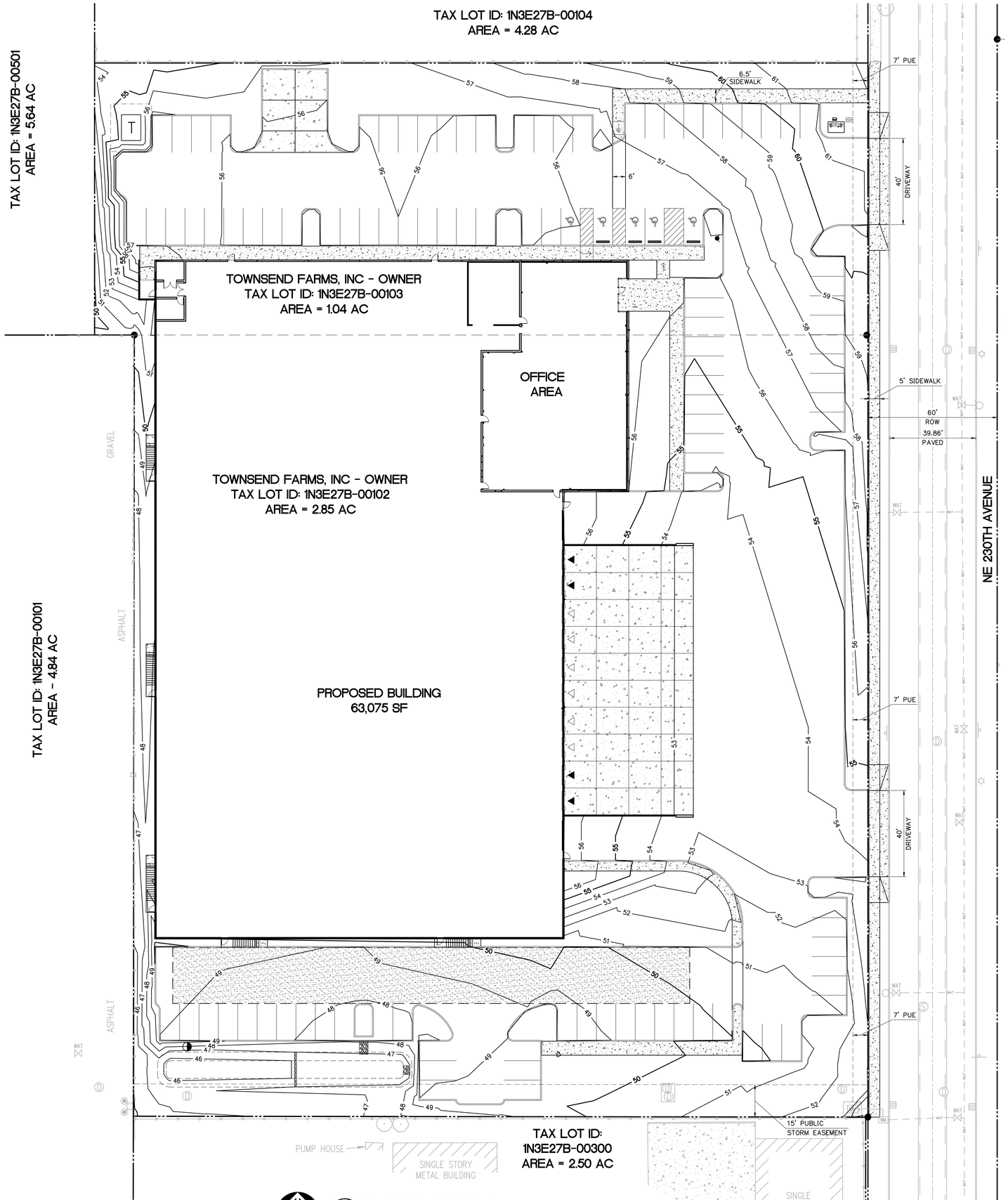
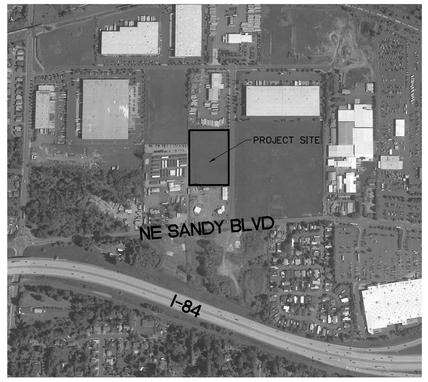


1 C1.11 SITE ANALYSIS MAP
1"=20'

(IN FEET)
1 inch = 20 ft.



2 C1.11 VICINITY MAP
1"=500'
TOTAL SITE AREA = 169,010 SF (3.88 AC)

DEVELOPER/OWNER
DERMODY PROPERTIES LLC.
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BELLEVUE, WA 98005
PHONE: 425-214-7430
PWOOD@DERMODY.COM

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SURVEYOR
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Project
AGC HEAT
3109 NE 280TH AVENUE
FAIRVIEW, OR 97024

REGISTERED PROFESSIONAL ENGINEER
#82007PE
OREGON
JUNE 3, 2010
BRENT DANIEL NICKSON
EXPIRES: 12/31/18

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SHEET TITLE:
SITE ANALYSIS MAP

DRAWN BY: CAM
CHECKED BY: MWB
SHEET
C1.11

JOB NO. 2180161.00

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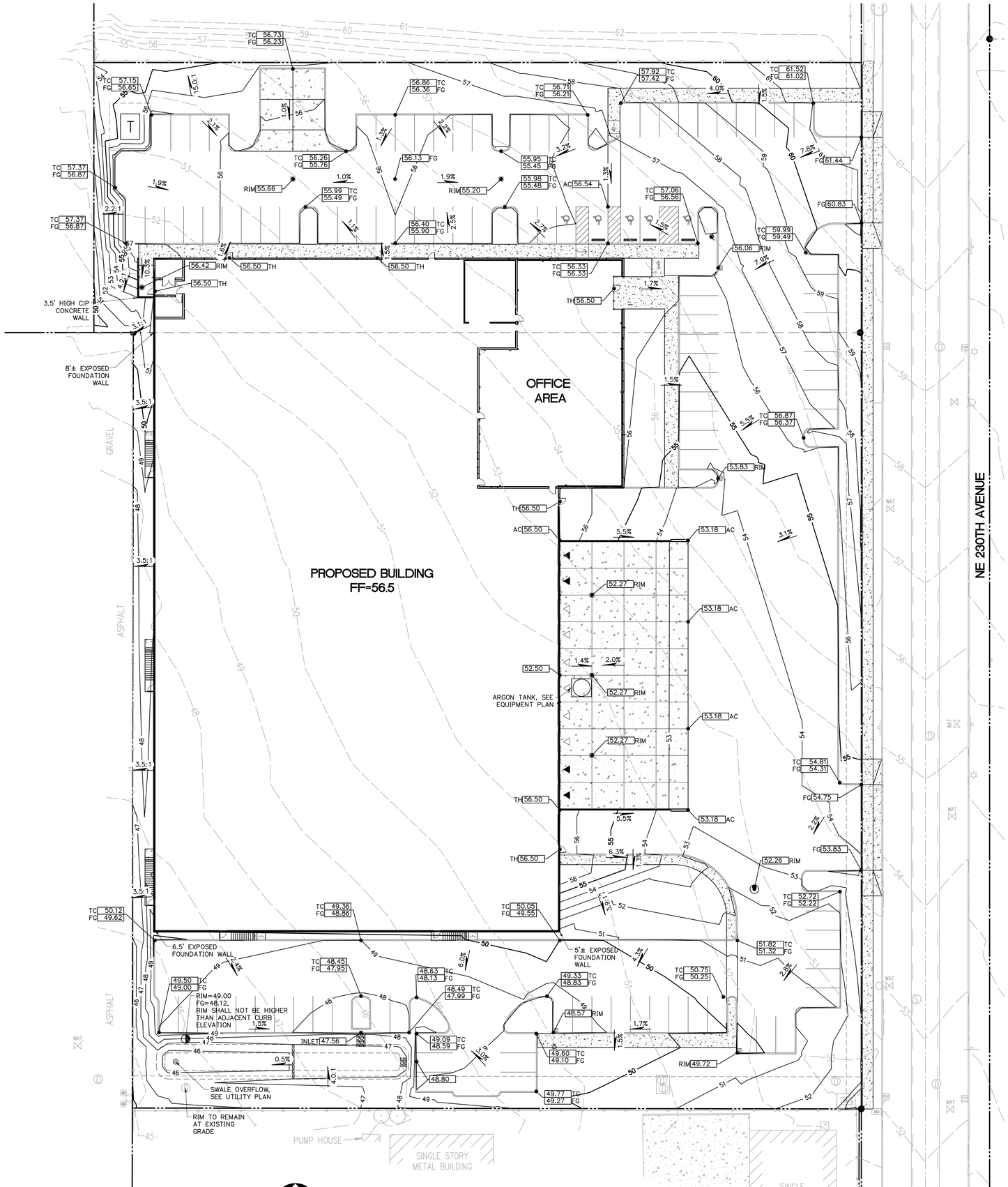
DESIGN REVIEW 08/17/18



1 C1.20 GRADING PLAN
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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DATUM

GRADES SHOWN ARE BASED ON NAVD 1988 VERTICAL DATUM.
SURVEY BY: NORTHWEST SURVEYING, INC.
DATE: FEBRUARY 7, 2018

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REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 3, 2016
BRENT DANIEL NIELSON
EXPIRES: 12/31/18

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SHEET TITLE:
GRADING PLAN

DRAWN BY: CAM

CHECKED BY: MWB

SHEET
C1.20

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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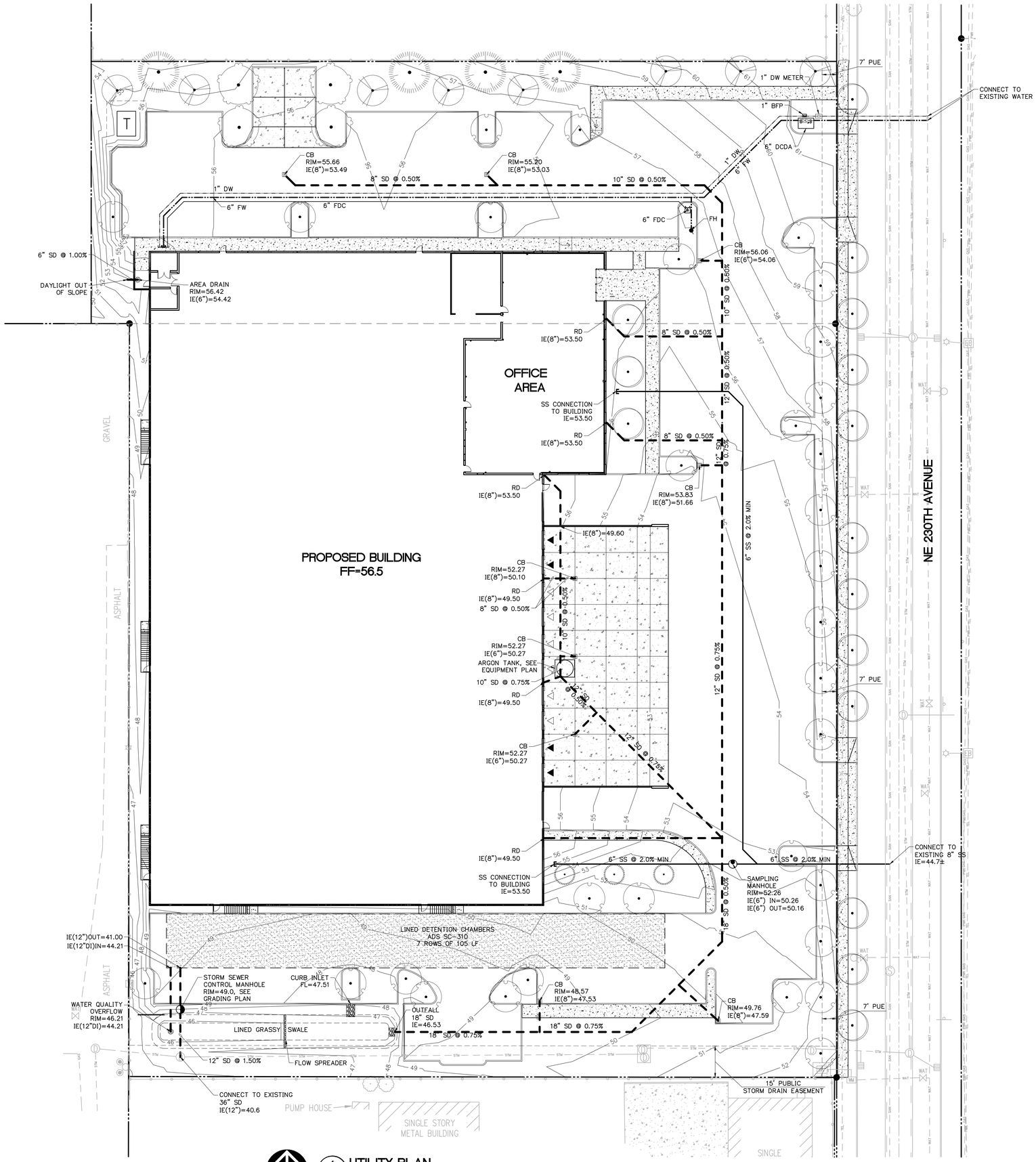

1 C1.30 **UTILITY PLAN**
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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EXPIRES: 12/31/18

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SHEET TITLE:
UTILITY PLAN

DRAWN BY: CAM

CHECKED BY: MWB

SHEET
C1.30

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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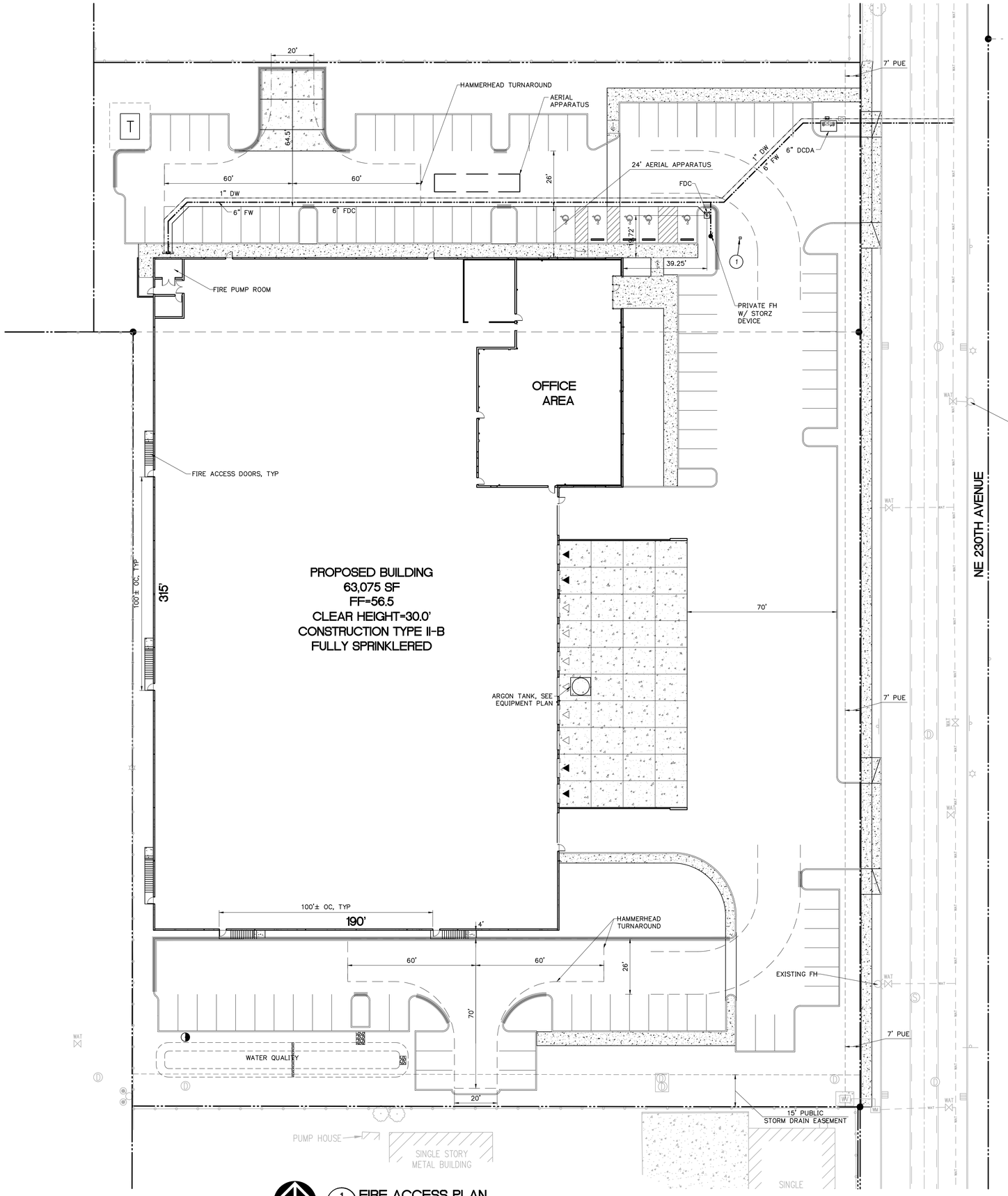


1 C1.31 FIRE ACCESS PLAN
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

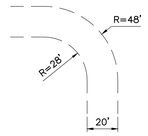
KEYNOTES

1. BLUE REFLECTOR FOR FIRE HYDRANT IDENTIFICATION. COORDINATE WITH FIRE MARSHAL

GENERAL NOTES

1. FIRE DEPARTMENT ACCESS ROADS ON SITE ARE DESIGNED TO SUPPORT AN APPARATUS WEIGHING 75,000 LB. GROSS WEIGHT PER GEOTECHNICAL RECOMMENDATIONS.
2. ALL FIRE DEPARTMENT ACCESS ROADS SHOWN ON PLANS HAVE A TURNING RADIUS OF 28 FEET UNLESS OTHERWISE NOTED.
3. AVAILABLE FIRE FLOW PER CITY OF FAIRVIEW DEPARTMENT OF PUBLIC WORKS DATED AUGUST 3, 2018: 5,603 GPM

LEGEND



FIRE TRUCK TURN GEOMETRY

PAINTED FIRE CURB

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EXPIRES: 12/31/18

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SHEET TITLE:
FIRE ACCESS PLAN

DRAWN BY: CAM

CHECKED BY: MWB

SHEET
C1.31

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

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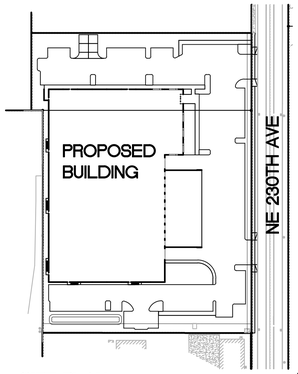
TOWNSEND BUSINESS PARK NE SANDY AND NE 230TH AVE.

