



# PLANNING COMMISSION MEETING

**Tuesday, February 12, 2019, 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** – January 22, 2019
4. **ELECTION OF PLANNING COMMISSION CHAIR AND VICE CHAIR**
5. **WORK SESSION**
  - 2019 Code Amendments: Work Session #2 – Project Scoping**
    - Review list of amendments discussed by Planning Commission on 9-11-18, with proposed schedule for review and adoption of 2019 priority items
    - Review background and provide feedback on scope of work for clarifying mixed-use in the Corridor Commercial zone
    - Discuss public involvement process for code amendments
6. **COMMISSION AND STAFF UPDATES**
7. **TENTATIVE AGENDA**
8. **ADJOURNMENT**

NEXT PLANNING COMMISSION MEETING: TUESDAY, FEBRUARY 26, 2019

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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](http://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.

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MINUTES  
PLANNING COMMISSION MEETING  
1300 NE Village Street  
Fairview, OR 97024  
Tuesday, January 22, 2019

PRESENT: Ed Jones, Chair  
Russell Williams, Vice Chair  
Hollie Holcombe  
Steven Hook  
Jeff Dennerline  
Steve Owen

ABSENT: Les Bick

STAFF: Sarah Selden, Senior Planner  
Allan Berry, Public Works Director  
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. ADOPTION OF MINUTES**

a. November 27 & December 11, 2018 and January 8, 2019

Commissioner Dennerline moved to approve the minutes and Vice Chair Williams seconded. The motion passed unanimously.

AYES: 5

NOES: 0

ABSTAINED: 1 – Commissioner Owen (not appointed for the meetings)

**4. PUBLIC HEARINGS**

a. File Number 2018-76-DR-VAR (Continued from January 8, 2019)

City of Fairview Public Works Maintenance Facility (48 1st Street)  
Type III Quasi-Judicial Procedure

Chair Jones continued the hearing opened on January 8, 2019. Senior Planner Selden presented the staff report. (*Exhibit A*) The proposal is for site design review and a class C variance for a new public works facility. The redevelopment includes removal of two existing buildings and replacement with one 10,147 sq. ft. office, vehicle storage and shop building. The variance request is to reduce the percentage of required landscaping, due to the maintenance yard use and constraints of the site.

Vice Chair Williams asked if the new building will accommodate additional staff and increased staff parking if needed. Director Berry replied the building was designed to handle future needs and staffing.

Commissioner Hook verified there is no landscaping currently. Staff answered, that is correct.

Commissioner Dennerline inquired about the street trees. Director Berry replied they will have a root barrier, will be an appropriate tree for under power lines, and on the approved list.

Applicant Representative Paul Boundy, LRS Architect, Portland, OR commented on the tight “yard” space and constrained parking, and was amenable to staff’s conditions of approval.

Commissioner Owen asked about future storage. Staff remarked one bay is designed to allow a 600 to 800 sq. ft. mezzanine to be constructed for future storage needs.

Chair Jones asked if any person would like to speak in favor of, opposition to, or neutrally regarding the applications. There were no requests to speak. Chair Jones closed the public hearing.

Commissioner Williams moved to approve 2018-76-DR-VAR based on the findings of compliance and conditions of approval. Commissioner Holcombe seconded. The motion passed unanimously.

AYES: 6  
NOES: 0  
ABSTAINED: 0

- b. File Number 2018-75-DR  
Townsend Farms Building J Replacement  
Type III Quasi-Judicial Procedure

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

SP Selden presented the staff report. (*Exhibit B*) The proposal is for a site design review request to replace an existing 40’ x 120’ concrete block building with a new 40’ x 180’ metal building in the same location. The site is located in Townsend Farms. Due to the buildings size and multiple buildings on the site, a Type III process with Planning Commission review is required.

Cary Ray, CFO Townsend Farms, Fairview, OR shared the existing building is an original dairy barn building. The building is used for dry storage; the new building will increase the storage space 2, 400 sq. ft.

Chair Jones asked if any person would like to speak in favor of, opposition to, or neutrally regarding the applications. There were no requests to speak. Chair Jones closed the public hearing.

Commissioner Dennerline moved to approve application 2018-75-DR as presented, with no additional conditions. Commissioner Williams seconded. The motion passed unanimously.

AYES: 6  
NOES: 0  
ABSTAINED: 0

## 5. COMMISSION AND STAFF UPDATES

Commissioner Hook suggested inviting Council to provide feedback on upcoming code amendments and applications. Build a better relationship with Council, better communication.

Commissioner Dennerline asked about code compliance with street trees being removed in the Village, but not replaced. He understands part of the issue may be difficulty in getting the correct, approved, trees. If this is the case, he suggested the city work with local nursery's to help insure the inventory is available. Director Berry agreed. It is difficult to comply when you can't get the approved tree. Staff will look into inventory and availability.

Commissioner Dennerline proposed removing item FMC 19.70.020A 4.e. (Mixed use development in Commercial). SP Selden reviewed the process to change the development code, notice requirements, and public hearing process. She noted defining mixed use in the commercial zone is a priority for the Council and Commission.

## 6. TENTATIVE AGENDA

- Appoint officers for 2019
- Review work plan/list of code amendments
- Work session: "mixed use" definition

## 7. ADJOURNMENT

Meeting adjourned by consensus at 7:53 PM.

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Devree A. Leymaster  
City Recorder

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Russell Williams  
Vice Chair

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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**

**2018-76-DR-VAR**  
Public Works  
Maintenance Facility

January 22, 2019



**APPLICATION**

Site Design Review and Class C Variance request for new Fairview Public Works Maintenance Facility

- 10,147 sq. ft. office, vehicle storage & shop building
- New sidewalks along 1<sup>st</sup> and Main streets
- New landscaping around perimeter of site
  - Variance to reduce amount of required landscaping

**SITE LOCATION**



**EXISTING CONDITIONS**





**EXISTING CONDITIONS**

**NOTICES/REFERRALS/TESTIMONY**

**Notice of Public Hearing**

- Dec. 19: Mailed to property owners and residents/occupants within 250 ft. of the site
- Dec. 21 : Published in the Gresham Outlook
- Dec. 31 : Sign was posted on the site