EROSION AND SEDIMENT CONTROL PLAN-1200C

FAIRVIEW, OR

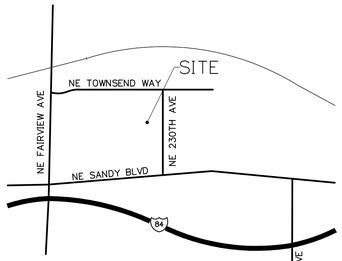
T1NR3ES27

MULTNOMAH COUNTY, OREGON



SITE PLAN

1"=100'



VICINITY MAP

N.T.S.

STANDARD EROSION AND SEDIMENT CONTROL PLAN DRAWING NOTES:

1. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE INSPECTOR TO DISCUSS EROSION & SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS. (SCHEDULE A.8.C.I.(3))
2. ALL INSPECTIONS MUST BE MADE IN ACCORDANCE WITH DEQ 1200-C PERMIT REQUIREMENTS (SCHEDULE A.12.B & B.1)
3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-C PERMIT REQUIREMENTS (SCHEDULEB.1.C & B.2)
4. RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. DURING INACTIVE PERIODS OF GREATER THAN SEVEN (7) CONSECUTIVE CALENDAR DAYS, THE ABOVE RECORDS MUST BE RETAINED BY THE PERMIT REGISTRANT BUT DO NOT NEED TO BE AT THE CONSTRUCTION SITE (SCHEDULE B.2.C)
5. ALL PERMIT REGISTRANTS MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT (SCHEDULE A.8.A)
6. THE ESCP MUST BE ACCURATE AND REFLECT SITE CONDITIONS (SCHEDULE A.12.C.I)
7. SUBMISSION OF ALL EXCP REVISION IS NOT REQUIRED. SUBMITTAL OF THE ESCP REVISIONS IS ONLY UNDER SPECIFIC CONDITIONS. SUBMIT ALL NECESSARY REVISION TO DEQ OR AGENT WITHIN 10 DAYS (SCHEDULE A.12.C.IV & V)
8. PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT PRACTICAL TO PREVENT EXPOSED INACTIVE AREAS FROM BECOMING A SOURCE OF EROSION (SCHEDULE A.7.A.III)
9. IDENTIFY, MARK, AND PROTECT (BY CONSTRUCTION FENCING OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS (SCHEDULE A.8.C.I(1) & (2))
10. PRESERVE EXISTING VEGETATION WHEN PRACTICAL AND RE-VEGETATE OPEN AREAS. RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED (SCHEDULE A.7.A.V)
11. MAINTAIN AND DELINEATE ANY EXISTING NATURAL BUFFER WITHIN 50-FEET OF WATER OF THE STATE (SCHEDULE A.7.B.I & 2(A)(B))
12. INSTALL PERIMETER SEDIMENT CONTROL, INCLUDING STORM DRAIN INLET PROTECTION AS WELL AS ALL SEDIMENT BASINS, TRAPS AND BARRIERS PRIOR TO LAND DISTURBANCE (SCHEDULE A.8.C.I(5))
13. CONTROL BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND DOWNSTREAM CHANNELS AND STREAMBANKS (SCHEDULE A.7.C)
14. CONTROL SEDIMENT AS NEEDED ALONG PERIMETER AND AT ALL OPERATIONAL INTERNAL STORM DRAIN INLETS AT ALL TIMES DURING CONSTRUCTION, BOTH INTERNALLY AND AT THE SITE BOUNDARY (SCHEDULE A.7.D.I)
15. ESTABLISH CONCRETE TRUCK & OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK (SCHEDULE A.8.C.I(6))
16. APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES. TEMPORARY OR PERMANENT STABILIZATION MEASURES ARE NOT REQUIRED FOR AREAS THAT ARE INTENDED TO BE LEFT UNVEGETATED, SUCH AS DIRT ACCESS ROADS OR UTILITY POLE PADS (SCHEDULE A.8.C.II(3))
17. ESTABLISH MATERIAL AND WASTE STORAGE AREAS, AND OTHER NON-STORMWATER CONTROLS (SCHEDULE A.8.C.I(7))
18. PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS USING BMPS SUCH AS: CONSTRUCTION ENTRANCE, GRAVELED (OR PAVED) EXITS AND PARKING AREAS, GRAVEL ALL UNPAVED ROADS LOCATED ONSITE, OR USE AN EXIT TIRE WASH. THESE BMPS MUST BE IN PLACE PRIOR TO LAND DISTURBING ACTIVITIES (SCHEDULE A.7.D.II & A.8.C.I(4))
19. WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER USE WATERTIGHT TRUCKS OR DRAIN LOADS ON SITE (SCHEDULE A.7.D.II(5))
20. CONTROL PROHIBITED DISCHARGES FROM LEAVING THE CONSTRUCTION SITE, I.E., CONCRETE WASH-OUT, WASTEWATER FROM CLEANOUT OF STUCCO, PAIN AND CURING COMPOUNDS (SCHEDULE A.6)
21. USE BMPS TO PREVENT OR MINIMIZE STORMWATER EXPOSURE TO POLLUTANTS FROM SPILLS; VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES; AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, FERTILIZER, PESTICIDES AND HERBICIDES, PAINTS, SOLVENTS, CURING COMPOUNDS AND ADHESIVES FROM CONSTRUCTION OPERATIONS (SCHEDULE A.7.E.I(2))
22. IMPLEMENT THE FOLLOWING BMPS WHEN APPLICABLE: WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURES, EMPLOYEE TRAINING ON SPILL PREVENTION AND PROPER DISPOSAL PROCEDURES, SPILL KITS IN ALL VEHICLES, REGULAR MAINTENANCE SCHEDULE FOR VEHICLES AND MACHINERY, MATERIAL DELIVERY AND STORAGE CONTROLS, TRAINING AND SIGNAGE, AND COVERED STORAGE AREAS FOR WASTE AND SUPPLIES (SCHEDULE A.7.E.III)
23. USE WATER, SOIL-BINDING AGENT OR OTHER DUST CONTROL TECHNIQUE AS NEEDED TO AVOID WIND-BLOWN SOIL (SCHEDULE A.7.A.IV)
24. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. EXERCISE CAUTION WHEN USING TIME-RELEASE FERTILIZERS WITHIN ANY WATERWAY RIPARIAN ZONE (SCHEDULE A.9.B.III)
25. IF AN ACTIVE TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO-COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY) BEFORE OPERATING THE TREATMENT SYSTEM. OBTAIN PLAN APPROVAL BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS (SCHEDULE A.9.D)
26. TEMPORARILY STABILIZE SOILS AT THE END OF THE SHIFT BEFORE HOLIDAYS AND WEEKENDS, IF NEEDED. THE REGISTRANT IS RESPONSIBLE FOR ENSURING THAT SOILS ARE STABLE DURING RAIN EVENT AT ALL TIMES OF THE YEAR (SCHEDULE A.7.B)
27. AS NEEDED BASED ON WEATHER CONDITIONS, AT THE END OF EACH WORKDAY SOIL STOCKPILES MUST BE STABILIZED OR COVERED, OR OTHER BMPS MUST BE IMPLEMENTS TO PREVENT DISCHARGES TO SURFACE WATERS OR CONVEYANCE SYSTEMS LEADING TO SURFACE WATERS (SCHEDULE A.7.E.II(2))
28. CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND BARE GROUND ACTIVITIES (SCHEDULE A.7.A.I)
29. SEDIMENT FENCE: REMOVE TRAPPED SEDIMENT BEFORE IT REACHED ONE THIRD OF THE ABOVE GROUND FENCE HEIGHT AND BEFORE FENCE REMOVAL (SCHEDULE A.9.C.I)
30. OTHER SEDIMENT BARRIER (SUCH AS BIOBAGS): REMOVE SEDIMENT BEFORE IT REACHED TWO INCHES DEPTH ABOVE GROUND HEIGHT AND BEFORE BMP REMOVAL (SCHEDULE A.9.C.I)
31. CATCH BASINS: CLEAN BEFORE RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT. SEDIMENT BASINS AND SEDIMENT TRAPS: REMOVE TRAPPED SEDIMENTS BEFORE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT AND AT COMPLETION OF PROJECT (SCHEDULE A.9.C.III & IV)
32. WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED. INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEANUP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DIVISION OF STATE LANDS REQUIRED TIMEFRAME (SCHEDULE A.9.B.I)
33. THE INTENTIONAL WASHING OF SEDIMENT INTO STORM SEWER OR DISCHARGE WAYS MUST NOT OCCUR. VACUUMING OR DRY SWEEPING AND MATERIAL PICKUP MUST BE USED TO CLEAN UP RELEASED SEDIMENTS (SCHEDULE A.9.B.II)
34. THE ENTIRE SITE MUST BE TEMPORARILY STABILIZED USING VEGETATION OR HEAVY MULCH LAYER, TEMPORARY SEEDING, OR OTHER METHOD SHOULD ALL CONSTRUCTION ACTIVITIES CEASE FOR 30 DAYS OR MORE (SCHEDULE A.7.F.I)
35. PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE (SCHEDULE A.7.F.II)
36. DO NOT REMOVE TEMPORARY SEDIMENT CONTROL PRACTICES UNTIL PERMANENT VEGETATION OR OTHER COVER OF EXPOSED AREAS IS ESTABLISHED. ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED, ALL TEMPORARY EROSION CONTROLS AND RETAINED SOILS MUST BE REMOVED AND DISPOSED OF PROPERLY, UNLESS DOING SO CONFLICTS WITH LOCAL REQUIREMENTS (SCHEDULE A.8.C.III(1) & D.3.C.II & III)

INSPECTION FREQUENCY TABLE

SITE CONDITION	MINIMUM FREQUENCY
1. ACTIVE PERIOD	DAILY WHEN STORMWATER RUNOFF, INCLUDING RUNOFF FROM SNOWMELT, IS OCCURRING. AT LEAST ONCE EVERY FOURTEEN (14) DAYS, REGARDLESS OF WHETHER STORMWATER RUNOFF IS OCCURRING.
2. PRIOR TO THE SITE BECOMING INACTIVE OR IN ANTICIPATION OF SITE INACCESSIBILITY.	ONCE TO ENSURE THAT EROSION AND SEDIMENT CONTROL MEASURES ARE IN WORKING ORDER. ANY NECESSARY MAINTENANCE AND REPAIR MUST BE MADE PRIOR TO LEAVING THE SITE.
3. INACTIVE PERIODS GREATER THAN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS.	ONCE EVERY MONTH.
4. PERIODS DURING WHICH THE SITE IS INACCESSIBLE DUE TO INCLEMENT WEATHER.	IF PRACTICAL, INSPECTIONS MUST OCCUR DAILY AT A RELEVANT AND ACCESSIBLE DISCHARGE POINT OR DOWNSTREAM LOCATION.
5. PERIODS DURING WHICH DISCHARGE IS UNLIKELY DUE TO FROZEN CONDITIONS.	MONTHLY. RESUME MONITORING IMMEDIATELY UPON MELT, OR WHEN WEATHER CONDITIONS MAKE DISCHARGES LIKELY.

- HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS. (Schedule A.8.c.i.(3))
- ALL INSPECTIONS MUST BE MADE IN ACCORDANCE WITH DEQ 1200-C PERMIT REQUIREMENTS.
- INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-C PERMIT REQUIREMENTS.
- RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. DURING INACTIVE PERIODS OF GREATER THAN SEVEN (7) CONSECUTIVE CALENDAR DAYS, RETAIN THE ESCP AT THE CONSTRUCTION SITE OR AT ANOTHER LOCATION. (Schedule B.2.a)

BMP MATRIX FOR CONSTRUCTION PHASES

REFER TO DEQ GUIDANCE MANUAL FOR A COMPREHENSIVE LIST OF AVAILABLE BMP'S.

	YEAR:	2019			
BMP	MONTH #:	3	4	5	6	7
BIOBAGS		X	X	X	X	X
BIOSWALES						
CHECK DAMS		X	X	X	X	X
COMPOST BERM						
COMPOST BLANKETS						
COMPOST SOCKS						
CONCRETE TRUCK WASHOUT		X	X	X	X	X
CONSTRUCTION ENTRANCE		X	X	X	X	X
DEWATERING (TREATMENT LOCATION, SCHEMATIC, & SAMPLING PLAN REQUIRED)						
DRAINAGE SWALES						
EARTH DIKES (STABILIZED)						
ENERGY DISSIPATORS						
EROSION CONTROL BLANKETS & MATS (SPECIFY TYPE)						
HYDROSEEDING						
INLET PROTECTION		X	X	X	X	X
MULCHES (SPECIFY TYPE)						
MYCORRHIZAE/ BIOFERTILIZERS						
NATURAL BUFFER ZONE						
ORANGE FENCING (PROTECTING SENSITIVE/PRESERVED AREAS)		X	X	X	X	X
OUTLET PROTECTION						
PERMANENT SEEDING AND PLANTING						
PIPE SLOPE DRAINS						
PLASTIC SHEETING		X	X	X	X	X
PRESERVE EXISTING VEGETATION						
SEDIMENT FENCING		X	X	X	X	X
SEDIMENT BARRIER						
SEDIMENT TRAP						
SODDING						
SOIL TACKIFIERS						
STORM DRAIN INLET PROTECTION		X	X	X	X	X
STRAW WATTLES						
TEMPORARY DIVERSION DIKES						
TEMPORARY OR PERMANENT SEDIMENTATION BASINS						
TEMPORARY SEEDING AND PLANTING		X	X	X		
TREATMENT SYSTEM (O & M PLAN REQUIRED)						
UNPAVED ROADS GRAVELED OR OTHER BMP ON THE ROAD						
VEGETATIVE BUFFER STRIPS						

PROPERTY DESCRIPTION:

TAX LOT 102 AND 103, SECTION 27, TOWNSHIP 1 NORTH, RANGE 3 EAST CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON

LATITUDE = 45°32'40"N
LONGITUDE = 122°25'44"W

NARRATIVE DESCRIPTIONS

EXISTING SITE CONDITIONS

* UNDEVELOPED FALLOW PROPERTY

DEVELOPED CONDITIONS

* INDUSTRIAL BUILDING WITH TRUCK LOADING DOCKS AND OFFICES

NATURE OF CONSTRUCTION ACTIVITY AND ESTIMATED TIME TABLE

* MASS GRADING (MID-FEBRUARY 2019)
* UTILITY INSTALLATION (MID-FEBRUARY 2019 TO APRIL 2019)
* SITE CONSTRUCTION (APRIL 2019 TO MID-JULY 2019)
* FINAL STABILIZATION (MID-JULY 2019)

TOTAL SITE AREA = 169,010 SF (3.88 AC)
TOTAL DISTURBED AREA = 169,010 SF (3.88 AC)

SITE SOIL CLASSIFICATION:
36B QUAFENO LOAM, 3 TO 8 PERCENT SLOPES (3.6 AC)
36A QUAFENO LOAM, 0 TO 3 PERCENT SLOPES (0.4 AC)

RECEIVING WATER BODIES:

NEAREST WATER BODY: FAIRVIEW LAKE

PERMITTEE'S SITE INSPECTOR:

COMPANY/AGENCY: RAY VIGUE, SIERRA SUPERINTENDENT
PHONE: 503-449-2993
E-MAIL: RAYV@SIERRAIND.COM
EXPERIENCE: EROSION AND SEDIMENT CONTROL INSPECTOR
CERTIFIED EROSION AND SEDIMENT CONTROL LEAD

PROJECT LOCATION:

3109 NE 230TH AVE, FAIRVIEW, OR
MULTNOMAH COUNTY, OR

DEVELOPER/OWNER

DERMODY PROPERTIES LLC.
CONTACT: PHIL WOOD
11900 NE 1ST STREET, STE. 300
BELLEVUE, WA 98005
PHONE: 425-214-7430
PWOOD@DERMODY.COM

CIVIL ENGINEER

MACKENZIE
CONTACT: BRENT NIELSEN
1515 SE WATER AVE
PORTLAND, OR 97214
PHONE: 503-224-9560
FAX: 503-228-1285
BDN@MCKNZE.COM

SURVEYOR

NORTHWEST SURVEYING, INC.
CONTACT: CLINTON H. STUBBS JR.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
PHONE: 503-848-2127

ATTENTION EXCAVATORS:

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.

LOCAL AGENCY-SPECIFIC EROSION CONTROL NOTES

1. IF VEGETATIVE SEED MIXES ARE SPECIFIED, SEEDING MUST TAKE PLACE NO LATER THAT SEPTEMBER 1; THE TYPE AND PERCENTAGES OF SEED IN THE MIX MUST BE IDENTIFIED ON THE PLANS.
2. ALL PUMPING OF SEDIMENT LADEN WATER SHALL BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP I.E. (FILTER BAG).
3. ALL EXPOSED SOILS MUST BE COVERED DURING THE PERIOD OF OCTOBER 01 THROUGH MAY 31.

RATIONALE STATEMENT

A COMPREHENSIVE LIST OF AVAILABLE BEST MANAGEMENT PRACTICES (BMP) OPTIONS BASED ON DEQ's GUIDANCE MANUAL HAS BEEN REVIEWED TO COMPLETE THIS EROSION AND SEDIMENT CONTROL PLAN. SOME OF THE ABOVE LISTED BMP's WERE NOT CHOSEN BECAUSE THEY WERE DETERMINED TO NOT EFFECTIVELY MANAGE EROSION PREVENTION AND SEDIMENT CONTROL FOR THIS PROJECT BASED ON SPECIFIC SITE CONDITIONS, INCLUDING SOIL CONDITIONS TOPOGRAPHIC CONSTRAINTS, ACCESSIBILITY TO THE SITE, AND OTHER RELATED CONDITIONS, AS THE PROJECT PROGRESSES AND THERE IS A NEED TO REVISE THE ESCP PLAN, AN ACTION PLAN WILL BE SUBMITTED.