**Referrals**

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

**Written Testimony**

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

**APPLICABLE CRITERIA**

**Land Use Districts**

- 19.30 Residential District
- 19.108 Community Service/Parks Overlay

**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

**Exceptions to Code Standards**

- 19.520 Variances

**APPLICABLE CRITERIA**

**Application Review Procedures**

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

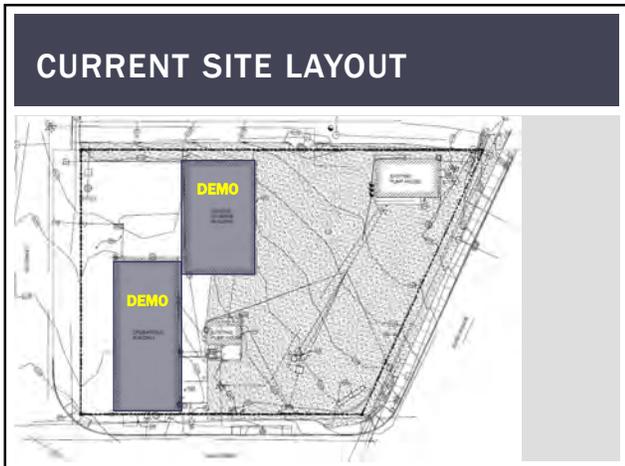


### ALLOWED USES

**COMMUNITY SERVICE/PARKS OVERLAY**  
**19.108.010 Uses.**

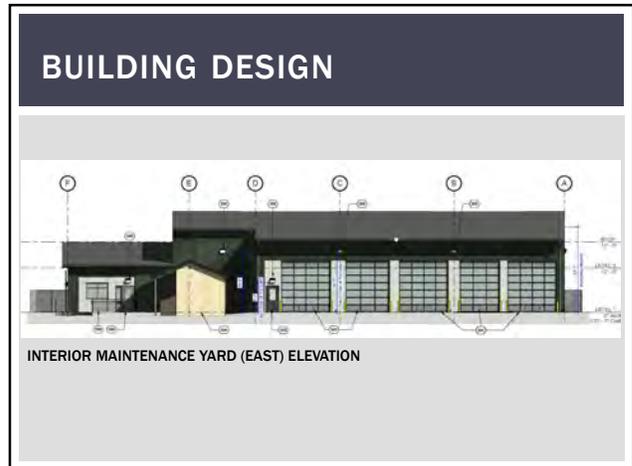
The following community service/parks uses and those of a similar nature may be permitted in any zoning district when approved at a public hearing by the planning commission. The district is to be applied only to public property (lands owned by public agencies) or utilities.

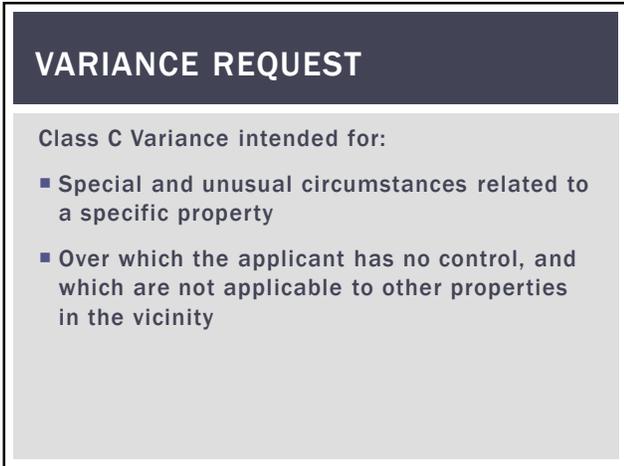
- A. Government building or use.
- B. Park, playground, athletic or recreational use.
- C. Open space and green way.
- D. Library.
- E. School, private, parochial or public educational institution.
- F. Power substation or other public utility building or use.
- G. Telecommunications facilities where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



### PARKING

Type of Use	Parking Ratio	Number of Employees	Number of Fleet Vehicles
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.	8	10
<b>Total number of spaces required</b>			<b>18</b>
<b>Total number of spaces proposed</b>			<b>15 interior + 4 exterior = 19</b>







- ### VARIANCE CRITERIA
- ☑ Does not vary permitted uses
  - ☑ Will not be detrimental to other properties in the vicinity
  - ☑ Hardship unique to lot specific lot circumstances, not self-imposed
  - ☑ Physical and natural systems not adversely impacted
  - ☑ Minimum variance necessary to alleviate hardship

- ### KEY CONDITIONS OF APPROVAL
- B-3 Prior to issuance of permits, revise the site plan to show compliance with the requirement for contrasting paving materials to delineate the pathway crossing the parking area.
  - B-4 Prior to issuance of building permits, the applicant shall update the landscape plan to include one additional Paperbark Maple tree on the east side of the Main Street driveway, and to include shrubs and/or grasses along 223<sup>rd</sup> Avenue that will reach a mature height of at least three. Native plants are encouraged to be added to the mix of shrubs where practicable.

### 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 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.

**FAIRVIEW  
PLANNING COMMISSION  
PUBLIC HEARING**

**2018-75-DR**

Townsend Farms Building J

January 22, 2019



**APPLICATION**

Site Design Review request for new storage building at Townsend Farms:

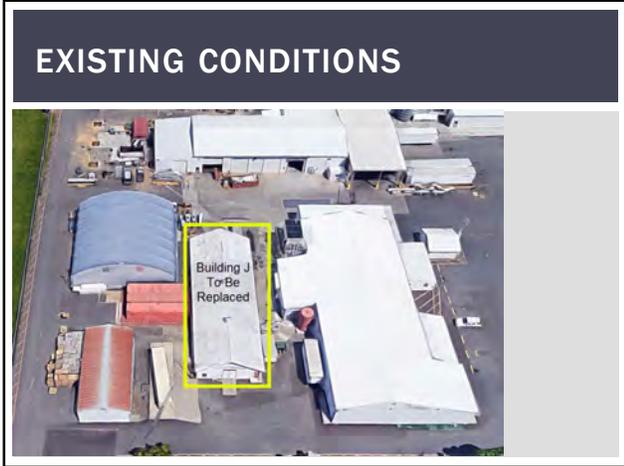
- Replacement of existing 40' x 120' concrete block building with new 40' x 180' metal building in the same location.
- Building serves as accessory storage for cardboard, buckets and uniforms.