_____ INITIAL

SHEET INDEX

EROSION AND SEDIMENT CONTROL PLANS

C1.40 EROSION AND SEDIMENT CONTROL COVER SHEET
C1.41 CLEARING AND DEMO EROSION AND SEDIMENT CONTROL PLAN
C1.42 EROSION AND SEDIMENT CONTROL PLAN
C1.43 EROSION AND SEDIMENT CONTROL DETAILS

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FAIRVIEW, OR 97024

REGISTERED PROFESSIONAL ENGINEER
OREGON JUNE 2, 2015 BRENT DANIEL NIELSEN
EXPIRES: 12/31/18

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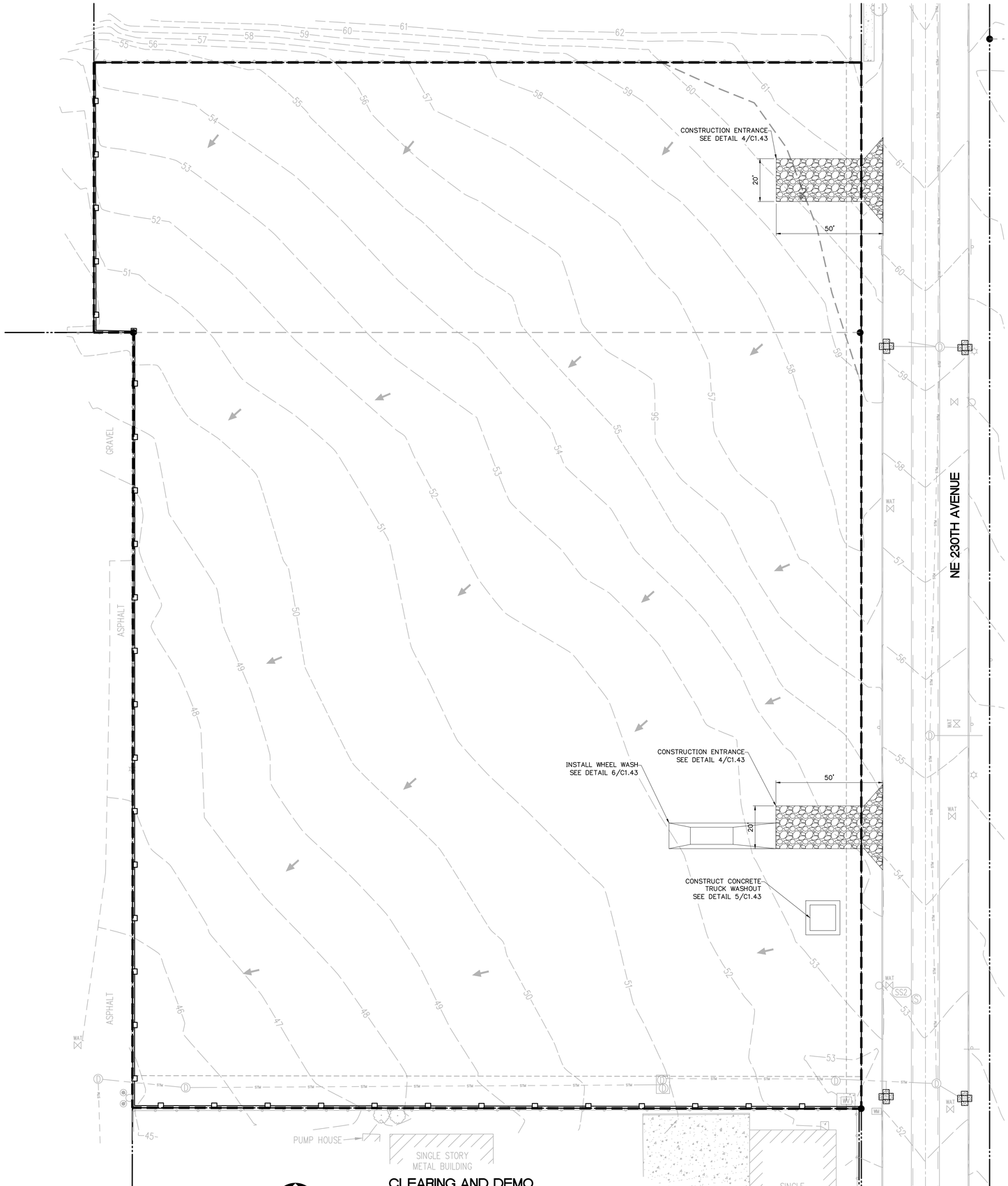
SHEET TITLE:
EROSION AND SEDIMENT CONTROL COVER SHEET

DRAWN BY: CAM

CHECKED BY: MWB

SHEET
C1.40

JOB NO. 2180161.00



CLEARING AND DEMO EROSION AND SEDIMENT CONTROL PLAN

1 / C1.41 1"=20'

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING INC. DATE: 2/7/2018

PRE-CONSTRUCTION, CLEARING, AND DEMOLITION NOTES:

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. SEDIMENT BARRIERS APPROVED FOR USE INCLUDE SEDIMENT FENCE, BERMS, CONSTRUCTED OUT OF MULCH, CHIPPINGS OR OTHER SUITABLE MATERIAL, STRAW WATTLES, OR OTHER APPROVED MATERIALS.
3. SENSITIVE RESOURCES INCLUDING, BUT NOT LIMITED TO, TREES, WETLANDS, AND RIPARIAN PROTECTION AREAS SHALL BE CLEARLY DELINEATED WITH ORANGE CONSTRUCTION FENCING OR CHAIN LINK FENCING IN A MANNER THAT IS CLEARLY VISIBLE TO ANYONE IN THE AREA. NO ACTIVITIES ARE PERMITTED TO OCCUR BEYOND THE CONSTRUCTION BARRIER.
4. CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES INCLUDING, BUT NOT LIMITED TO, STREET SWEEPING, AND VACUUMING, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
5. RUN-ON AND RUN-OFF CONTROLS SHALL BE IN PLACE AND FUNCTIONING PRIOR TO BEGINNING SUBSTANTIAL CONSTRUCTION ACTIVITIES. RUN-ON AND RUN-OFF CONTROL MEASURES INCLUDE: SLOPE DRAINS (WITH OUTLET PROTECTION), CHECK DAMS, SURFACE ROUGHENING, AND BANK STABILIZATION.

SEDIMENT FENCE/CONSTRUCTION FENCE

CONSTRUCTION LIMITS SHALL BE DELINEATED WITH EITHER A SEDIMENT FENCE OR CONSTRUCTION FENCE. USE A SEDIMENT FENCE WHERE RUNOFF IS AWAY FROM THE SITE. USE A CONSTRUCTION FENCE IN ALL OTHER LOCATIONS.

LEGEND

- CATCH BASIN SEDIMENT FILTER BAG, SEE DETAIL 2/C1.43
- 21 — PROPOSED CONTOUR
- 20 — EXISTING CONTOUR
- SEDIMENT FENCE, SEE DETAIL 1/C1.43
- LIMITS OF DISTURBANCE
- EXISTING DRAINAGE FLOW ARROW
- CONSTRUCTION ENTRANCE, SEE DETAIL 4/C1.43
- WHEEL WASH, SEE DETAIL 6/C1.43
- CONCRETE TRUCK WASHOUT, SEE DETAIL 5/C1.43

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CLEARING AND DEMO EROSION AND SEDIMENT CONTROL PLAN

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C1.41

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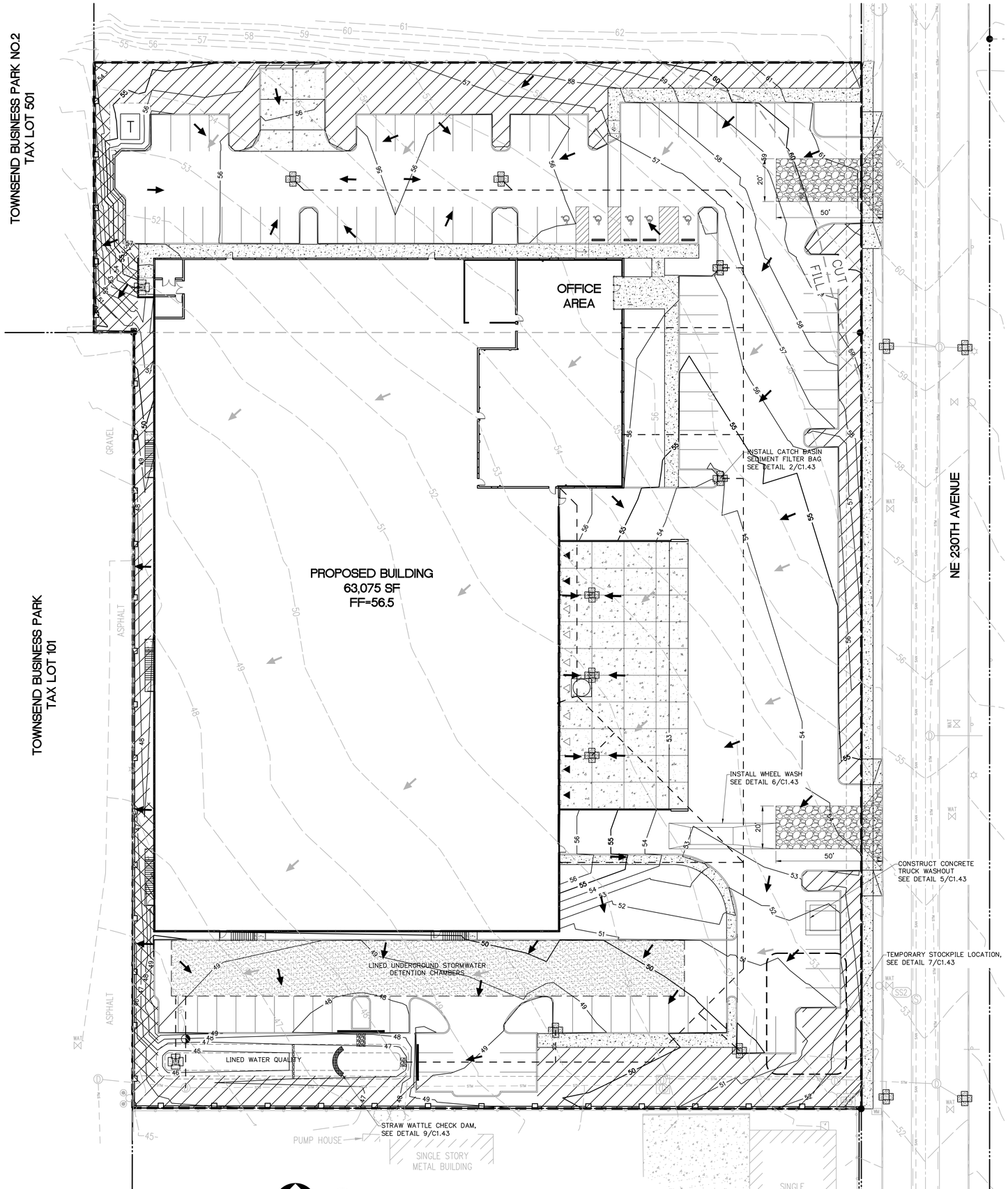

1 C1.42 EROSION AND SEDIMENT CONTROL PLAN
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

EROSION CONTROL GENERAL NOTES

TOTAL DISTURBANCE AREA: 168,945 SF (3.67 AC)

1. TEMPORARY STABILIZATION OF THE SITE MUST OCCUR AT THE END OF EACH WORK DAY.
2. SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION. THEY MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
3. ALL ACTIVE INLETS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. UNLESS OTHERWISE APPROVED, A SURFACE MOUNTED AND ATTACHABLE, U-SHAPED FILTER BAG IS REQUIRED FOR ALL CURB INLET CATCH BASINS.
4. ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
5. OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH CURRENT CLEAN WATER SERVICES STANDARDS AND STATE, AND FEDERAL REGULATIONS.
6. THE ESC MEASURES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO MAINTAIN COMPLIANCE WITH ALL REGULATIONS.
7. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS. STAGE CONSTRUCTION TO INCLUDE INSTALLATION OF PERIMETER SEDIMENT FENCING AS REQUIRED.
8. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES. ANY EXPOSED GROUND SHALL BE SEEDED AND COVERED WITH STRAW MULCH TO PREVENT EROSION. TEMPORARY GROUND COVER SHALL BE MAINTAINED UNTIL A HEALTHY STAND OF GRASS HAS BEEN ESTABLISHED. SEEDING SHALL BE WITH NATURAL SPECIES FOR THE AREA. SEE THE SPECIAL SPECIFICATIONS FOR PROPER SEED MIX.
9. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V.
10. SLOPES AND OPEN AREAS TO BE RE-VEGETATED USING SUNMARK ECOLOGY SEED MIX COMPOSITION (SEE BELOW).

SUNMARK ECOLOGY SEED MIX (1 ACRE/42.61 LBS.)

BOTANICAL NAME	COMMON NAME	% BY WEIGHT
FESTUCA RUBRA VAR. SEALINK	SEALINK CREEPING RED FESCUE	55.00%
FESTUCA OVINA VAR. AZAY BLUE	AZAY BLUE SHEEP FESCUE	18.00%
TRIFOLIUM FRAGIFERUM	STRAWBERRY CLOVER	8.00%
NEMOPHILA MENZIESII	BABY BLUE EYES	5.00%
LIMANTHES DOUGLASII	DOUGLAS' MEADOWFOAM	4.00%
ARMERIA MARITIMIA	THRIFT SEAPINK	2.00%
TRIFOLIUM REPENS VAR MICROCLOVER	MICROCLOVER	3.00%
LOBULARIA MARITIMA	SWEET ALYSSUM CARPET OF SNOW	2.50%
ACHILLEA MILLEFOLIUM	COMMON YARROW	1.50%
BELLIS PERENNIS	LAWNDAISY	1.00%

EROSION AND SEDIMENT CONTROL BMP IMPLEMENTATION

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. ALL "SEDIMENT BARRIERS (TO BE INSTALLED AFTER GRADING)" SHALL BE INSTALLED IMMEDIATELY FOLLOWING ESTABLISHMENT OF FINISHED GRADE AS SHOWN ON THESE PLANS.
3. THE STORM WATER FACILITY SHALL BE CONSTRUCTED AND LANDSCAPED PRIOR TO THE STORM WATER SYSTEM FUNCTIONING AND SITE PAVING.
4. INLET PROTECTION SHALL BE IN-PLACE IMMEDIATELY FOLLOWING INSTALLATION OF CATCH BASINS

SEDIMENT FENCE/CONSTRUCTION FENCE

CONSTRUCTION LIMITS SHALL BE DELINEATED WITH EITHER A SEDIMENT FENCE OR CONSTRUCTION FENCE. USE A SEDIMENT FENCE WHERE RUNOFF IS AWAY FROM THE SITE. USE A CONSTRUCTION FENCE IN ALL OTHER LOCATIONS.

LEGEND

- CATCH BASIN SEDIMENT FILTER BAG, SEE DETAIL 2/C1.43
- 21 — PROPOSED CONTOUR
- 20 — EXISTING CONTOUR
- SEDIMENT FENCE, SEE DETAIL 1/C1.43
- LIMITS OF DISTURBANCE
- EXISTING DRAINAGE FLOW ARROW
- PROPOSED DRAINAGE FLOW ARROW
- CONSTRUCTION ENTRANCE, SEE DETAIL 4/C1.43
- BIOFILTER BAG, SEE DETAIL 3/C1.43
- WHEEL WASH, SEE DETAIL 6/C1.43
- CONCRETE TRUCK WASHOUT, SEE DETAIL 5/C1.43
- 4' LOADING DOCK DOOR
- DRIVE-UP DOCK DOOR
- RIPRAP PIPE OUTLET SLOPE PROTECTION
- STEEP SLOPE REOGHENING, SEE DETAIL 8/C1.43
- VEGETATED SLOPE STABILIZATION

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REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 3, 2010
BRENT DANIEL NIELSEN
EXPIRES: 12/31/18

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EROSION AND SEDIMENT CONTROL PLAN

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CHECKED BY: MWB
SHEET
C1.42

JOB NO. 2180161.00

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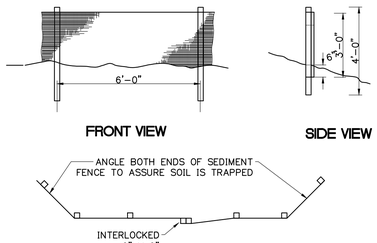
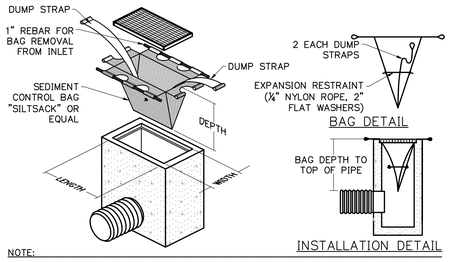


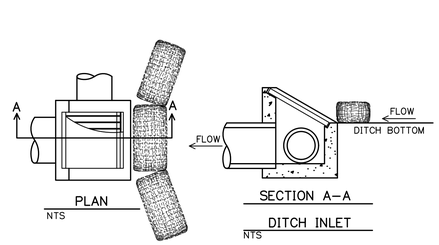
NOTES:
1. BURY BOTTOM OF FILTER FABRIC 6" MIN. VERTICALLY BELOW GRADE.
2. 2" x 2" FIR, PINE, OR STEEL FENCE POSTS.
3. STITCHED LOOPS TO BE INSTALLED UPHILL SIDE OF SLOPE.
4. COMPACT NATIVE FILL IN ALL AREAS OF FILTER FABRIC TRENCH.
5. ACCUMULATED SEDIMENT CAN BE ALLOWED TO REACH NO MORE THAN ONE-THIRD THE HEIGHT OF THE SEDIMENT FENCE.

1 C1.43 FILTER FABRIC SEDIMENT FENCE
N.T.S. SED-FENCE

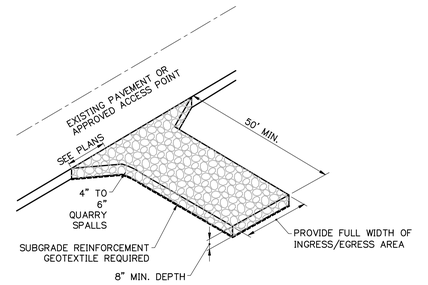


NOTE:
1. THE DIMENSION CHART ABOVE IS FOR STANDARD CATCH BASINS AND INLETS ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE CORRECT SIZE DEVICE FOR EACH INLET.
2. THE CONTRACTOR SHALL MEASURE DIMENSIONS IN THE FIELD AND ORDER THE APPROPRIATE SIZE(S).
3. THE INLET SEDIMENT CONTROL DEVICE SHALL BE OF NORMAL FLOW DESIGN, 40 GAL/MIN/SF WITH NO OVERFLOWS. THE SEDIMENT CONTROL DEVICE SHALL BE INSPECTED DAILY BY THE CONTRACTOR
4. AND MAINTAINED A MINIMUM ONCE PER MONTH OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT. SUBSTITUTION OF A SHEET OF FILTER FABRIC PLACED OVER THE OPENING OF THE
5. INLET IS NOT APPROVED.

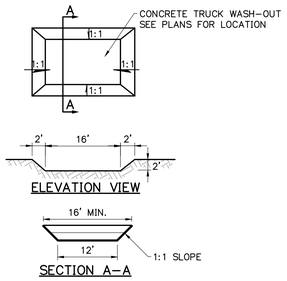
2 C1.43 CATCH BASIN SEDIMENT FILTER BAG
N.T.S. CBSACK3



3 C1.43 BIOFILTER BAG INLET PROTECTION
N.T.S. E-BIOBAG

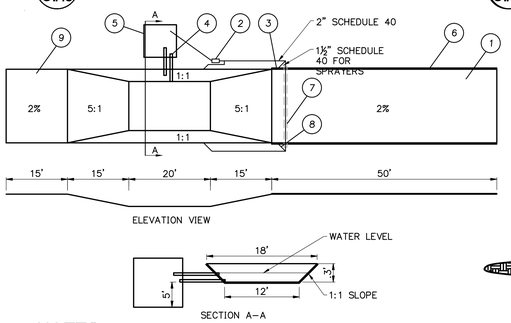


4 C1.43 CONSTRUCTION ENTRANCE
N.T.S. E-ENTRY



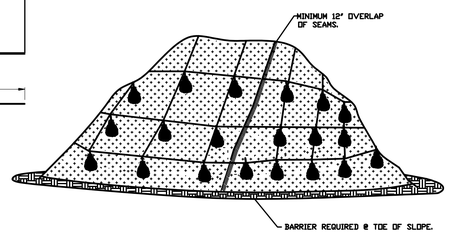
NOTES:
1. CONCRETE WASHOUT AREA. LOCATED SO RUNOFF CANNOT ENTER STORM SYSTEM. IF WASH-OUT CANNOT BE LOCATED MINIMUM OF 50' FROM ENTRY TO STORM SYSTEM, THAN SECONDARY MEASURES SUCH AS BERMS AND TEMPORARY SETTLING PITS MAY BE REQUIRED.
2. CONTRACTOR SHALL CLEAN OUT CONCRETE TRUCK WASH-OUT AREA WHEN WHEN DEPTH REACHES 1'.

5 C1.43 CONCRETE WASHOUT
N.T.S. CONCRETE WASHOUT 1:1



NOTES:
1. ASPHALT CONSTRUCTION ENTRANCE – 6" ASPHALT TREATED BASE(ATB).
2. 3-INCH TRASH PUMP WITH FLOATS ON THE SUCTION HOSE.
3. MIDPOINT SPRAY NOZZLES IF NEEDED.
4. 6-INCH SEWER PIPE WITH BUTTERFLY VALVES. BOTTOM ONE IS A DRAIN. LOCATE TOP PIPES INVERT ONE FOOT ABOVE BOTTOM OF WHEEL WASH.
5. 8'x8' SUMP WITH 5' OF CATCH. BUILD SO CAN BE CLEANED WITH TRACKHOE.
6. ASPHALT CURB ON THE LOW ROAD SIDE TO DIRECT WATER BACK TO THE POND.
7. 6-INCH SLEEVE UNDER ROAD.
8. BALL VALVES.
9. 15' ATB APRON TO PROTECT GROUND FROM SPLASHING WATER.

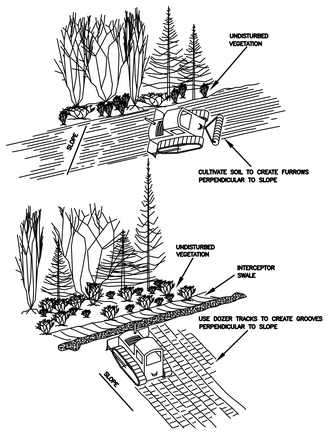
6 C1.43 WHEEL WASH
N.T.S. WHEELWASH2 1:1



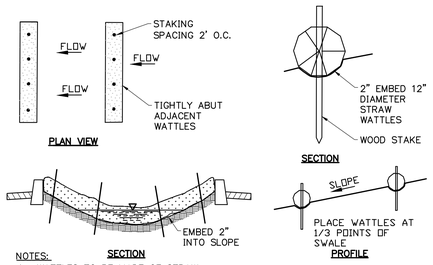
PLASTIC SHEETING

NOTES:
1. MINIMUM 12" OVERLAP OF ALL SEAMS REQUIRED.
2. BARRIER REQUIRED @ TOE OF STOCK PILE.
3. COVERING MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS OR TIRES ON ROPES WITH A MAXIMUM 10' GRID SPACING IN ALL DIRECTIONS.

7 C1.43 STOCKPILE COVER/SHEETING
N.T.S. 1:1



8 C1.43 SLOPE ROUGHENING
N.T.S. 1:1



NOTES:
1. WATTLES TO BE MADE OF STRAW.
2. SLOPE REQUIRES MINOR PREPARATION PRIOR TO INSTALLATION
3. RILLS AND SHALLOW GULLIES SHOULD BE SMOOTHED AS WORK PROGRESSES.
4. WATTLES SHOULD BE INSTALLED AT THIRD POINTS OF SWALE.
5. WATTLE MUST BE TIGHT AGAINST THE SOIL IN TRENCH. MAKE SURE NO GAPS EXIST BETWEEN THE SOIL AND THE WATTLE.
6. STAKES MUST BE DRIVEN A MINIMUM OF 12 IN. INTO UNDISTURBED MATERIAL. INSTALL STAKES EVERY 2'.
7. INSPECT ONCE PER WEEK ON ACTIVE SITES, ONCE EVERY TWO WEEKS ON INACTIVE SITES, AND WITHIN 24 HOURS FOLLOWING A 0.5 INCH RAIN EVENT.
8. MAKE SURE THE WATTLES ARE IN CONTACT WITH THE SOIL.
9. STRING SHOULD BE WRAPPED ROUND WATTLE EVERY FOOT OF ITS LENGTH.

9 C1.43 WATTLES
N.T.S. WATTLES

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DRAWN BY: CAM

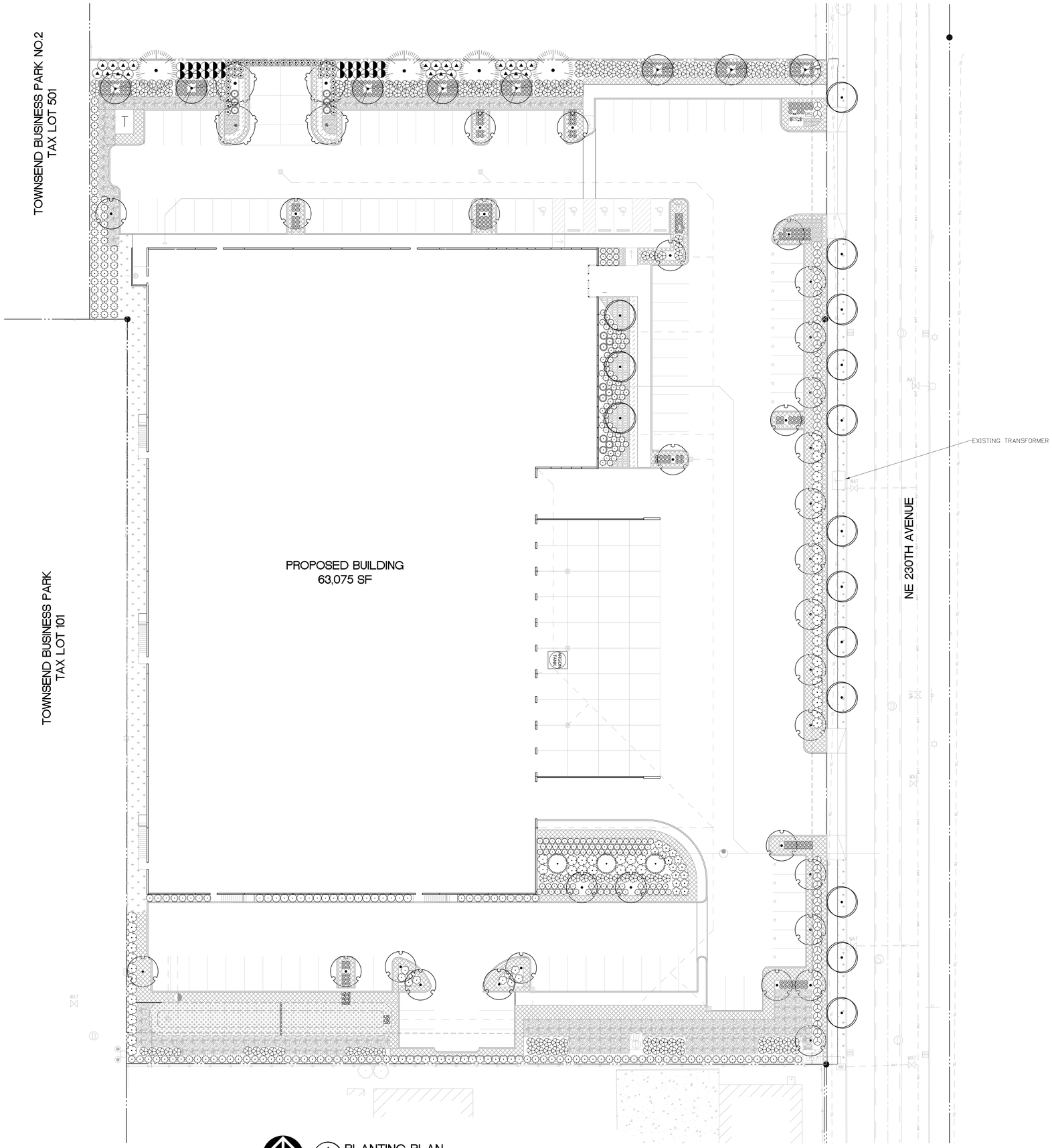
CHECKED BY: MWB

SHEET
C1.43

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

2180161.00\4_DRAWINGS\CIVIL\161-C1.43.DWG NKL 08/17/18 12:53 1:1



1 L1.10 PLANTING PLAN
1" = 20'

(IN FEET)
1 inch = 20 ft.

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING INC. DATE: 2/7/2018

PLANT SCHEDULE

TREES	BOTANICAL NAME	SIZE	
	CALOCEDRUS DECURRENS INCENSE CEDAR	8` HT. MIN. B&B	
	CARPINUS BETULUS `FRANZ FONTAINE` FRANZ FONTAINE HORNBEAM BRANCHING TO START 5`-0"	1.5" CAL. B&B	
	CERCIDIPHYLLUM JAPONICUM KATSURA TREE	1.5" CAL. B&B	
	PISTACIA CHINENSIS CHINESE PISTACHE	1.5" CAL. B&B	
	THUJA PLICATA WESTERN RED CEDAR	8` HT. MIN. B&B	
	ULMUS CARPINIFOLIA X PARVIFOLIA `FRONTIER` FRONTIER ELM	1.5" CAL. B&B	
SHRUBS	**BOTANICAL NAME**	**SIZE**	**SPACING**
	ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	5 GAL	60" o.c.
	AZALEA GIRARD HYBRID `GIRARD`S FUCHSIA` GIRARD AZALEA	2 GAL	48" o.c.
	BERBERIS THUNBERGII `CRIMSON PYGMY` CRIMSON PYGMY BARBERRY	3 GAL	36" o.c.
	CALAMAGROSTIS X ACUTIFLORA `OVERDAM` OVERDAM FEATHER REED GRASS	2 GAL	36" o.c.
	CISTUS X HYBRIDUS WHITE ROCKROSE	3 GAL	48" o.c.
	ILEX GLABRA `COMPACTA` COMPACT INKBERRY	3 GAL	48" o.c.
	MAHONIA AQUIFOLIUM OREGON GRAPE	5 GAL	48" o.c.
	PENNISETUM ALOPECUROIDES `LITTLE BUNNY` LITTLE BUNNY FOUNTAIN GRASS	2 GAL.	24" o.c.
	PEROVSKIA ATRIPLICIFOLIA RUSSIAN SAGE	3 GAL	48" o.c.
	RIBES SANGUINEUM RED FLOWERING CURRANT LARGE SHRUB - NATIVE	5 GAL	48" o.c.
	ROSA NUTKANA NOOTKA ROSE	2 GAL	60" o.c.
	VIBURNUM DAVIDII DAVID VIBURNUM	5 GAL	48" o.c.
GROUND COVERS	**BOTANICAL NAME**	**SIZE**	**SPACING**
	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' MASSACHUSETTS MANZANITA	1 GAL.	24" o.c.
	HAKONECHLOA MACRA `ALL GOLD` JAPANESE FOREST GRASS	1 GAL.	24" o.c.
	HEMEROCALLIS X 'HAPPY RETURNS' HAPPY RETURNS DAYLILY	1 GAL.	18" o.c.
	LIRIOPE MUSCARI LILY TURF	1 GAL.	12" o.c.
	RUBUS CALYCINOIDES 'EMERALD CARPET' EMERALD CARPET CREEPING RASPBERRY	1 GAL.	24" o.c.
	SEED MIX NATIVE SWALE SEED MIX BY SUNMARK SEED	1 LB / 1000 SF	
	SEED MIX LAWN DOT MULTIPURPOSE	8 LBS/1000 SQFT	

LANDSCAPE DATA

	REQUIRED	PROVIDED
TOTAL LANDSCAPE AREA	10%	19.1%
PARKING LOT TREES (1 PER 5 STALLS)	21	21
STREET TREES (1 PER 30 FT)	13	14
5' EVERGREEN SCREEN AT LOADING DOCKS	YES	YES
3' EVERGREEN SCREEN AT PARKING LOT	YES	YES

GENERAL NOTES

1. CONTRACTOR SHALL CONFIRM ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
2. CONTRACTOR SHALL LOCATE AND VERIFY ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. NOTIFY OWNER AND LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
3. COORDINATE ALL LANDSCAPE WORK WITH OTHER TRADES AND SCHEDULES.
4. COORDINATE STAGING AREA WITH GENERAL CONTRACTOR AND OWNER.
5. CONTRACTOR SHALL COORDINATE WITH THE OWNER ANY DISRUPTION TO VEHICULAR CIRCULATION PRIOR TO COMMENCEMENT OF ANY WORK.

LANDSCAPE NOTES

1. ALL EXISTING TREES, PLANTS, AND ROOTS SHALL BE PROTECTED FROM DAMAGE FROM ANY CONSTRUCTION PREPARATION, REMOVAL OR INSTALLATION ACTIVITIES WITHIN AND ADJACENT TO PROJECT LIMITS.
2. SHRUBS ADJACENT TO PARKING AREAS SHALL BE PLANTED 2' MINIMUM AWAY FROM THE BACK OF CURB. SHRUBS AND GROUNDCOVER ALONG OTHER PAVEMENT EDGES SHALL BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGE.
3. TREES IN THE RIGHT OF WAY SHALL BE LIMBED UP TO AT LEAST 8 FT ABOVE DRIVE SURFACE GRADE.
4. ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1–2004.
5. ALL PLANTING AREAS SHALL BE COVERED BY A LAYER OF MEDIUM–GRIND HEMLOCK MULCH TO A DEPTH OF 2–3".
6. A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
7. TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.
8. DO NOT PLANT TREES ABOVE WATERLINES, UTILITIES, OR OTHER UNDERGROUND PIPING.