**SITE  
LOCATION**



**SITE  
LOCATION**



**NOTICES/REFERRALS/TESTIMONY**

**Notice of Public Hearing**

- Jan. 2: Mailed to property owners within 250 ft. of site
- Jan. 4: Published in the Gresham Outlook
- Jan. 11: Sign was posted on the site

**Referrals**

- Application routed to Gresham Fire and 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
- 19.424 Site Design Review – Application Review Procedure
- 19.425 Site Design Review – Application Submission Requirements
- 19.426 Site Design Review – Approval Criteria

**Land Use Districts**

- 19.85 General Industrial District

**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

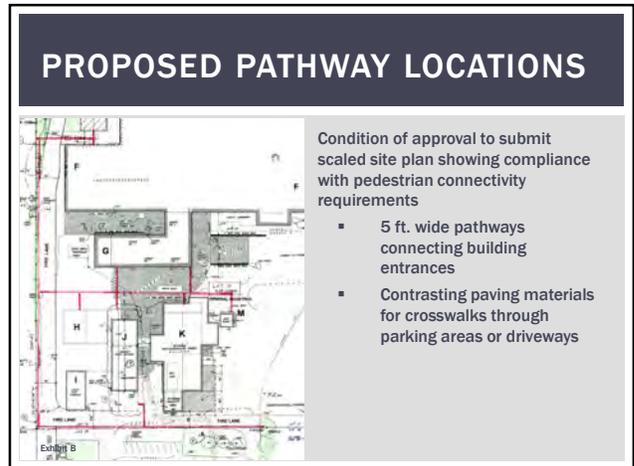
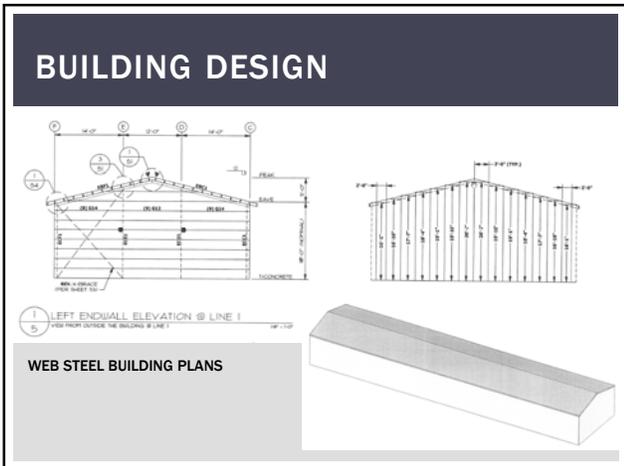
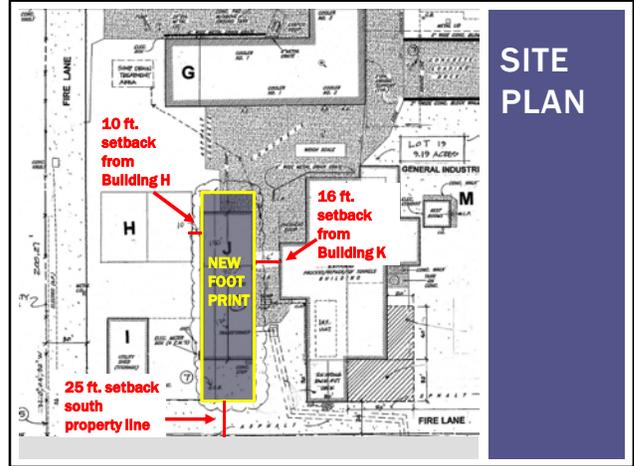
**ALLOWED USES**

**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	6. Accessory Uses and Structures



## SITE DEVELOPMENT REQUIREMENTS

No new impervious area

- No removal of vegetation
- Existing stormwater management facilities

No additional vehicle trip generation or employees

Minimum 10% landscaping met (14% provided)



No additional stormwater management

No additional parking required

No right-of-way improvements required

## KEY CONDITIONS OF APPROVAL

- B-3 Prior to issuance of permits, the applicant shall submit an updated scaled site plan showing compliance with FMC 19.162.030.A(1) and (3), providing connectivity between Building J and other building entries and uses on the site.
- B-4 Prior to issuance of building permits, the applicant shall submit an updated scaled site plan with details on pedestrian facilities that comply with FMC 19.162.030.B(3).
- B-5 Prior to the issuance of building permits, the applicant shall submit an updated scaled site plan that shows all proposed pathways comply with required paving materials and accessibility requirements of FMC 19.162.030.B(4)-(5).

## KEY CONDITIONS OF APPROVAL

- B-7 Prior to issuance of building permits, provide a narrative explaining how roof runoff from then proposed building will connect to the existing system.

## 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 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.



# MEMORANDUM

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**DATE:** February 5, 2019                      **MEETING DATE:** February 12, 2019

**TO:** Planning Commission

**FROM:** Sarah Selden, Senior Planner

**SUBJECT:** 2019 Code Amendments: Work Plan and Project Scoping

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## ISSUE

The purpose of this work session is to review the proposed code amendment schedule, and to discuss project scoping for the first policy-level amendment to be addressed this year: Mixed-Use in the Corridor Commercial (CC) Zone.

## BACKGROUND

On September 11, 2018, the Planning Commission held a work session to consider a list of potential code amendments for 2019. The Commission provided feedback on the list of code issues and how to prioritize the policy-level amendments. **Attachment 1** provides an updated version of the amendments outlined in the September 11 memo, reflecting the Commission's feedback and prioritization of policy-level amendments.

The top priority policy amendment identified by the Commission was to clarify the definition and requirements for commercial/residential mixed-use development in the Corridor Commercial (CC) zone. The City Council has also directed the Planning Commission to review and clarify the Development Code regulations around this use.

While the Commission addressed the topic as part of their code amendment prioritization in September, substantive discussion was postponed due to the active land use appeal related to that code question. The February 12 work session provides an opportunity to review and discuss the code issue summary prepared in September, and to develop a scope for the amendments.