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REGISTERED 906
Brad E. Theurer
OREGON
09/19/2016
LANDSCAPE ARCHITECT
EXPIRES: 9/30/18

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REVISIONS:

REVISION DELTA	REVISIONS THIS SHEET	REVISION DELTA CLOSING DATE

SHEET TITLE:
PLANTING PLAN

DRAWN BY: NRF, ADC

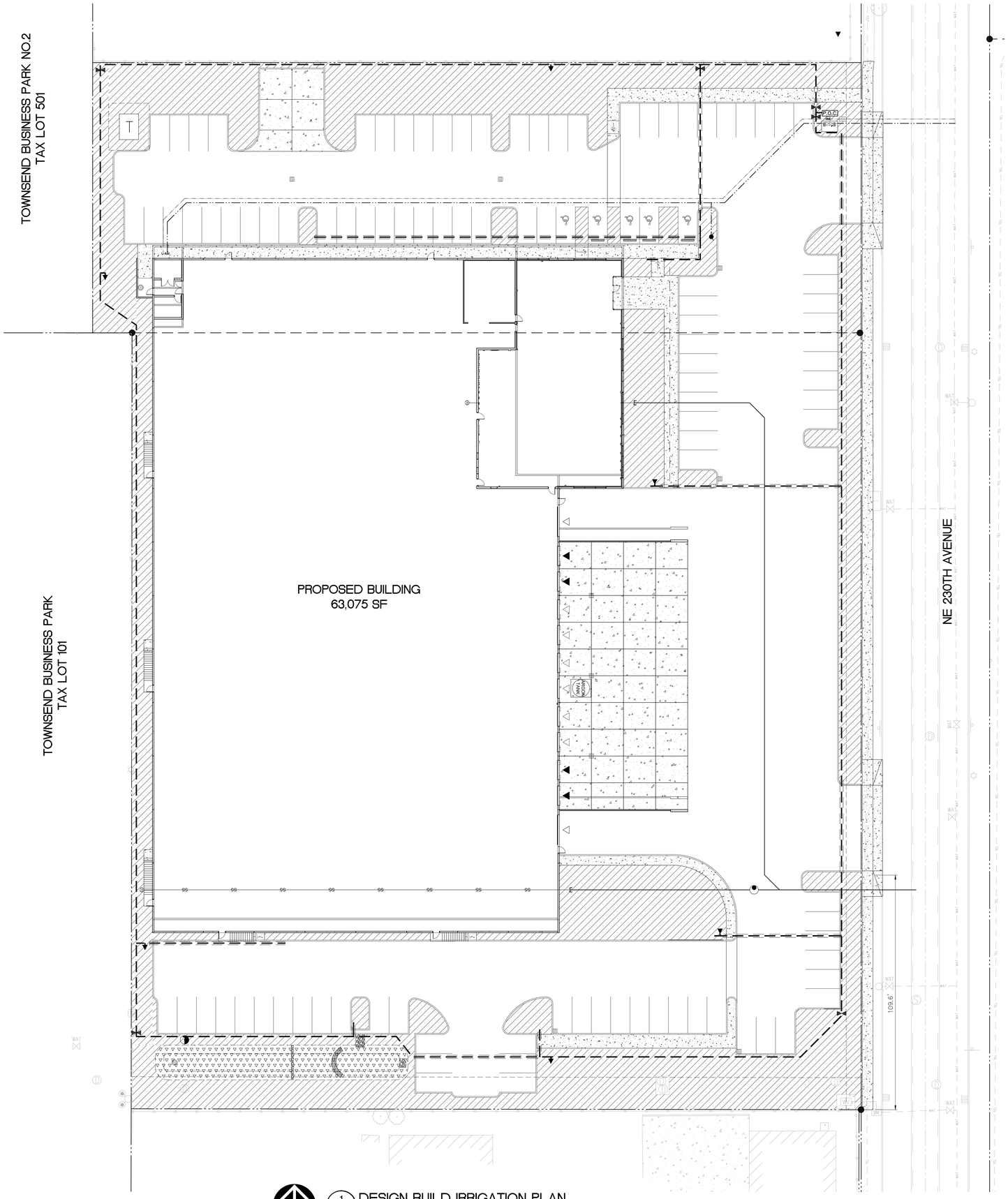
CHECKED BY: BET

SHEET
L1.10

JOB NO. 2180161.00

DESIGN REVIEW 08/17/18

2180161.00\4_DRAWINGS\LANDSCAPE\161-L1.10.DWG BET 08/17/18 14:30 1:20



1 L1.20 DESIGN BUILD IRRIGATION PLAN
1"=20'

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

IRRIGATION LEGEND

EQUIPMENT	
SYMBOL	EQUIPMENT
P.O.C.	POINT OF CONNECTION, SEE DETAIL (INCLUDE MASTER VALVE AND FLOW SENSOR)
C.	IRRIGATION CONTROLLER
B.F.	DOUBLE CHECK BACKFLOW PREVENTOR
	GATE VALVE
	QUICK COUPLER AT 300' (INTERVALS MAX.)
	MAINLINE SLEEVE– DIAMETER AT LEAST TWICE DIAMETER OF PIPE BEING SLEEVED
	MAINLINE–SCHEDULE 40 PVC
	IRRIGATED STORMWATER AREA
	IRRIGATED LANDSCAPE AREA – SEE DETAILS ON L5.12

IRRIGATION NOTES

1. ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A HIGH EFFICIENCY PERMANENT FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
2. VALVES SHALL BE WIRED AND INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND CONNECTED TO THE IRRIGATION CONTROLLER.
3. PROVIDE SLEEVING AT ALL AREAS WHERE PIPE TRAVELS UNDER CONCRETE OR HARD SURFACING.
4. IRRIGATION SYSTEM AS DESIGNED AND INSTALLED SHALL PERFORM WITHIN THE TOLERANCES AND SPECIFICATIONS OF THE SPECIFIED MANUFACTURERS.
5. ALL IRRIGATION PIPE MATERIAL AND INSTALLATION SHALL CONFORM TO APPLICABLE CODE FOR PIPING AND COMPONENT REQUIREMENTS.
6. SYSTEM SHALL SUPPLY MANUFACTURER'S SPECIFIED MINIMUM OPERATING PRESSURE TO FARTHEST EMITTER FROM WATER METER.
7. REF. CIVIL DETAILS AND DETAILS ON L5.11 FOR POINT OF CONNECTION AND BACKFLOW PREVENTION INFORMATION.
8. IRRIGATION SHALL BE WINTERIZED THROUGH LOW PRESSURE, HIGH VOLUME AIR BLOWOUT CONNECTION THROUGH QUICK COUPLER.
9. QUICK COUPLERS TO BE PLACED EVERY 300 LINEAR MIN.
10. ZONE STORMWATER AREA SEPARATELY FROM OTHER LANDSCAPE AREAS.
11. SEE SHEET L5.11 FOR TREE ROOT ZONE WATERING DETAIL. ZONE SEPARATELY.
12. MAINLINE LAYOUT IS DIAGRAMATIC ONLY.
13. PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO PURCHASE OR INSTALLATION OF SYSTEM. DRAWINGS TO INDICATE HEAD TYPE, GALLONS PER MINUTE, LATERAL LINES, AND BE AT MINIMUM SCALE OF 1"=20'

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OREGON
09/19/2016
LANDSCAPE ARCHITECT
EXPIRES: 9/30/18

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REVISIONS:

REVISION DELTA	REVISIONS THIS SHEET	REVISION DELTA CLOSING DATE

SHEET TITLE:
DESIGN BUILD IRRIGATION PLAN

DRAWN BY: ADC, BET

CHECKED BY: BET

SHEET
L1.20

JOB NO. 2180161.00

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING INC. DATE: 2/7/2018

DESIGN REVIEW 08/17/18

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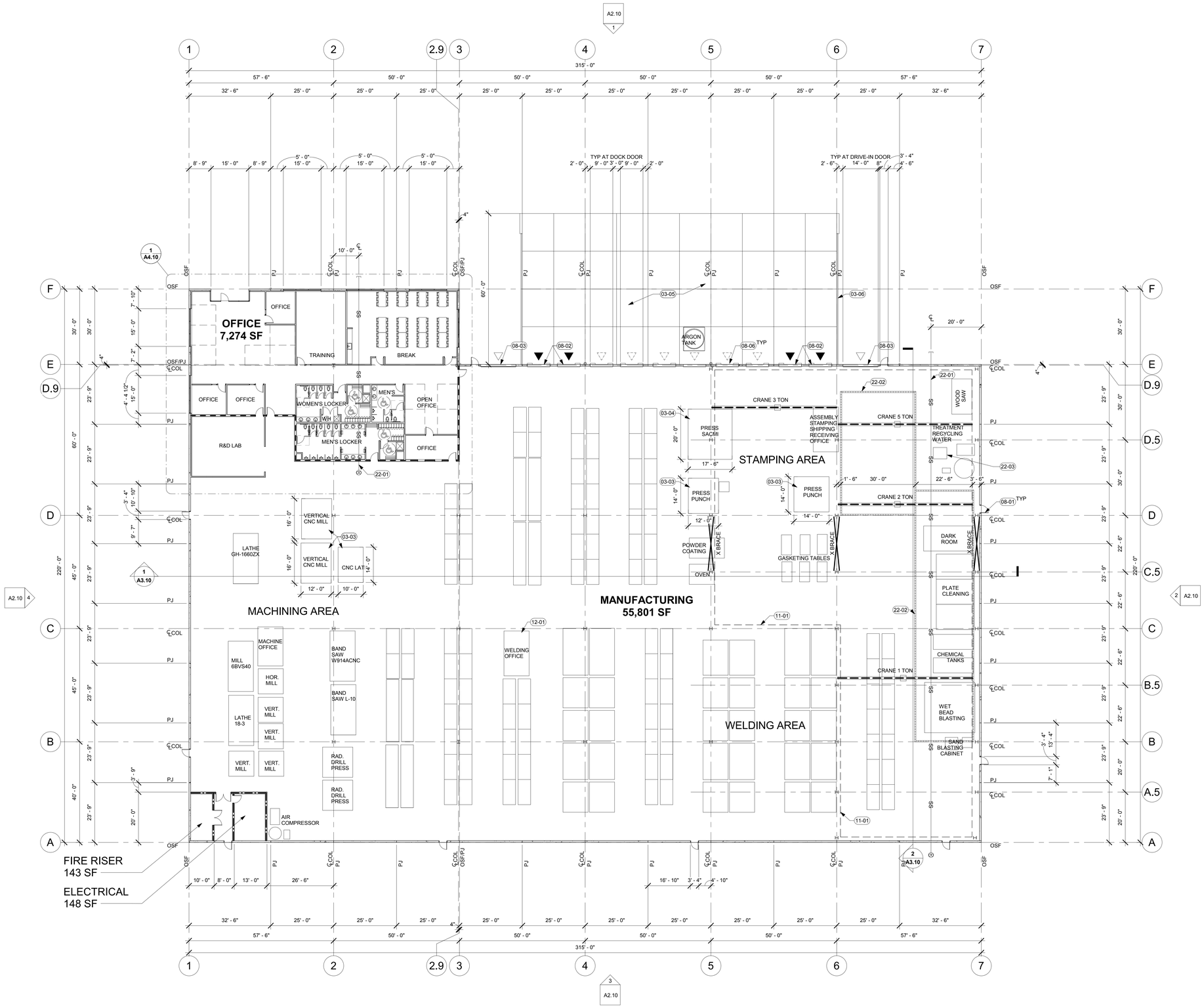

1 A1.10 FLOOR PLAN
1/16" = 1'-0"

GENERAL NOTES

A. VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.
B. SEE STRUCTURAL FOR ADDITIONAL INFORMATION
C. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION
D. SEE A0.01 FOR WALL TYPES
E. SEE FINISH PLAN FOR CASEWORK AND RELATED FINISH INFORMATION

LEGEND

MISC. SYMBOLS

CLEAN OUT	CO
DOWNSPOUT LOCATION	DS
FLOOR DRAIN	FD
FIRE EXTINGUISHER	
NEW OUTLET AND TELEPHONE/DATA ROUGH-IN	
NEW DEDICATED OUTLET	
DOCK HIGH OVERHEAD DOOR	
DRIVE IN OVERHEAD DOOR	
FUTURE OPENING	
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
TRENCH DRAIN	

WALL TYPES

CONCRETE TILT PANEL - SEE STRUCTURAL ELEVATIONS FOR THICKNESSES	
1HR RATED WALL	
FULL HEIGHT OFFICE / WAREHOUSE WALL	
THRU GRID WALL	
FURRED WALL	
TOILET ROOM WALL	
6" PLUMBING WALL	

KEYNOTES

03-03	10" REINFORCED PAD
03-04	24" REINFORCED PAD
03-05	6" CONCRETE TRUCK APRON
03-06	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED OVERHEAD DRIVE-IN DOOR (14' X 20') W/ OPERATOR
08-06	FUTURE DOCK OPENING
11-01	EXTENT OF CRANE RAIL
12-01	MODULAR OFFICE BY TENANT
22-01	SANITARY SEWER LINE, SEE CIVIL FOR EXTERIOR ALIGNMENT. PLUMBING DESIGNER TO VERIFY ALL REQUIREMENTS AND BUILDING CODE COMPLIANCE.
22-02	TRENCH DRAIN BY DESIGN BUILD PLUMBING
22-03	SUMP / CATCH BASIN

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
FIRST FLOOR PLAN

DRAWN BY: AMF, MNT

CHECKED BY: DEP

SHEET

A1.10

JOB NO. **2180161.00**

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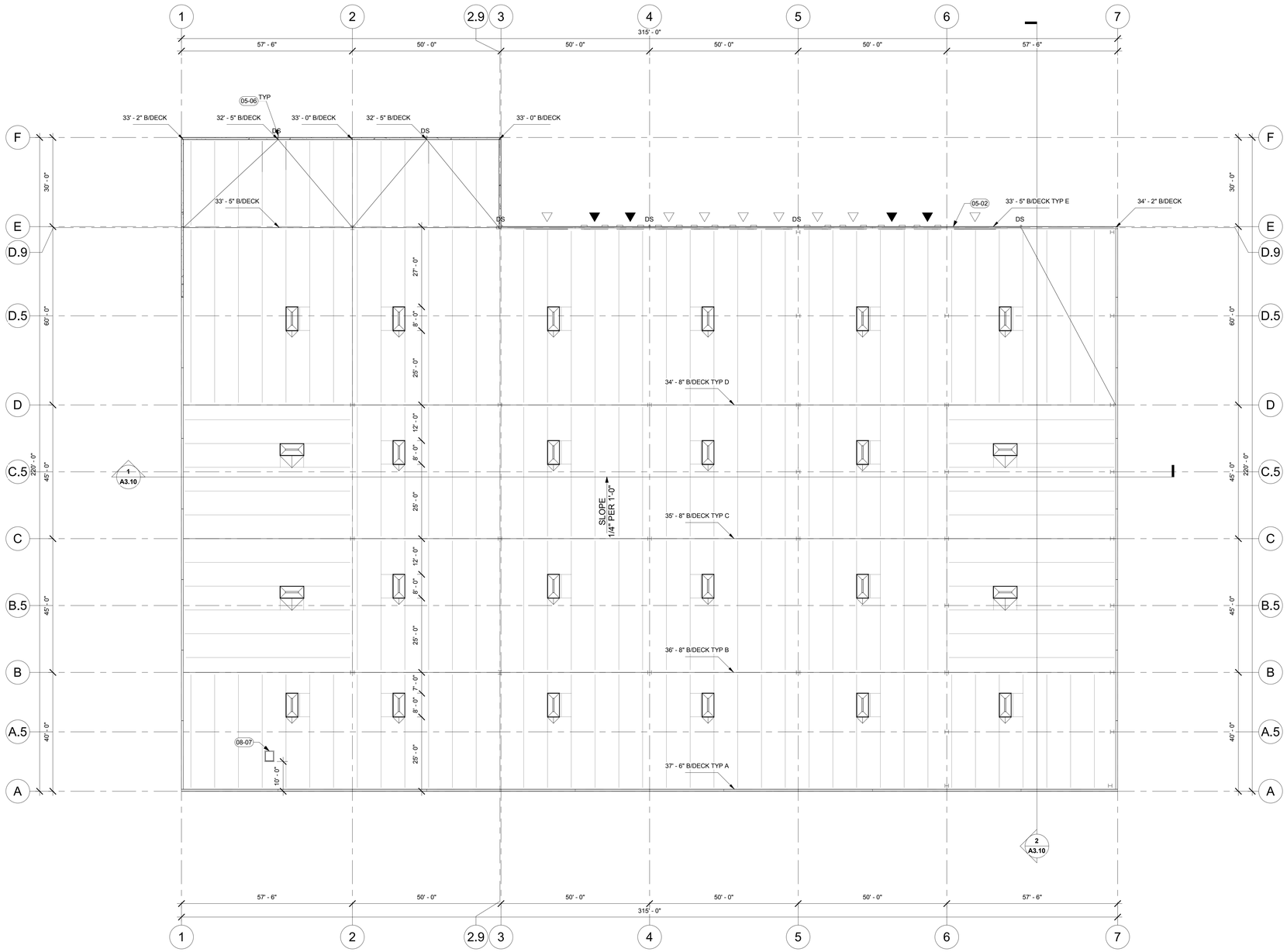
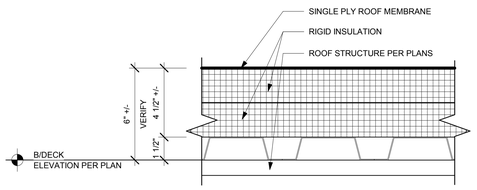


1 A1.13 ROOF PLAN
1/16" = 1'-0"

RIGID INSULATION REQUIRED



2 A1.13 TYP ROOF ASSEMBLY
3" = 1'-0"

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Revision Schedule

Revision Delta	Issue Date

SHEET TITLE:
ROOF PLAN

DRAWN BY: AMF, MNT

CHECKED BY: DEP

SHEET

A1.13

JOB NO. **2180161.00**

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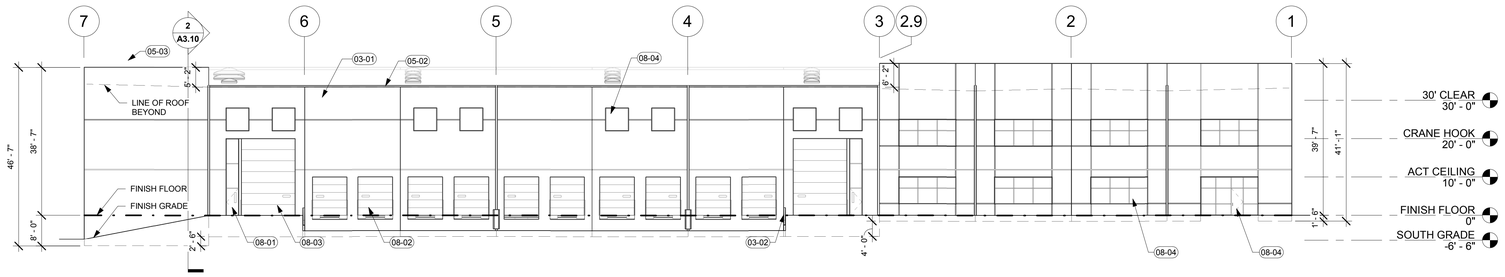
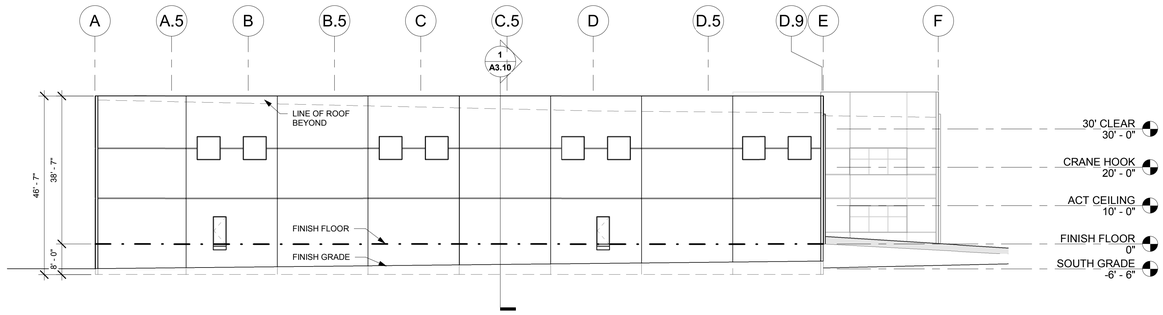
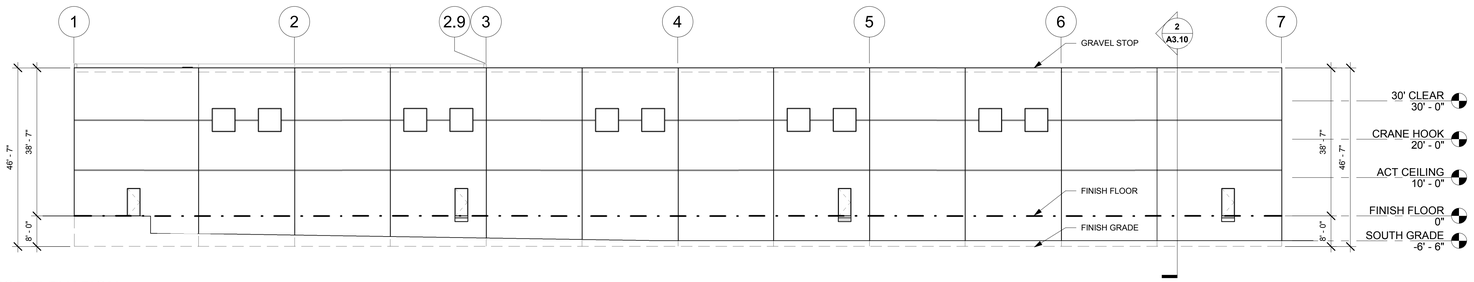


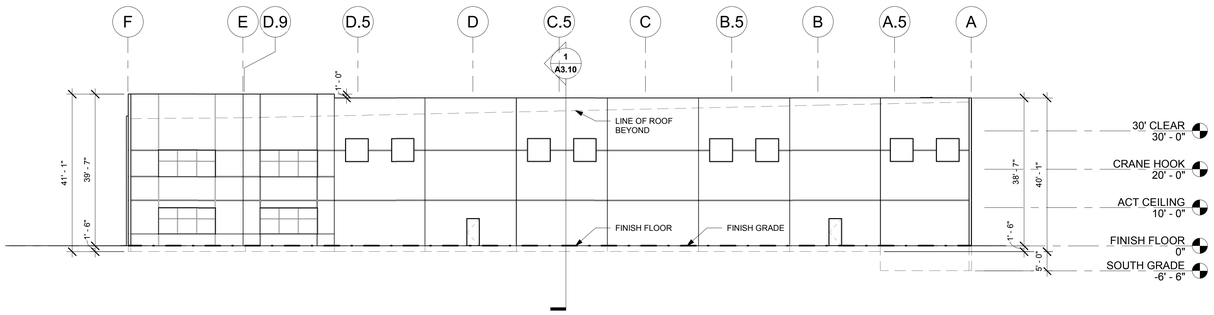
1 A2.10 EAST ELEVATION
1/16" = 1'-0"



2 A2.10 SOUTH ELEVATION
1/16" = 1'-0"



3 A2.10 WEST ELEVATION
1/16" = 1'-0"



4 A2.10 NORTH ELEVATION
1/16" = 1'-0"

GENERAL NOTES

A. VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.
B. SEE STRUCTURAL FOR ADDITIONAL INFORMATION
C. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION
D. SEE A0.01 FOR WALL TYPES
E. SEE FINISH PLAN FOR CASEWORK AND RELATED FINISH INFORMATION

KEYNOTES

03-01	CONCRETE TILT UP PANEL
03-02	RETAINING WALL
05-02	SHEET METAL GUTTER
05-03	FLASHING
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED OVERHEAD DRIVE-IN DOOR (14' X 20') W/ OPERATOR
08-04	CLEAR ANODIZED STOREFRONT WITH SOLARGRAY GLAZING, TYP

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
BUILDING ELEVATIONS

DRAWN BY: AMF, MNT

CHECKED BY: DEP

SHEET

A2.10

JOB NO. **2180161.00**

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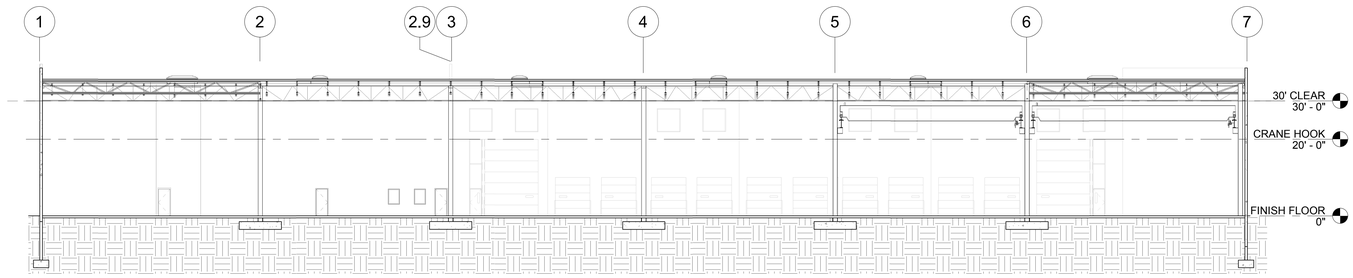
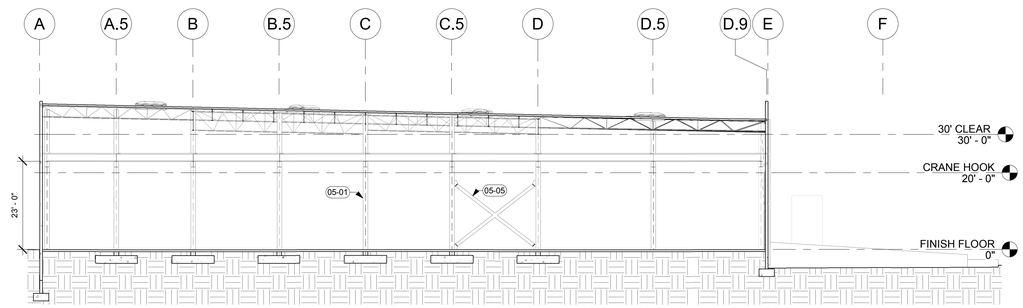


1 / A3.10 NORTH-SOUTH SECTION
1/16" = 1'-0"



2 / A3.10 EAST-WEST SECTION
1/16" = 1'-0"

GENERAL NOTES

A. VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.
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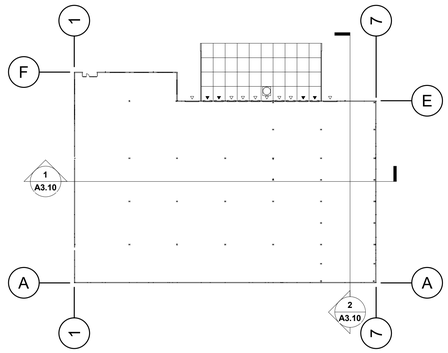
C. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION
D. SEE A0.01 FOR WALL TYPES
E. SEE FINISH PLAN FOR CASEWORK AND RELATED FINISH INFORMATION

KEYNOTES

05-01 WIDE FLANGE COLUMN, SEE STRUCTURAL
05-05 STEEL X BRACE, SEE STRUCTURAL



REFERENCE PLAN

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Revision Schedule	
Revision Delta	Issue Date

SHEET TITLE:
BUILDING SECTIONS

DRAWN BY: AMF, MNT

CHECKED BY: DEP

SHEET

A3.10

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TRANSPORTATION MITIGATION PLAN
MASTER AGREEMENT

PREPARED FOR
TOWNSEND BUSINESS PARK

July 9, 2001
(Revised February 28, 2005)

The City of Fairview ("City") approved a zone change for the Townsend Business Park (Project Location: 23303 N.E. Sandy Boulevard) on February 16, 2000 (Ordinance 6-2000). A requirement of the zone change was the development of a Transportation Mitigation Plan ("TMP"), called for in the Conditional Use Permit and Lot Line Adjustment approval of January 6, 2000 (Application No. 99-033-ZC/CUP/LL). On January 29, 2004, the City of Fairview approved a modification to the subdivision (03-54-0MOD) which resulted in new lot and phase numbering. This document is the TMP required by those approvals. It establishes the specific transportation-related offsite improvements agreed to by Multnomah County ("County") and the property owner to mitigate the impact of the business park, and specifies the timing and financial responsibility for completing those improvements.

The total acreage of the property is 110.92 acres, with 103.8 acres composing lots. The current development plan for the business park anticipates three phases: Phase 1, 49.4 acres; Phase 2, 36.9 acres; Phase 3, 18.2 acres (see Master Plan, attached to this Agreement). This Agreement identifies the improvements required to mitigate the impacts of each phase. This TMP will serve as the Master Agreement between the property owner, the County, and the City for all transportation-related offsite improvements identified in the City's conditions of approval. Separate individual Project Agreements will be prepared as necessary between the County and the property owner to detail the specific construction requirements and responsibilities of each party for each project or projects as part of the phased development. The projects requiring additional Project Agreements are the Category #1 and Category #3 projects described below in the project list. All Project Agreements must be consistent with, and incorporate the relevant terms of, this TMP. This TMP and the Project Agreements will run with the land and apply to future owners of the property.

Detailed descriptions of the transportation improvements and the obligations of the property owner, the County, and the City, by phase, are listed below. The obligations fall into three categories:

1. Category #1 Projects: Projects for which the property owner has full responsibility for the construction of the described improvements. For these projects, the detailed descriptions listed below include a description of the project and the timing of its construction.

2. Category #2 Projects: Projects for which the property owner will pay the County (or, for Project 3-C, another property owner) a portion of the cost of the described improvements, and upon such payment, the property owner will fully satisfy its obligations with regard to such improvements. For these projects, the detailed descriptions listed below include a description of the project, the portion of the cost to be contributed by the property owner, and the timing of the property owner contribution. Payment of such funds to the County (or the other property owner) in the amount and within the time specified will fully satisfy the property owner's obligations under this TMP and under the City approvals with regard to such improvements. The cost figures for Category 2 projects shall be increased

annually from the date of this agreement by a percentage equal to the change in the Portland-Salem, OR-WA Consumer Price Index-All Urban Consumers (CPI-U), unadjusted for seasonal variations, as published by the Bureau of Labor Statistics. All other terms and conditions of this agreement will apply to any subsequent cost estimate.

3. Category #3 Projects: Projects for which the property owner has full responsibility for the construction of the improvements, but for which the property owner will be reimbursed for a portion of the cost. For these projects, the County and the City will, to the extent possible, require other developments impacting the need for the improvements to pay their proportionate share of the improvement costs. Prior to the construction of a project, the proportionate share of other developments will be calculated based upon the estimated total project costs as described below in the detailed project descriptions. After a project has been constructed, the proportionate share will be based upon actual project costs. Such required payments will be paid to the property owner as reimbursement for the portion of the costs of the improvements in excess of the property owner's proportionate share. Reimbursements may be made to the property owner from, as applicable, system development charges, traffic impact fees, late-comer agreement fees, or through any other arrangement agreed to by the parties, but the obligation to reimburse the property owner for the costs above its proportionate share shall not depend upon any particular source of funds. The specific details of the reimbursement procedures for each improvement project will be included in a separate Project Agreement to be prepared for the improvements consistent with this TMP.

The County and the City agree that the property owner's compliance with the terms of this TMP will fully mitigate the transportation impacts of the proposed Townsend Business Park, and that a separate fee per trip assessment is not needed. Consequently, the County and the City agree that regardless of the timing of the development and construction of the Townsend Business Park, compliance with the terms of this TMP shall exempt the Townsend Business Park from future Traffic Impact Fees, Transportation System Development Charges, or other transportation or traffic related charges that the County or the City may implement.

4. Assurance of Improvements:

1. Townsend Farms ("Seller") shall provide written notice at or prior to closing to purchasers of each lot in the area subject to the TMP, attached hereto and incorporated herein by reference as "Exhibit 1", of the TMP improvements requiring proportional cash contributions or improvements for the transportation system. A copy of the acknowledged notice shall be sent by Seller to the City and the County.

2. For each lot of each phase, pursuant to the approved TMP, the property owner or the purchaser shall be responsible for satisfying the contributions as follows:

a. For payments to Multnomah County, the payments shall be made to Multnomah County prior to the issuance of building permits by the City of Fairview to the purchaser of each lot.

b. For improvements to the transportation system, the purchaser of each lot shall be responsible for installing said improvements prior to issuance of building permits, or submitting a bond in acceptable form to the City and County guaranteeing installation of said

improvements following issuance of building permit or, with the consent of purchaser, City and County, providing an equivalent in lieu payment to the County which will wholly satisfy the requirement for transportation improvement.

c. Where the seller of any lot subject to the TMP accepts responsibility for the development of the improvements, in the event payment has been made by the purchaser to seller for the improvements, seller and purchaser shall enter into a written agreement to this effect and shall provide a copy of said written agreement to the County and the City. This agreement shall relieve purchaser of any responsibility for making the improvement.

3. Provided the City shall not approve and issue any building permit for any parcel subject to this TMP unless and until the City has received written confirmation from the County of satisfactory compliance with the applicable obligations under Subsections 4.2.a or 4.2.b.

PROJECT LIST

DESCRIPTIONS OF TRANSPORTATION IMPROVEMENTS

PHASE 1 (49.4 Acres)

Project 1-A ***Sandy Boulevard Frontage Improvements***
(Category #1 Project)

At the time of building permit issuance for the development of each lot fronting N.E. Sandy Boulevard (Lots 1 and 10), half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights for approximately 1,000 linear feet. Improvements along the frontage of Lot 10 will include a westbound right turn lane 12-feet wide with storage for 100 feet and a taper that complies with Multnomah County right-of-way standards.

These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of Lots 1 and 10 as described above.

Project 1-B ***Sandy Boulevard at West Site Access***
(Category #1 Project)

The proposed access to N.E. Sandy Boulevard will be located on the east side of Tax Lot 300. This intersection will be constructed with the building permit for development of Lot 10 or with construction of the North-South Roadway, whichever occurs first. Accommodations (such as installing conduit) will be made for the potential future installation of a traffic signal. A left turn lane will be striped to provide for 125 feet of storage. If the proposed public internal streets are not constructed, a private driveway will be constructed at this location. These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the building permit for the development of Lot 10 or with construction of the North-South Roadway, whichever occurs first.

Project 1-C ***Sandy Boulevard at N.E. 223rd Avenue***
(Category #2 Project)

The property owner will contribute $203,130 to the County with the issuance of a building permit for development of the first lot in Phase 1. The contributed funds are for construction of a traffic signal at this intersection in conjunction with improvements currently planned as mitigation for other developments. The signal will be constructed to accommodate future improvements including a 275-foot northbound left turn lane, a 250-foot southbound right turn lane, lengthening of the eastbound left turn lane to 225 feet, and traffic signal modifications. The County will continue to collect funds from future developments toward improvements at this intersection. The Townsend Business Park proportion of any funds collected by the County that are in excess of the engineering and construction costs will be returned to the property owner or, at the discretion of the property owner, applied to other off-site transportation improvements required in the Townsend Business Park conditions of approval and elsewhere identified in this TMP.

Townsend Business Park Portion of Total Project Cost: $203,130
Property Owner Phase 1 Obligation: Contribute $203,130 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of the first lot in Phase 1.

Project 1-D ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

Project 1-E ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

At the time a building permit is issued for development of each lot in Phase 1, the property owner will pay a proportionate share of the signal installation costs based on the acreage of the lot. The contribution for Phase 1 will total $16,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 1 Obligation: Contribute $16,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot in Phase 1, contribute a proportionate share (based upon the lot acreage) of the Phase 1 obligation.

PHASE 2 (36.9 Acres)

Project 2-A ***N.E. 223rd Avenue Frontage and Access Improvements***
(Category #1 Project)

With the building permits for development of each lot fronting N.E. 223rd Avenue, half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width along that lot frontage. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights. Improvements along the frontage of Lot 14 will include a northbound right turn lane 12-feet wide, with storage for 100 feet and a taper that complies with Multnomah County right-of-way standards. If Lot 15 is developed first, a right turn taper will be provided at the new access, along the Lot 14 frontage. If access to N.E. 223rd Avenue is required prior to the building permit for development of either Lot 15 or Lot 14, then the full half-street improvement will be constructed at the time of the construction of the access.

The access to N.E. 223rd Avenue will be located opposite an existing manufactured home park driveway. This intersection will be constructed at the time access is needed. Accommodations (such as installing conduit) will be made for potential future installation of a traffic signal. When the frontage along both Lots 15 and 14 has been constructed, a left turn lane will be striped to provide for 100 feet of storage. If the proposed public internal streets are not constructed, a private driveway will be constructed at this location.

These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of individual lots or construction of access to N.E. 223rd Avenue, as described above.

Project 2-B ***Sandy Boulevard at N.E. 223rd Avenue***
(Category #2 Project)

The property owner will contribute $210,000 to the County prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres). The funds are for construction of improvements including a 275-foot northbound left turn lane, a 250-foot southbound right turn lane, lengthening of the eastbound left turn lane to 225 feet, and traffic signal modifications. The County will continue to collect funds from future developments toward improvements at this intersection. The Townsend Business Park proportion of any funds collected by the County that are in excess of the engineering and construction costs will be returned or, at the discretion of the property owner, applied to other off-site transportation improvements required in the Townsend Business Park conditions of approval and identified elsewhere in this TMP.

Townsend Business Park Portion of Total Project Cost: $210,000
Property Owner Phase 2 Obligation: Contribute $210,000 to Multnomah County.
Time for Meeting Obligation: Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres).

Project 2-C ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

With the issuance of a building permit for development of each lot in Phase 2, the property owner will pay a proportionate share of the signal installation costs, based on the acreage of the lot. The contribution for Phase 2 will total $50,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 2 Obligation: Contribute $50,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot in Phase 2, contribute a proportionate share (based upon the lot acreage) of the Phase 2 obligation.

Project 2-D ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The contribution for Phase 2 will total $0. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

Project 2-E ***Sandy Boulevard at N.E. 207th Avenue***
(Category #1 Project)

Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres), a 100-foot eastbound right-turn lane with a taper that satisfies Multnomah County right-of-way standards will be constructed. These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres).

PHASE 3 (18.2 Acres)

Project 3-A ***Sandy Boulevard Frontage Improvements***
(Category #1 Project)

With the issuance of a building permit for development of each lot fronting N.E. Sandy Boulevard (Lot 18), half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights.