## DISCUSSION

### 1. Planning Commission Agenda Items for 2019

The number of land use applications in the pre-application or completeness stage has slowed considerably from 2018, allowing time in the Commission's schedule for planning policy work. **Attachment 4** is a draft Planning Commission schedule through June, with proposed work sessions and hearings on code amendments, along with other identified items. The list of pending applications and pre-applications is

found on page three. The proposed schedule is subject to change based on the Commission's input, the need to schedule hearings for land use applications, how long it takes to get through each code amendment, and direction the Commission may receive from City Council. We will review the schedule at the February 12 work session and make adjustments as needed.

## **2. Scoping for Corridor Commercial (CC) Zone Mixed-Use Code Amendments**

A summary of this code issue can be found on pages 3-4 of **Attachment 1** (taken from the 9-11-18 work session memo). Please review this brief summary in preparation for the work session. For reference, a copy of the CC zone Development Code is included as **Attachment 2** and a map of the zoning district as **Attachment 3**.

The first scoping question on this amendment is whether to consider broader changes to the Corridor Commercial zoning district, beyond clarifying the definition of mixed-use. For example, is the same range of development types appropriate for all the remaining parcels in the CC zone? Do the development standards provide enough guidance to implement the purpose of the zoning district? Is that purpose still aligned with current vision for the Sandy Blvd. corridor?

The second question is what information the Commission and the public need to evaluate code changes. Staff is currently researching how commercial/residential mixed-use is regulated in other cities' development codes. What other analysis and information would assist the Commission evaluating changes to the CC zone regulations?

The third question is what type of public involvement should be conducted for this amendment process. Staff has heard the Commission express a desire to increase public awareness about land use processes, and the upcoming 2019 code amendments are a great place to start (a dedicated work session to discuss public involvement has also been placed on the schedule). Ideas include targeted mailings to residents and property owners in the CC zone, opportunities for the public to speak during work sessions, and seeking feedback from property owners and real estate development professionals working along the Sandy Blvd. corridor. The public involvement approach should be outlined once the scope of amendments has been identified by the Commission.

## **ATTACHMENTS**

1. List of Code Amendments
2. Corridor Commercial Development Standards
3. Corridor Commercial Zoning District Map
4. Planning Commission Schedule



## FAIRVIEW DEVELOPMENT CODE AMENDMENT LIST

UPDATED: 02-05-19

Reflects Planning Commission feedback from 09-11-18 work session

### CODE AMENDMENT CATEGORIES

**Code Maintenance:** Amendments that correct or clarify the code, or make updates required by changes in State law. Maintenance amendments do not generally change the substance of the code requirement.

**Policy Amendments:** Substantive changes that require policy consideration, and may require additional public input. The Commission should address some of these changes separately, rather than part of the larger code amendment package, if additional time and outreach is needed.

### CODE MAINTENANCE AMENDMENTS

#### Recommended Package for 2019:

Missing Code Sections: Staff has identified a number of missing code references. This is likely the result of cross references not being updated following code amendments or final ordinance adoption. These include:

1. Landscaping, Street Trees, Fences and Walls standard references requirements for landscape plans in FMC 19.420.020(E), Development Review and Site Design Review, however this subsection does not exist [19.163.030(B)]. Staff recommends deletion of the reference.

**PC Feedback:** Okay moving forward with staff recommendation.

2. Corridor Commercial zone references sections B-F of the Site Layout and Building Orientation Section, but sections D-F do not exist. The code states that section F contains alternative design criteria that can be used in lieu of compliance with the standards in sections B-E (section B is the Pedestrian Access Standard, and C is the Building Orientation Standard. Sections D-E are missing) [19.70.050]. The Commission may consider deletion of the reference to sections B-F, or developing those additional design criteria. The Commission may wish to consider these standards as part of a larger review of the Corridor Commercial development standards (see Policy Amendments discussion below).

**PC Feedback:** Remove language 1st, and follow with potentially adding standards up as part of CC zone code update.

3. Residential Building Size Standard. The Residential (R) zone includes a standard calling for residential buildings to comply with the "maximum adjusted floor area". The "adjusted floor area" is defined, but the code does not establish a maximum. The purpose of the standard, as described in the code, is to "implement the residential building intensity policies of the Comprehensive Plan and limit the mass of residential buildings in relation to the lot area." Staff did not find any such policies in the current Comprehensive Plan [19.30.060(C)]. The Commission may wish to consider whether additional standards are needed to control the mass of residential building, or if this reference should be deleted.

**PC Feedback:** Could limiting the FAR result in pushing property owners to divide lots, if not able to build the desired size home? Has this issue been raised in past? How large you build will depend on your property value, market driven. Fairview is not really experiencing the problem yet of overbuilding properties. Follow up: Commission would like additional information; staff can bring back an analysis of recently developed single family lots.

Code Inconsistencies: Amendments are recommended where the code provides two different standards for the same requirement.

1. **Conflicting Pathway Width Requirements.** During recent Site Design Review hearings, staff noted that the Public Facilities Standards require pathways to be at least five feet in width, while the Access and Circulation standards require pathways to be a minimum of six feet in width. Both apply to private facilities. [19.162.030(B)(2) and 19.165.025(K)]. The five foot width complies with ADA requirements and is the standard width for public sidewalks in residential areas. Staff recommends changing the six foot width requirement to five feet for consistency with the Public Facilities Standards.

**PC Feedback:** Agree moving forward with staff recommendation.

2. The Code provides two different timelines for the expiration of a Development Review and Site Design Review approval, one year and two years. [19.428.020 and 19.400.030]. Staff recommends a two year expiration period as a more reasonable development timeline.

**PC Feedback:** Agree moving forward with staff recommendation

Code Clarifications: In a number of places, the code is difficult to interpret. Clarifying the standards will help to make the code more user-friendly for the public and create better consistency in staff interpretation over time.

1. **Residential Density.** The Residential (R) district code section includes standards for six different residential base zones, which range in density from the low-density R-10 zone (10,000 sq. ft. min. lot size) to the Multi-Family Subdistrict (R/MF), (2,500 sq. ft. minimum lot area per unit, which equates to a maximum density of 17 units per acre).

In the R zones, density standards are found in three different subsections.

- Table 19.30.040 – Lot Area and Dimensions establishes the minimum and maximum lot sizes (and minimum lot area per unit for the R/MF zone). The maximum lot size is used to establish the minimum density (dividing the lot into larger parcels), and the minimum lot size is used to establish the maximum density (dividing a lot into smaller parcels).
- Subsection 19.30.060 Residential Density and Building Size establishes a minimum density calculation, which applies to intensification of the site (vacant lot development) or any land division. The code language and example calculation could be clarified or combined with Table 19.30.040 to provide a more comprehensive understanding of the requirements.
- The Development Code also includes section 19.250 Minimum Densities, which is located in Title III Design Standards. This standard applies only to residential development, and establishes that the minimum density is 80% of the maximum density both for single family partitions and subdivisions, and multifamily development. This calculation is

consistent with the minimum density standard listed in the R zone, but is redundant and inappropriately located within the code.

**PC Feedback:** Agree with clarifying and consolidating, and placing regulations into tables wherever possible, with table (end) notes where needed. Raised question about overall community vision and Comprehensive Plan, which are not currently identified by Council for updates.

2. Minimum lot size for duplexes: “Two family attached housing” (duplexes) are conditional uses in the standard Residential zone, the Old Town Overlay Zone, and the Lower Density Overlay Zone. Table 19.30.040 – Lot Area and Dimensions establishes distinct lot size for detached single family homes in each of these zones:

Standard R-zone: Minimum 6,000 and maximum 10,000 sq. ft. lot area

Old Town Overlay Zone: Minimum 7,500 and maximum 10,000 sq. ft. lot area

Lower Density Overlay Zone: Minimum 10,000 sq. ft. lot area

For duplexes, however, the table lists the standard R-zone minimum and maximum lot size for three zones. Staff believes an error was made in updating this table when the Old Town and Lower Density overlay zones were adopted. Minimum and maximum lot sizes for duplexes should match the single-family lot size for each zone.

Staff recommends consolidating and clarifying the text related to residential density.

**PC Feedback:** Agree with clarifying and correcting.

## POLICY AMENDMENTS

### Listed in Order of Priority, based on 9/11/18 Work Session

1. Mixed-Use in Corridor Commercial (CC) Zone – Clarification of residential/commercial split: The CC zone standards were drafted as part of the Sandy Blvd. Refine Plan, a land use and transportation planning process for Fairview and Wood Village that aimed to enhance the capacity, appearance, and multi-modal function of Sandy, and to enhance the compatibility of land uses along the corridor. The CC zone replaced areas zoned for light manufacturing just east of Fairview Parkway, abutting multi-family residential and manufactured home zoning districts. It also replaced general manufacturing zoning along the south side of Sandy Blvd., and some agricultural holding zoning east of 223<sup>rd</sup>. A small amount to General Commercial on the northwest corner of 223<sup>rd</sup> and Sandy was also replaced with CC zoning, and enlarged to include a portion of land previously zoned for Apartment Residential Business Office use.

The newly placed Corridor Commercial zoning was intended to better complement the residential zones west of 223<sup>rd</sup> by providing neighborhood-oriented commercial services focused at the intersections of Fairview Parkway and 223<sup>rd</sup>.

The development code provides the following Purpose statement for the district:

“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.”

The CC zone allows “Mixed-use (residential with another permitted use)” as an allowed use in the zone, but does not define how much of each use is allowed or required. This issue was raised in 2010, and came to the Commission’s attention in 2016-2018 while reviewing mixed-use development proposals for the zone. The lack of code direction has created uncertainty for applicants, and has required interpretation by the Commission with each development application. Absent of a formal code interpretation, the Commission’s findings on one application have set false precedents for subsequent applications, which the Commission would like to avoid in the future. The Commission voiced their desire to re-visit the purpose and vision of the Corridor Commercial zone and amend the code to clearly define when residential uses are allowed.

Other commercial/mixed-use zoning districts that allow mixed-use development regulate the amount or location of residential uses.

- The Town Center Commercial (TCC) zone limits ground floor residential uses to 50% of the street frontage.
- The Village Mixed-Use and Village Commercial zones requires ground floors to be occupied by commercial uses within designated areas.
- The Village Office zone does not allow any residential uses.

The Commission may wish to consider an approach to limit residential uses in the CC zone, and may also consider additional amendments to this zoning district. For the Commission’s reference, a copy of the Corridor Commercial development code is attached, along with a map of the zoning district.

2. Code Exceptions. In early 2011, the Planning Commission held two public hearings to consider adopting criteria for exceptions to certain development standard through a Type II or Type III procedure. As proposed, the code exceptions would have provided for minor adjustments to a broader range of standards than allowed through the Variance standards, including architectural and site design standards, when the alternative design met the code purpose at least as well as the code standard. In March 2011, the application was withdrawn and project put on hold due to staff reductions. A procedure for exceptions or adjustments to the development standards could provide flexibility to respond to unique site conditions and allow for greater design creativity.

**PC Feedback:** The Commission asked if the exception requests would be reviewed by staff or come to the Commission at a public hearing. There was interest in establishing an exception process with clear criteria that ensures the intent of the code is met with the exception.

3. Parking Standards. During recent land use hearings, Commissioners have expressed an interest in reviewing the City’s parking requirements to ensure the minimum off-street parking standards require a sufficient amount of parking. Separately, staff has observed that the land use categories in the vehicle parking standards are not well aligned with the range of permitted uses in the Development Code, particularly for Commercial and Industrial uses. Revising a city’s parking standards is typically a significant undertaking, and should start with a clear identification of the problem. If the Commission wishes to make this a priority project for next year, staff recommends starting with a scoping work session to better define the problems and range of potential amendments.

**PC Feedback:** The Commission feels this is important to pursue, including establishing minimums in the TCC zone (where no parking is required; see also item #4).

4. Town Center Commercial (TCC) zone: As part of the current Halsey Corridor project grant from DLCD, Angelo Planning Group is conducting an audit of the development standards that apply to land along the Halsey corridor. The work will result in concept-level code amendment recommendations. As a next step, Fairview, Troutdale and Wood Village have been awarded another Planning and Development Grant from Metro to aid in removing development barriers along Halsey. A component of this project take the concept-level code amendments forward to adoption-ready code language.

Two potential code amendments have been identified for the TCC zone: establishing minimum off-street parking requirements (currently, no off-street parking is required in the TCC zone), and clarifying the maximum height and bonus height allowed for including upper story residential uses. Staff will flag these items for the consultant's review.