These improvements will require a Project Agreement, which will include the improvements described under this project, as well as the improvements described immediately below in Project 3-B.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot fronting N.E. Sandy Boulevard.

Project 3-B ***Sandy Boulevard at East Site Access***
(Category #1 Project)

At the time of building permit for development of Lot 18 or Lot 19, construct Phase 3 access opposite the west access for Wood Village Center, including a 100-foot eastbound left turn lane.

These improvements will require a Project Agreement, which will include the improvements described under this project, as well as the improvements described immediately above in Project 3-A.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: Prior to building permit issuance for Lot 18, or prior to building permit issuance related to the re-development of a non-agricultural use for Lot 19.

Project 3-C ***N.E. 223rd Avenue at Arata Street***
(Category #1 Project)

The County agrees to require other developments that will impact this intersection to construct the necessary improvements at this location. If improvements are not constructed by others by the time an acreage in excess of the acreage identified as Phases 1 and 2 (86.3 acres) has been developed to the point where a building permit is ready to issue, the property owner agrees to construct a raised median in N.E. 223rd Avenue, which restricts left turn movements at this intersection. This improvement will require a separate Project Agreement.

Property Owner Obligation: Construction of raised median to restrict left turns.
Time for Meeting Obligation: If the improvement is not constructed by others by the time an acreage in excess of the acreage identified as Phases 1 and 2 (86.3 acres) has been developed to the point where a building permit is ready to issue.
Multnomah County Obligation: Require other developments that will impact this intersection to make the necessary improvement at this location.
City of Fairview Obligation: Require other development that will impact this intersection to make the necessary improvement at this location.

Project 3-D ***Sandy Boulevard at East Site Access***
(Category #1/Category #2 Project)

If a traffic signal is warranted at this location, the property owner will work with the County and other appropriate parties to reach agreement on the installation of the signal. This improvement will require a separate Project Agreement.
Townsend Business Park Portion of Total Project Cost: To be determined.
Property Owner Phase 3 Obligation: Work with the County and appropriate parties on cost sharing agreement.
Time for Meeting Obligation: When Phase 3 development occurs that requires access at this location and a signal is warranted.

Project 3-E ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

With issuance of building permits for development of each lot in Phase 3, the property owner will pay a proportionate share of the signal installation costs based on the acreage of the lot. The contribution for Phase 3 will total $4,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 3 Obligation: Contribute $4,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of building permits for development of each lot in Phase 3, contribute a proportionate share (based upon the lot acreage) of the Phase 3 obligation.

Project 3-F ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The contribution for Phase 3 will total $0. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

NONPHASE SPECIFIC PROJECT

Project NP-A ***Traffic Signal at N.E. 223rd Avenue Site Access***
(Category #3 Project)

If projected traffic volumes at this location meet two or more warrants from the MUTCD, install traffic signal. The County and the City, to the extent possible, will require other developments accessing 223rd Avenue at this location to participate in a cost sharing arrangement to reimburse the property owner for the cost of these improvements above the property owner's proportionate share. This improvement will require a separate Project Agreement.

Estimated Total Project Cost: $200,000

Townsend Business Park Portion of Total Project Cost: 75 percent
Property Owner Obligation: Installation of Traffic Signal.
Time for Meeting Obligation: When projected traffic volumes meet two or more warrants.
Multnomah County Obligation: Require other impacting developments to contribute to the reimbursement of the property owner.
City of Fairview Obligation: Require other impacting developments to contribute to the reimbursement of the property owner.

Project NP-B ***Traffic Signal at Sandy Boulevard and West Site Access***
(Category #3 Project)

Install a traffic signal when projected volumes at this location meet two or more traffic signal warrants from the MUTCD. Once the west access is constructed to Sandy Boulevard, warrants will be reviewed with development of each lot. The County and the City, to the extent possible, will require any other developments accessing Sandy Boulevard at this location to participate in a cost sharing arrangement to reimburse the property owner for the cost of these improvements above the property owner's proportionate share. This improvement will require a separate Project Agreement.

Estimated Total Project Cost: $200,000
Townsend Business Park Portion of Total Project Cost: 75 percent
Property Owner Obligation: Installation of traffic signal.
Time for Meeting Obligation: With the development of the lot triggering the need for the signal.
Multnomah County Obligation: Require other developments accessing Sandy Boulevard at this location to contribute to the reimbursement of the property owner.
City of Fairview Obligation: Require other developments accessing Sandy Boulevard at this location to contribute to the reimbursement of the property owner.

Project NP-C ***Halsey Street at N.E. 223rd Avenue***
(Category #2 Project)

With the issuance of a building permit that causes development of an area in excess of the acreage identified in Phases I and II (85 acres), property owner will contribute $85,800 to the County for improvements to the intersection. These improvements will include construction of a 175-foot southbound right-turn lane with a taper that satisfies Multnomah County right-of-way standards and corresponding signal modifications. The County and the City will collect funds from other developments impacting the need for these improvements.

Townsend Business Park Portion of Total Project Cost: $85,800
Property Owner Obligation: Contribute $85,800 to Multnomah County
Time for Meeting Obligation: With the issuance of a building permit that causes development of an area in excess of the acreage identified in Phases I and II (85 acres).

I (We) have read and hereby accept the terms of this Transportation Mitigation Plan.

Accepted by Property Owner:

Entity Name: Townsend Bus Park
By: Jeff Townsend
Print Name: Jeff Townsend
Title: C.E.O.
Date: 3-28-05

Accepted for Multnomah County, Oregon:

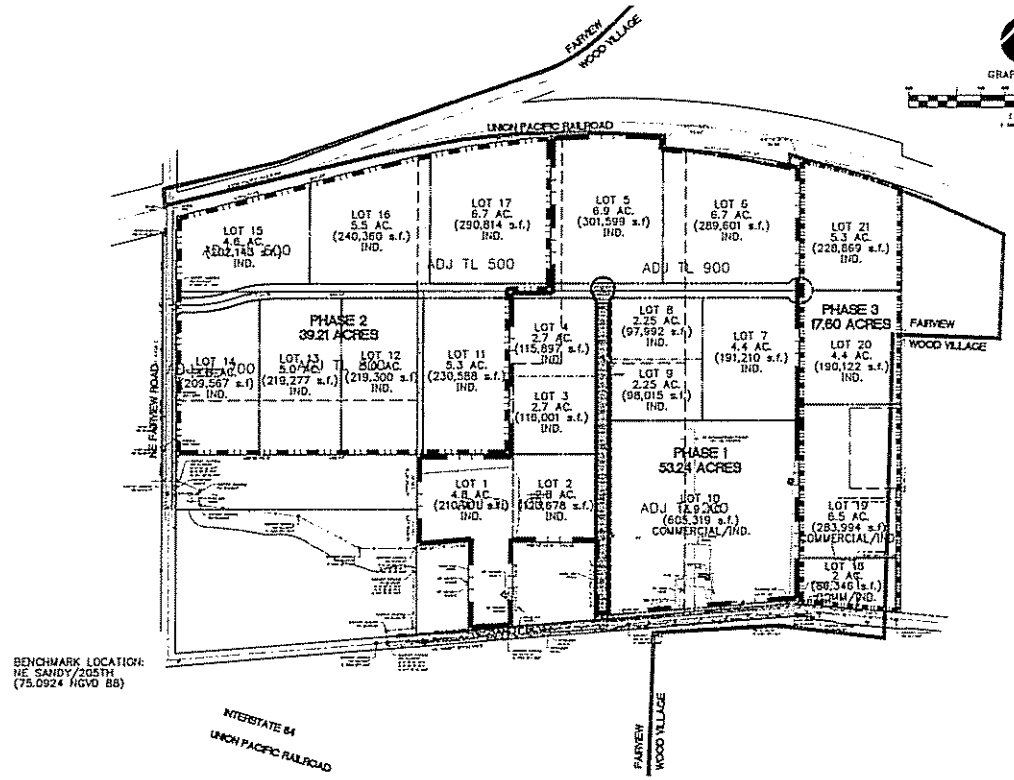
By: Michael D Phillips
Print Name: Michael D Phillips
Title: County Engineer
Date: 3/28/05

Accepted for City of Fairview, Oregon:

By: Tamara DeRidder
Print Name: TAMARA DeRidder
Title: Acting Community Dev. Director
Date: 3/28/05

TOWNSEND BUSINESS PARK
FAIRVIEW, OREGON
MODIFICATION TO PRELIMINARY PLAN

REVISED PHASING - FEBRUARY 12, 2004



GRAPHIC SCALE

LEGEND

	ADJUSTED PROPERTY LINE 02-97-S/LLA
	EXIST. PROPERTY LINE
	PROJECT PROPERTY LINES
	PROPERTY LINES REQUESTED WITH MODIFICATION
ADJ TL 000	ADJUSTED LOT #
3E 37A 000	EXIST. TAX LOT #
	EXISTING SANITARY SEWER
	EXISTING WATERLINE
	EXISTING STORMLINE
	LIMITS OF PHASE 1
	LIMITS OF PHASE 2
	LIMITS OF PHASE 3

SUBMITTAL TO CITY OF FAIRVIEW

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Architecture
Interior Design
Land Use Planning
0400 SW Harvey W / PO Box 86008 Portland, OR 97286-0008
Tel: 503.234.9560 Fax: 503.232.2335

Project
TOWNSEND BUSINESS PARK

TOWNSEND FARMS
23303 NE SANDY
FAIRVIEW, OR 97024

MODIFICATION TO PRELIMINARY SUBDIVISION PLAN

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REVISION LISTING
REVISION DATE

DATE:
DRAWN BY:
CHECKED BY:

C2.0

OF

198435.03

Department of Community Services
Transportation Division
http://multco.us/transportation-planning

1620 SE 190th Avenue, Portland Oregon 97233-5910 • PH. (503) 988-5050 • Fax (503) 988-3321

MEMORANDUM

TO: Sarah Selden, City of Fairview

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

DATE: October 15, 2018

SUBJECT: County file no: EP-2018-10985 – 2018-62-DR Application Dermody Properties

The Multnomah County Transportation Program has reviewed the proposed project for a new 63,075sq. ft. build to suit industrial manufacturing facility with associated accessory office and site improvements. The property is located at 3025 and 3109 NE 230th Ave. The property will be accessed off of 230th, located off of NE Sandy Blvd which is a Multnomah County road functionally classified as a Minor Arterial facility.

The comments provided in this memorandum are based on the information provided in the application packet.

Findings:

Sandy Boulevard is a Minor Arterial and are facilities under county jurisdiction. The project is located within the Townsend Business Park (Lots 2 and 3). As part of the development of the Townsend Business Park and Transportation Mitigation Plan Master Agreement was prepared (revised Feburary 28, 2005). There are two possible applicable projects from the Mitigation Plan that may apply to this project. Project 1: Development of Lots 2 and 3 identified contributions to the signal of Sandy/238th (Project 1-E) and Project 2: Project NP-A identified a Traffic Signal at NE 223rd Avenue Site Access (now 223rd and Townsend Parkway intersection) if traffic volumes at this located meet two or more warrants from the MUTCD manual.

Project 1: The applicant will need to work with Multnomah County to determine contributions per the mitigation plan for this project. Due to property line adjustments within lots, the applicant will need to work with the county to determine contribution with an inflation factor applied.

Project 2: The applicant has submitted traffic information indicating that this project will not result in signal warrants being met. The county does note that a Level Of Service E is resulting from the project. Per the applicant, the LOS E is for left turns from Townsend way during the PM peak hour, while the approach LOS is D (weighted average of the left, through and right movements). The lane v/c is only 0.30, so it is not over capacity, but a reflection of the delays for drivers turning left. The project is not

anticipated to add to the left turn volume, as vehicles leaving the site would find traveling south on NE 230th Ave to Sandy a more convenient route. Signal warrants are far from being met, and drivers have the opportunity to use the NE 230th Ave approach to Sandy instead of turning left to NE 223rd Ave. LOS E doesn't meet county standards, and as indicated by the applicant is on the leg of Townsend Way, which is not a county facility.

Conditions of Approval:

1. **Prior to issuance of the Certificate of Occupancy, work with Multnomah County to ensure compliance with the Townsend Business Park Transportation Mitigation Plan Master Agreement Revised February 28, 2005 (see attached).**

2. **Any work in the right of way, including the removal of trees, or any increase in storm-water drainage from the site to the right of way will require review and a permit from Multnomah County.**

TRANSPORTATION MITIGATION PLAN
MASTER AGREEMENT

PREPARED FOR
TOWNSEND BUSINESS PARK

July 9, 2001
(Revised February 28, 2005)

The City of Fairview ("City") approved a zone change for the Townsend Business Park (Project Location: 23303 N.E. Sandy Boulevard) on February 16, 2000 (Ordinance 6-2000). A requirement of the zone change was the development of a Transportation Mitigation Plan ("TMP"), called for in the Conditional Use Permit and Lot Line Adjustment approval of January 6, 2000 (Application No. 99-033-ZC/CUP/LL). On January 29, 2004, the City of Fairview approved a modification to the subdivision (03-54-0MOD) which resulted in new lot and phase numbering. This document is the TMP required by those approvals. It establishes the specific transportation-related offsite improvements agreed to by Multnomah County ("County") and the property owner to mitigate the impact of the business park, and specifies the timing and financial responsibility for completing those improvements.

The total acreage of the property is 110.92 acres, with 103.8 acres composing lots. The current development plan for the business park anticipates three phases: Phase 1, 49.4 acres; Phase 2, 36.9 acres; Phase 3, 18.2 acres (see Master Plan, attached to this Agreement). This Agreement identifies the improvements required to mitigate the impacts of each phase. This TMP will serve as the Master Agreement between the property owner, the County, and the City for all transportation-related offsite improvements identified in the City's conditions of approval. Separate individual Project Agreements will be prepared as necessary between the County and the property owner to detail the specific construction requirements and responsibilities of each party for each project or projects as part of the phased development. The projects requiring additional Project Agreements are the Category #1 and Category #3 projects described below in the project list. All Project Agreements must be consistent with, and incorporate the relevant terms of, this TMP. This TMP and the Project Agreements will run with the land and apply to future owners of the property.

Detailed descriptions of the transportation improvements and the obligations of the property owner, the County, and the City, by phase, are listed below. The obligations fall into three categories:

1. Category #1 Projects: Projects for which the property owner has full responsibility for the construction of the described improvements. For these projects, the detailed descriptions listed below include a description of the project and the timing of its construction.

2. Category #2 Projects: Projects for which the property owner will pay the County (or, for Project 3-C, another property owner) a portion of the cost of the described improvements, and upon such payment, the property owner will fully satisfy its obligations with regard to such improvements. For these projects, the detailed descriptions listed below include a description of the project, the portion of the cost to be contributed by the property owner, and the timing of the property owner contribution. Payment of such funds to the County (or the other property owner) in the amount and within the time specified will fully satisfy the property owner's obligations under this TMP and under the City approvals with regard to such improvements. The cost figures for Category 2 projects shall be increased

annually from the date of this agreement by a percentage equal to the change in the Portland-Salem, OR-WA Consumer Price Index-All Urban Consumers (CPI-U), unadjusted for seasonal variations, as published by the Bureau of Labor Statistics. All other terms and conditions of this agreement will apply to any subsequent cost estimate.

3. Category #3 Projects: Projects for which the property owner has full responsibility for the construction of the improvements, but for which the property owner will be reimbursed for a portion of the cost. For these projects, the County and the City will, to the extent possible, require other developments impacting the need for the improvements to pay their proportionate share of the improvement costs. Prior to the construction of a project, the proportionate share of other developments will be calculated based upon the estimated total project costs as described below in the detailed project descriptions. After a project has been constructed, the proportionate share will be based upon actual project costs. Such required payments will be paid to the property owner as reimbursement for the portion of the costs of the improvements in excess of the property owner's proportionate share. Reimbursements may be made to the property owner from, as applicable, system development charges, traffic impact fees, late-comer agreement fees, or through any other arrangement agreed to by the parties, but the obligation to reimburse the property owner for the costs above its proportionate share shall not depend upon any particular source of funds. The specific details of the reimbursement procedures for each improvement project will be included in a separate Project Agreement to be prepared for the improvements consistent with this TMP.

The County and the City agree that the property owner's compliance with the terms of this TMP will fully mitigate the transportation impacts of the proposed Townsend Business Park, and that a separate fee per trip assessment is not needed. Consequently, the County and the City agree that regardless of the timing of the development and construction of the Townsend Business Park, compliance with the terms of this TMP shall exempt the Townsend Business Park from future Traffic Impact Fees, Transportation System Development Charges, or other transportation or traffic related charges that the County or the City may implement.

4. Assurance of Improvements:

1. Townsend Farms ("Seller") shall provide written notice at or prior to closing to purchasers of each lot in the area subject to the TMP, attached hereto and incorporated herein by reference as "Exhibit 1", of the TMP improvements requiring proportional cash contributions or improvements for the transportation system. A copy of the acknowledged notice shall be sent by Seller to the City and the County.

2. For each lot of each phase, pursuant to the approved TMP, the property owner or the purchaser shall be responsible for satisfying the contributions as follows:

a. For payments to Multnomah County, the payments shall be made to Multnomah County prior to the issuance of building permits by the City of Fairview to the purchaser of each lot.

b. For improvements to the transportation system, the purchaser of each lot shall be responsible for installing said improvements prior to issuance of building permits, or submitting a bond in acceptable form to the City and County guaranteeing installation of said

improvements following issuance of building permit or, with the consent of purchaser, City and County, providing an equivalent in lieu payment to the County which will wholly satisfy the requirement for transportation improvement.

c. Where the seller of any lot subject to the TMP accepts responsibility for the development of the improvements, in the event payment has been made by the purchaser to seller for the improvements, seller and purchaser shall enter into a written agreement to this effect and shall provide a copy of said written agreement to the County and the City. This agreement shall relieve purchaser of any responsibility for making the improvement.

3. Provided the City shall not approve and issue any building permit for any parcel subject to this TMP unless and until the City has received written confirmation from the County of satisfactory compliance with the applicable obligations under Subsections 4.2.a or 4.2.b.