Staff will be presenting each phase of the code amendments to the Commission for review and feedback, and ultimately for public hearing. Staff recommends making all TCC zone amendments at this time.

**PC Feedback:** Agree with looking at TCC zone, including minimum off-street parking requirements. Staff has placed this as item #4 due to timing with Main Streets on Halsey work.

5. Tree removal on private property: The development code regulates the removal of "significant vegetation" on private property under the following conditions:
  - When an application is received for site development
  - At all times in Resource Protection Areas

Significant vegetation is defined as trees with a diameter of 6 inches or greater at breast height. All other trees and vegetation not associated with a development application or in a Resource Protection Area can be removed.

- Tree Protection During Site Development

FMC Section 19.163.020 "Landscape conservation" regulates the removal of significant vegetation during site development. Significant vegetation must be mapped and tree preservation is required where practicable. The development code states, "Preservation may become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district". City staff or the Planning Commission is responsible for determining what constitutes reasonable development of land uses allowed on the property.

While current regulations allow for staff or the Planning Commission to determine tree preservation requirements at the time of development, there are no local restrictions on tree removal prior to site development. In some instances, property owners have removed all or most of the significant vegetation on the site prior to submitting a land use application.

Regulating tree removal during the development process is common practice among local jurisdictions. Some cities and counties have also chosen to regulate tree removal on private property outside of the development process. Common approaches to this type of tree protection include:

- a) Limiting the number of trees that can be removed on a property in a 12 month period. The size of the tree and the size of the property are considerations. Example: on a property of 35,000 SF or less - up to three trees that are greater than 8 inches in diameter can be removed within a 12 month period (City of Gresham)
  - b) Establishing environmental/tree protection overlay zones in areas with valuable tree resources
  - c) Developing a “heritage tree” or “significant tree” program with extra protections for specific trees
- Tree Protection in Resource Protection Areas

FMC Chapter 19.106 “Natural Resource Regulations” regulates the removal of significant vegetation near streams, wetlands, and other sensitive habitat. Only significant trees that present an emergency situation or that are dead, diseased, or dying may be removed. Unauthorized tree removal in the resource protection area can be enforced through civil penalties.

The Commission may wish to consider better defining when a property becomes a development site for the purpose of implementing the tree protection requirements, and whether any additional tree removal procedures or requirements should be explored.

**PC Feedback:** The Commission expressed interest in developing additional regulations to protect trees both on development sites and on properties not undergoing development. Follow-up: Bring back more information about how other communities regulate trees.

6. Neighborhood Commercial Zoning Standards. Chapter 19.60 of the Development Code includes standards for the Neighborhood Commercial (NC) Zoning District. The NC zone is not currently applied to the City’s zoning map. This zone was previously applied to land that is now zoned for Town Center Commercial and Community Service Parks uses. The Commission may wish to consider whether the zoning district should be removed from the Development Code, or if it should be retained as an option for future re-zoning. Staff would return with additional information on this zone, should the Commission wish to consider its future application.

**PC Feedback:** Follow-Up Info: The Commission asked what is allowed in the NC zone that’s not in other commercial zoning districts that are currently applied to the map; if covered by the other zones and it would be redundant, could eliminate. If zone eliminated, could include in code maintenance package.

**Chapter 19.70**  
**CORRIDOR COMMERCIAL (CC) DISTRICT**

Sections:

[19.70.010 Purpose.](#)

[19.70.020 Permitted land uses.](#)

[19.70.030 Corridor commercial setback standards.](#)

[19.70.040 Lot coverage and floor area ratio.](#)

[19.70.050 Site layout and building orientation.](#)

[19.70.060 Building height.](#)

[19.70.070 Architectural guidelines and standards.](#)

[19.70.080 Pedestrian and transit amenities.](#)

[19.70.090 Special standards for certain uses.](#)

**19.70.010 Purpose.**

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

(Ord. 6-2001 § 1)

**19.70.020 Permitted land uses.**

A. Permitted Uses. The land uses listed in Table 19.70.020.A are permitted in the corridor commercial district, subject to the provisions of this chapter. Only land uses that are specifically listed in Table 19.70.020.A, and land uses that are approved as "similar" to those in Table 19.70.020.A, may be permitted. The land uses identified with a "CU" in Table 19.70.020.A require conditional use permit approval prior to development or a change in use.

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 19.480 FMC, Code Interpretations.

**Table 19.70.020.A**

**Land Uses and Building Types Permitted in the Corridor Commercial District**

<p><b>1. Residential*</b></p> <p>a. Manufactured homes – individual lots (existing housing only)</p> <p>b. Residential care homes and facilities (CU)</p> <p>c. Family day care (12 or fewer children) (CU)</p> <p><b>2. Public and Institutional (CU)</b></p> <p>a. Churches and places of worship</p> <p>b. Clubs, lodges, similar uses</p> <p>c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses)</p> <p>d. Libraries, museums, community centers, concert halls and similar uses</p> <p>e. Public parking lots and garages</p> <p>f. Private utilities</p> <p>g. Public parks and recreational facilities</p> <p>h. Schools (public and private)</p>	<p>i. Special district facilities</p> <p>j. Telecommunications equipment – antennas pursuant to Chapter 19.245 FMC</p> <p>k. Telecommunications equipment – monopoles (CU) pursuant to Chapter 19.245 FMC</p> <p>l. Uses similar to those listed above subject to applicable CU requirements</p> <p><b>3. Accessory Uses and Structures</b></p> <p><b>4. Commercial</b></p> <p>a. Auto-oriented uses and facilities*</p> <p>b. Entertainment (e.g., theaters, clubs, amusement uses)</p> <p>c. Hotels/motels</p> <p>d. Medical and dental offices, clinics and laboratories</p> <p>e. Mixed use development (housing and other permitted use)</p>	<p>f. Office uses (i.e., those not otherwise listed)</p> <p>g. Personal and professional services (e.g., child care center, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses)</p> <p>h. Repair services (must be enclosed within building)</p> <p>i. Retail trade and services (e.g., grocery, hardware and variety stores, banks and financial institutions)</p> <p>j. Uses similar to those listed above (subject to CU requirements, as applicable)</p> <p><b>5. Industrial*</b></p> <p>a. Light manufacture (e.g., small-scale crafts, electronic equipment, furniture, similar goods when in conjunction with retail or if determined by the planning commission to be compatible with the purposes of the district and other uses in the district) (CU)</p>
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Land uses marked with an asterisk (\*) use the special standards for certain uses in FMC [19.70.090](#).