PROJECT LIST

DESCRIPTIONS OF TRANSPORTATION IMPROVEMENTS

PHASE 1 (49.4 Acres)

Project 1-A ***Sandy Boulevard Frontage Improvements***
(Category #1 Project)

At the time of building permit issuance for the development of each lot fronting N.E. Sandy Boulevard (Lots 1 and 10), half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights for approximately 1,000 linear feet. Improvements along the frontage of Lot 10 will include a westbound right turn lane 12-feet wide with storage for 100 feet and a taper that complies with Multnomah County right-of-way standards.

These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of Lots 1 and 10 as described above.

Project 1-B ***Sandy Boulevard at West Site Access***
(Category #1 Project)

The proposed access to N.E. Sandy Boulevard will be located on the east side of Tax Lot 300. This intersection will be constructed with the building permit for development of Lot 10 or with construction of the North-South Roadway, whichever occurs first. Accommodations (such as installing conduit) will be made for the potential future installation of a traffic signal. A left turn lane will be striped to provide for 125 feet of storage. If the proposed public internal streets are not constructed, a private driveway will be constructed at this location. These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the building permit for the development of Lot 10 or with construction of the North-South Roadway, whichever occurs first.

Project 1-C ***Sandy Boulevard at N.E. 223rd Avenue***
(Category #2 Project)

The property owner will contribute $203,130 to the County with the issuance of a building permit for development of the first lot in Phase 1. The contributed funds are for construction of a traffic signal at this intersection in conjunction with improvements currently planned as mitigation for other developments. The signal will be constructed to accommodate future improvements including a 275-foot northbound left turn lane, a 250-foot southbound right turn lane, lengthening of the eastbound left turn lane to 225 feet, and traffic signal modifications. The County will continue to collect funds from future developments toward improvements at this intersection. The Townsend Business Park proportion of any funds collected by the County that are in excess of the engineering and construction costs will be returned to the property owner or, at the discretion of the property owner, applied to other off-site transportation improvements required in the Townsend Business Park conditions of approval and elsewhere identified in this TMP.

Townsend Business Park Portion of Total Project Cost: $203,130
Property Owner Phase 1 Obligation: Contribute $203,130 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of the first lot in Phase 1.

Project 1-D ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

Project 1-E ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

At the time a building permit is issued for development of each lot in Phase 1, the property owner will pay a proportionate share of the signal installation costs based on the acreage of the lot. The contribution for Phase 1 will total $16,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 1 Obligation: Contribute $16,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot in Phase 1, contribute a proportionate share (based upon the lot acreage) of the Phase 1 obligation.

PHASE 2 (36.9 Acres)

Project 2-A ***N.E. 223rd Avenue Frontage and Access Improvements***
(Category #1 Project)

With the building permits for development of each lot fronting N.E. 223rd Avenue, half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width along that lot frontage. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights. Improvements along the frontage of Lot 14 will include a northbound right turn lane 12-feet wide, with storage for 100 feet and a taper that complies with Multnomah County right-of-way standards. If Lot 15 is developed first, a right turn taper will be provided at the new access, along the Lot 14 frontage. If access to N.E. 223rd Avenue is required prior to the building permit for development of either Lot 15 or Lot 14, then the full half-street improvement will be constructed at the time of the construction of the access.

The access to N.E. 223rd Avenue will be located opposite an existing manufactured home park driveway. This intersection will be constructed at the time access is needed. Accommodations (such as installing conduit) will be made for potential future installation of a traffic signal. When the frontage along both Lots 15 and 14 has been constructed, a left turn lane will be striped to provide for 100 feet of storage. If the proposed public internal streets are not constructed, a private driveway will be constructed at this location.

These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of individual lots or construction of access to N.E. 223rd Avenue, as described above.

Project 2-B ***Sandy Boulevard at N.E. 223rd Avenue***
(Category #2 Project)

The property owner will contribute $210,000 to the County prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres). The funds are for construction of improvements including a 275-foot northbound left turn lane, a 250-foot southbound right turn lane, lengthening of the eastbound left turn lane to 225 feet, and traffic signal modifications. The County will continue to collect funds from future developments toward improvements at this intersection. The Townsend Business Park proportion of any funds collected by the County that are in excess of the engineering and construction costs will be returned or, at the discretion of the property owner, applied to other off-site transportation improvements required in the Townsend Business Park conditions of approval and identified elsewhere in this TMP.

Townsend Business Park Portion of Total Project Cost: $210,000
Property Owner Phase 2 Obligation: Contribute $210,000 to Multnomah County.
Time for Meeting Obligation: Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres).

Project 2-C ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

With the issuance of a building permit for development of each lot in Phase 2, the property owner will pay a proportionate share of the signal installation costs, based on the acreage of the lot. The contribution for Phase 2 will total $50,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 2 Obligation: Contribute $50,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot in Phase 2, contribute a proportionate share (based upon the lot acreage) of the Phase 2 obligation.

Project 2-D ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The contribution for Phase 2 will total $0. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

Project 2-E ***Sandy Boulevard at N.E. 207th Avenue***
(Category #1 Project)

Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres), a 100-foot eastbound right-turn lane with a taper that satisfies Multnomah County right-of-way standards will be constructed. These improvements will require a separate Project Agreement.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: Prior to issuance of a building permit that would cause development of an area in excess of the acreage identified as Phase 1 (49.4 acres).

PHASE 3 (18.2 Acres)

Project 3-A ***Sandy Boulevard Frontage Improvements***
(Category #1 Project)

With the issuance of a building permit for development of each lot fronting N.E. Sandy Boulevard (Lot 18), half-street improvements and right-of-way dedications will be made to provide the County's standard three-lane width. The improvements will include approximately 11 feet of additional pavement, curbs, sidewalks, drainage, and streetlights.

These improvements will require a Project Agreement, which will include the improvements described under this project, as well as the improvements described immediately below in Project 3-B.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: With the issuance of a building permit for development of each lot fronting N.E. Sandy Boulevard.

Project 3-B ***Sandy Boulevard at East Site Access***
(Category #1 Project)

At the time of building permit for development of Lot 18 or Lot 19, construct Phase 3 access opposite the west access for Wood Village Center, including a 100-foot eastbound left turn lane.

These improvements will require a Project Agreement, which will include the improvements described under this project, as well as the improvements described immediately above in Project 3-A.

Property Owner Obligation: Construction of all described improvements.
Time for Meeting Obligation: Prior to building permit issuance for Lot 18, or prior to building permit issuance related to the re-development of a non-agricultural use for Lot 19.

Project 3-C ***N.E. 223rd Avenue at Arata Street***
(Category #1 Project)

The County agrees to require other developments that will impact this intersection to construct the necessary improvements at this location. If improvements are not constructed by others by the time an acreage in excess of the acreage identified as Phases 1 and 2 (86.3 acres) has been developed to the point where a building permit is ready to issue, the property owner agrees to construct a raised median in N.E. 223rd Avenue, which restricts left turn movements at this intersection. This improvement will require a separate Project Agreement.

Property Owner Obligation: Construction of raised median to restrict left turns.
Time for Meeting Obligation: If the improvement is not constructed by others by the time an acreage in excess of the acreage identified as Phases 1 and 2 (86.3 acres) has been developed to the point where a building permit is ready to issue.
Multnomah County Obligation: Require other developments that will impact this intersection to make the necessary improvement at this location.
City of Fairview Obligation: Require other development that will impact this intersection to make the necessary improvement at this location.

Project 3-D ***Sandy Boulevard at East Site Access***
(Category #1/Category #2 Project)

If a traffic signal is warranted at this location, the property owner will work with the County and other appropriate parties to reach agreement on the installation of the signal. This improvement will require a separate Project Agreement.
Townsend Business Park Portion of Total Project Cost: To be determined.
Property Owner Phase 3 Obligation: Work with the County and appropriate parties on cost sharing agreement.
Time for Meeting Obligation: When Phase 3 development occurs that requires access at this location and a signal is warranted.

Project 3-E ***Sandy Boulevard at N.E. 238th Avenue***
(Category #2 Project)

With issuance of building permits for development of each lot in Phase 3, the property owner will pay a proportionate share of the signal installation costs based on the acreage of the lot. The contribution for Phase 3 will total $4,000. The total contribution by the property owner for all phases will be $70,000.

Townsend Business Park Portion of Total Project Cost: $70,000
Property Owner Phase 3 Obligation: Contribute $4,000 to Multnomah County.
Time for Meeting Obligation: With the issuance of building permits for development of each lot in Phase 3, contribute a proportionate share (based upon the lot acreage) of the Phase 3 obligation.

Project 3-F ***Sandy Boulevard at N.E. 207th Avenue***
(Category #2 Project)

Upon receipt of funds, Multnomah County will design and install a permanent signal. The contribution for Phase 3 will total $0. The total contribution by the property owner for all phases will be $0.

Townsend Business Park Portion of Total Project Cost: $0

NONPHASE SPECIFIC PROJECT

Project NP-A ***Traffic Signal at N.E. 223rd Avenue Site Access***
(Category #3 Project)

If projected traffic volumes at this location meet two or more warrants from the MUTCD, install traffic signal. The County and the City, to the extent possible, will require other developments accessing 223rd Avenue at this location to participate in a cost sharing arrangement to reimburse the property owner for the cost of these improvements above the property owner's proportionate share. This improvement will require a separate Project Agreement.

Estimated Total Project Cost: $200,000

Townsend Business Park Portion of Total Project Cost: 75 percent
Property Owner Obligation: Installation of Traffic Signal.
Time for Meeting Obligation: When projected traffic volumes meet two or more warrants.
Multnomah County Obligation: Require other impacting developments to contribute to the reimbursement of the property owner.
City of Fairview Obligation: Require other impacting developments to contribute to the reimbursement of the property owner.

Project NP-B ***Traffic Signal at Sandy Boulevard and West Site Access***
(Category #3 Project)

Install a traffic signal when projected volumes at this location meet two or more traffic signal warrants from the MUTCD. Once the west access is constructed to Sandy Boulevard, warrants will be reviewed with development of each lot. The County and the City, to the extent possible, will require any other developments accessing Sandy Boulevard at this location to participate in a cost sharing arrangement to reimburse the property owner for the cost of these improvements above the property owner's proportionate share. This improvement will require a separate Project Agreement.

Estimated Total Project Cost: $200,000
Townsend Business Park Portion of Total Project Cost: 75 percent
Property Owner Obligation: Installation of traffic signal.
Time for Meeting Obligation: With the development of the lot triggering the need for the signal.
Multnomah County Obligation: Require other developments accessing Sandy Boulevard at this location to contribute to the reimbursement of the property owner.
City of Fairview Obligation: Require other developments accessing Sandy Boulevard at this location to contribute to the reimbursement of the property owner.

Project NP-C ***Halsey Street at N.E. 223rd Avenue***
(Category #2 Project)

With the issuance of a building permit that causes development of an area in excess of the acreage identified in Phases I and II (85 acres), property owner will contribute $85,800 to the County for improvements to the intersection. These improvements will include construction of a 175-foot southbound right-turn lane with a taper that satisfies Multnomah County right-of-way standards and corresponding signal modifications. The County and the City will collect funds from other developments impacting the need for these improvements.

Townsend Business Park Portion of Total Project Cost: $85,800
Property Owner Obligation: Contribute $85,800 to Multnomah County
Time for Meeting Obligation: With the issuance of a building permit that causes development of an area in excess of the acreage identified in Phases I and II (85 acres).

I (We) have read and hereby accept the terms of this Transportation Mitigation Plan.

Accepted by Property Owner:

Entity Name: Townsend Bus Park
By: Jeff Townsend
Print Name: Jeff Townsend
Title: C.E.O.
Date: 3-28-05

Accepted for Multnomah County, Oregon:

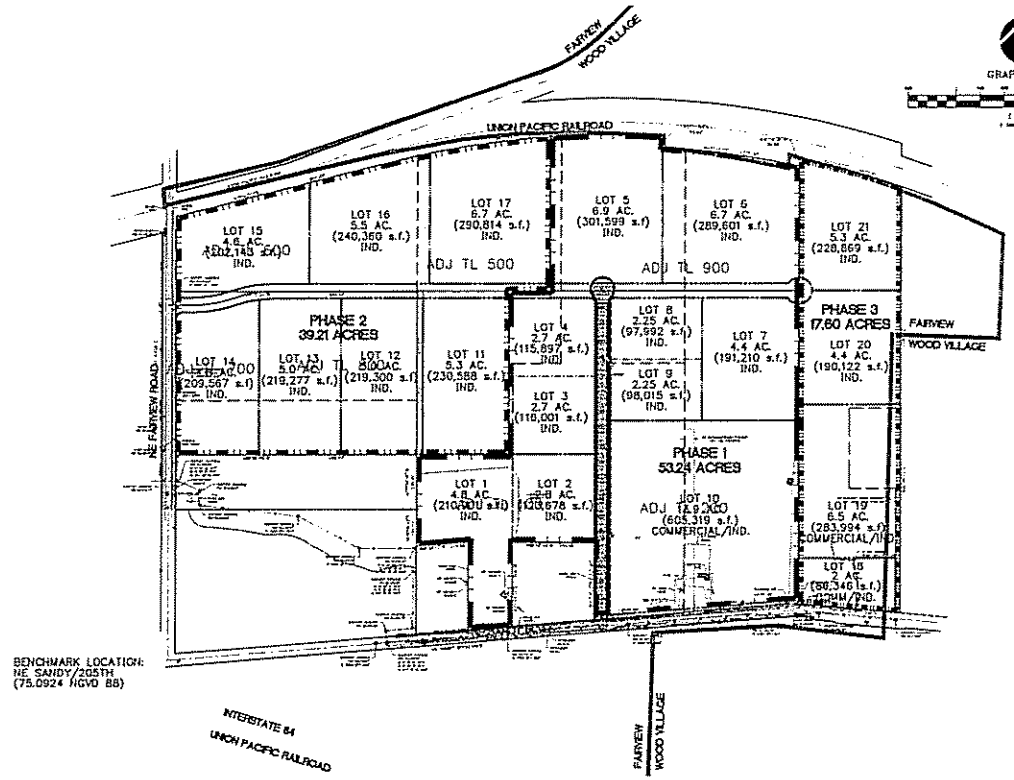
By: Michael D Phillips
Print Name: Michael D Phillips
Title: County Engineer
Date: 3/28/05

Accepted for City of Fairview, Oregon:

By: Tamara DeRidder
Print Name: TAMARA DeRidder
Title: Acting Community Dev. Director
Date: 3/28/05

TOWNSEND BUSINESS PARK
FAIRVIEW, OREGON
MODIFICATION TO PRELIMINARY PLAN

REVISED PHASING - FEBRUARY 12, 2004



GRAPHIC SCALE

LEGEND

	ADJUSTED PROPERTY LINE 02-97-S/LLA
	EXIST. PROPERTY LINE
	PROJECT PROPERTY LINES
	PROPERTY LINES REQUESTED WITH MODIFICATION
ADJ TL 000	ADJUSTED LOT #
3E 37A 000	EXIST. TAX LOT #
	EXISTING SANITARY SEWER
	EXISTING WATERLINE
	EXISTING STORMLINE
	LIMITS OF PHASE 1
	LIMITS OF PHASE 2
	LIMITS OF PHASE 3

SUBMITTAL TO CITY OF FAIRVIEW

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Architecture
Interior Design
Land Use Planning
GMG Building II / PO Box 83038 Portland, OR 97283-0038
Tel: 503.234.9560 Fax: 503.232.2335

PROJECT
TOWNSEND BUSINESS PARK

TOWNSEND FARMS
23303 NE SANDY
FAIRVIEW, OR 97024

MODIFICATION TO PRELIMINARY SUBDIVISION PLAN

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REVISION CITIZEN ELEMENT DATE

DATE:
DRAWN BY:
CHECKED BY:

SHEET
C2.0
OF

JOB No.
188435.03

PROJECT #: 18-12 Dermody Properties

FROM: Duston Yacapin, DFM – Life Safety (Duston.Yacapin@GreshamOregon.gov**)**

DATE: 03/05/2018

FIRE COMMENTS:

NOTE: Building permit plans shall include a separate "FIRE ACCESS AND WATER SUPPLY PLAN" indicating all of the following!

1. Provide fire flow per Oregon Fire Code Appendix B. ***OFC App B Table B105.1.***

2. Temporary addresses of 6" shall be provided at EACH construction entrance prior to ANY construction materials arriving on site. Prior to the building finals a 10" permanent address range placard will be required high on the building, facing the address street, per Gresham Fire Addressing Policy. I can email the policy to you. ***OFC 505 & 1401***

3. Required fire hydrants and access road shall be installed and approved PRIOR to any construction material arriving on site. ***OFC 1412.1***

4. Without knowing the building construction types or sizes, a PUBLIC fire hydrant is required to be within 225 feet of the main entrance driveway. The furthest point on each building shall be no more than 400 feet from a hydrant. Private fire hydrants shall be installed along the entire length of the fire access road with spacing no more than 450 feet apart. Show on the building plans where the nearest existing and new hydrants are located. ***OFC Appendix C and 507***

5. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.

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

7. 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***

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 required to be 26' due to the building height being over 30' high. ***OFC 1410, 503.2.1 & D103.1***

9. 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***

10. 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. Dead end access roads more than 150 feet shall be provided with an approved turnaround. ***OFC 503, Appendix D OFC, Section D102.1***

11. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. ***OFC 503.2.4***

12. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. I can email you our policy. ***OFC D 103.6***

13. The building is required to be provided with fire sprinklers throughout. We highly recommend designing the fire sprinkler system for the highest commodity/density, so it allows flexibility with different types of storage items. This would be an ESFR fire sprinkler system. ***OFC 903.2.9***

14. A fire alarm system is required. ***OFC 907, 903.4***

15. Fire sprinklers are required. ESFR sprinklers are recommended to utilize maximum use of building. ***OFC 903***

16. 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***

17. All gates will need to meet the Gresham Fire Gate Policy. We will require a SUPRA/KIDDE fire lock box at the gate. If the gate is electrically operated, we will require a toggle switch inside the gate for our use. This policy can be faxed to you if requested. ***OFC 506.1***

18. Emergency Responder Radio Coverage may be required in this building. Since product can affect radio coverage, we allow testing to be conducted after racking is installed and product is loaded in the building. Testing must be conducted and provided to us within one month after that time. If a radio booster system is required, we will allow six months to apply for permits, install the system and have all inspections finalled. ***OFC 510.1***

19. The fire apparatus access shall extend to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route. ***OFC 503.1.1***

20. Buildings exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure. ***OFC D104.1***