Land uses marked with a CU shall require a conditional use permit according to

Article IV of this title.

(Ord. 6-2001 § 1)

**19.70.030 Corridor commercial setback standards.**

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

1. Front Setbacks.

a. Minimum Setback. The minimum allowable front setback is zero feet. There is no maximum front setback.

2. Rear Setbacks.

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

b. Through-Lots. For buildings on through-lots (lots with front and rear frontage onto a street), the front setbacks in subsection (A)(1) of this section shall apply.

3. Side Setbacks. There is no minimum side setback required, except that buildings shall conform to the vision clearance standards in Chapter 19.162 FMC, the landscaping and buffering requirements in Chapter 19.163 FMC, and the applicable fire and building codes for attached structures, firewalls, and related requirements.

4. Setback Exceptions.

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

**19.70.040 Lot coverage and floor area ratio.**

There are no maximum lot coverage or floor area ratio requirements, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses. (Ord. 6-2001 § 1)

**19.70.050 Site layout and building orientation.**

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

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

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

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

1. From adjoining street right-of-way to building entrances and off-street parking these pathways shall be provided with an average maximum interval of 100 feet along the street right-of-way.
2. Between adjoining developments where practical.
3. In conformity with applicable requirements in Chapter 19.162 FMC, Access and Circulation.

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

1. Buildings shall have their primary entrance(s) oriented to (facing) the street with a direct pedestrian walkway connecting with the adjoining street right-of-way. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance facing a side when a direct pedestrian walkway not exceeding 30 feet in length is provided between the building entrance and the street right-of-way.
2. Off-street parking, driveways or other vehicular circulation should not be placed between a building and the street. On corner lots, buildings and their entrances should be oriented to the street corner. Parking, driveways and other vehicle areas shall not be permitted adjacent to street corners. (Ord. 6-2001 § 1)

**19.70.060 Building height.**

All buildings in the corridor commercial district shall comply with the following building height

standards. The standards are intended to allow for development of appropriately scaled buildings.

A. Maximum Height. Buildings shall be no more than 45 feet in height.

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

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

C. Performance Option. The allowable building height may be increased to 55 feet, when approved as part of a conditional use permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between the development and adjacent development. Roof equipment and other similar features, which are necessary to a commercial or industrial operation shall be screened, and may not exceed eight feet in height without approval of a conditional use permit. (Ord. 6-2001 § 1)

#### **19.70.070 Architectural guidelines and standards.**

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

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

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

- a. Corner building entrances on corner lots. Alternatively, a building entrance may be

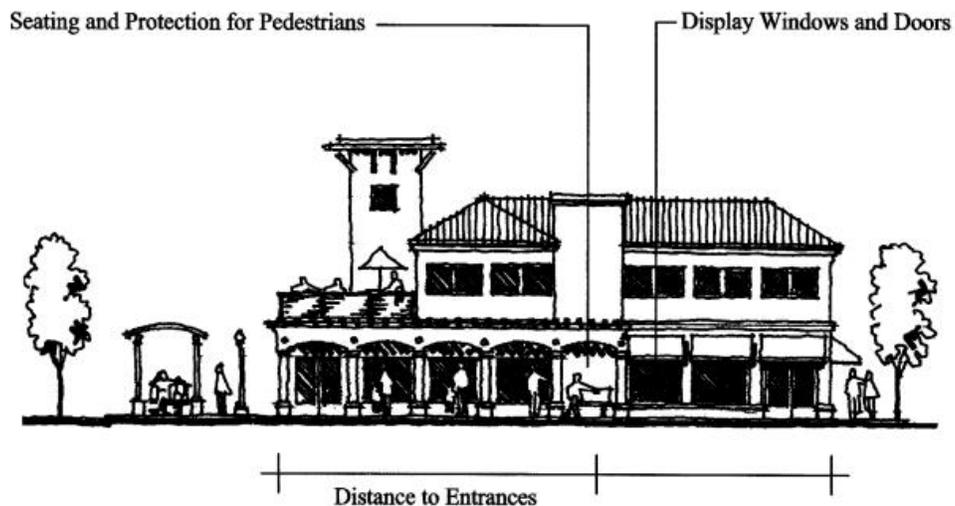
located away from the corner when the building corner is beveled or incorporates other detailing to reduce the angular appearance of the building at the street corner.

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

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

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

**Figure 19.70.070.B(2) – Design of Large-Scale Buildings and Developments (Typical)**



[Note: the example shown above is meant to illustrate examples of these building design elements, and should not be interpreted as a required architectural style.]

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

- a. Buildings with greater than 20,000 square feet of enclosed ground-floor space (i.e., “large-scale”). Multitenant buildings shall be counted as the sum of all tenant spaces within the same building shell;
- b. Multiple-building developments with a combined ground-floor space (enclosed) greater than 40,000 square feet (i.e., shopping centers, public/institutional campuses, and similar developments);

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

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

ii. Every building elevation adjacent to a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance, which is open during business hours. Pathways shall connect all entrances to the street right-of-way, in conformance with Chapter 19.162 FMC, Access and Circulation, unless waived by the approval authority when the applicant can demonstrate that the building(s) is unable to provide such an entrance because the function of the building and/or the characteristics of the site do not allow an alternative floor plan or building orientation that could reasonably provide it. (Ord. 6-2001 § 1)

#### **19.70.080 Pedestrian and transit amenities.**

A. Purpose and Applicability. This section is intended to complement the building orientation standards in FMC [19.70.050](#), and the street standards in Chapter 19.165 FMC, by providing pedestrian spaces within the corridor center commercial district. This section applies to all development applications that are subject to site design review or conditional use permits.

B. Guidelines and Standards. Every development shall provide at least one of the “pedestrian amenities” listed in subsections (B)(1) through (4) of this section. Pedestrian amenities may be provided within a public right-of-way when approved by the applicable jurisdiction.

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of eight feet);
2. Sitting space (i.e., dining area, benches or ledges between the building entrance and sidewalk (minimum of 16 inches in height and 30 inches in width));
3. Building canopy, awning, pergola, or similar weather protection (minimum projection of four feet over a sidewalk or other pedestrian space);
4. Public art which incorporates seating (e.g., fountain, sculpture, etc.).

C. Transit Amenities. Development on sites that are adjacent to or incorporate transit streets shall

provide improvements as described in this section at any existing or planned transit stop located along the site's frontage, unless waived by the community development director.

1. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

2. Development shall at a minimum provide reasonably direct pedestrian connections, as defined in FMC 19.162.030, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

3. Improvements at Major Transit Stops. A proposed development that is adjacent to or includes an existing or planned major transit stop will be required to plan for access to the transit stop and provide for transit improvements, in consultation with TriMet and consistent with an agency adopted or approved plan at the time of development. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop.

Development requirements and improvements may include the following:

a. Intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

b. Building placement within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or at street intersections.

c. Transit passenger landing pads accessible to disabled persons to transit agency standards.

d. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by TriMet.

e. Lighting to TriMet standards.

f. Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.

4. Any Type II land divisions where further divisions are possible, and all Type III land divisions, multiple-family developments, community services uses, and commercial or industrial uses located on an existing or future planned major transit street shall meet the TriMet transit facility requirements. Applicants shall consult with TriMet to determine necessary transit facility improvements in conjunction with the proposed development. Proposals shall be consistent with the road crossing improvements that are identified in the transportation system plan on streets with existing or planned transit service. (Ord. 2-2017 § 1 (Exh. A); Ord. 6-2001 § 1)

**19.70.090 Special standards for certain uses.**

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

- Accessory Uses and Structures
- Automobile-Oriented Uses and Facilities
- Sidewalk Displays
- Light Industrial

A. Accessory Uses and Structures. Accessory uses and structures are of a nature customarily incidental and subordinate to the principal use or structure on the same lot. Typical accessory structures in the corridor commercial district include small workshops, greenhouses, studios, storage sheds, and similar structures. Accessory uses and structures are allowed for all permitted land uses within the corridor commercial district, as identified in Table 19.70.020.A. Accessory structures shall comply with the following standards:

1. Primary Use Required. An accessory structure shall not be allowed before or without a primary use.
2. Setback Standards. Accessory structures shall comply with the setback standards in FMC [19.70.030](#), except that the maximum setback provisions shall not apply.
3. Design Guidelines. Accessory structures shall comply with corridor commercial district design guidelines, as provided in FMC [19.70.070](#).
4. Restrictions. A structure shall not be placed over an easement that prohibits such placement. No structure shall encroach into the public right-of-way.
5. Compliance with Subdivision Standards. The owner may be required to remove an accessory structure as a condition of land division approval when removal of the structure is necessary to comply with setback standards.

B. Automobile-Oriented Uses and Facilities. Automobile-oriented uses and facilities, as defined below, shall conform to all of the following standards in the corridor commercial district. The standards are intended to provide a vibrant commercial character and encourage walking, bicycling, and transit.

1. Parking, Garages, and Driveways. On corner lots, parking lot or garage entrances shall be oriented to a side street (i.e., away from the more major street), unless topography, ownership patterns or unreasonable expense would make this requirement not practicable.

2. Automobile-Oriented Uses. "Automobile-oriented use" means automobiles and/or other motor vehicles are an integral part of the use. These uses are restricted because, when unrestricted, they detract from the pedestrian-friendly character of the district and can consume large amounts of land relative to other permitted uses. Automobile-oriented uses shall comply with the following standards:

a. Vehicle Repair, Sales, Rental, Storage, Service. Outdoor storage and display for these uses is prohibited unless the use is in a fully enclosed structure.

b. Drive-Up, Drive-In, and Drive-Through Facilities. Drive-up, drive-in, and drive-through facilities (i.e., associated with restaurants, banks, car washes, and similar uses) are permitted only when accessory to a primary commercial "walk-in" use, and shall conform to all of the following standards:

i. The facility receives access from an alley or driveway, and not a street;

ii. None of the drive-up, drive-in, or drive-through facilities (i.e., driveway queuing areas, windows, teller machines, service windows, drop-boxes, and similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a corner); and

iii. The facility is subordinate to a primary permitted use. "Subordinate" means all components of the facility, in total, occupy less street frontage than the primary commercial or public/institutional building.

C. Sidewalk Displays. Sidewalk display of merchandise and vendors shall be limited to cards, plants, gardening/floral products, food, books, newspapers, bicycles, and similar small items for sale or rental to pedestrians (i.e., non-automobile-oriented). A minimum clearance of five feet shall be maintained. Display of larger items, such as automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, building materials, and similar vehicles and equipment, is prohibited.

D. Light Industrial Uses.

1. High Traffic-Generating Uses. Uses which are likely to generate "significant" levels of vehicle traffic (e.g., due to shipping, receiving, and/or customer traffic) shall require a conditional use permit. "Significant traffic" means that the average number of daily trips, or the average number of peak hour trips, on any existing street would increase by 10 percent or greater 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 Oregon Department of Transportation (ODOT) for developments that increase traffic on state highways. The conditional use permit shall include

appropriate transportation improvement requirements, as identified by the traffic analysis and/or ODOT, in conformance with Chapter 19.165 FMC.

2. **Wireless Communication Equipment.** Wireless communication equipment, including radio (i.e., cellular), television and similar types of transmission and receiving facilities are permitted, subject to the standards for wireless communication equipment in Chapter 19.245 FMC. Wireless communication equipment shall also comply with required setbacks, lot coverage and other applicable standards of the corridor commercial district. (Ord. 6-2001 § 1)

Corridor Commercial Zone

-  Vacant
-  Developed
-  Right-of-Way



1 inch = 755 feet



This map is for informational purposes only and the City cannot accept responsibility for any errors, omissions, or positional inaccuracy. This map is provided "AS-IS".

 City of Fairview  
 1300 NE Village Street  
 Fairview, OR 97024  
 (503) 665-7929  
[www.fairvieworegon.gov](http://www.fairvieworegon.gov)

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Printed By: rutledge



## Planning Commission 2019 Meeting Schedule

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

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

<b>FEBRUARY 12</b>	
<b>Work Sessions</b>	<p><b>2019 Code Amendments</b></p> <ul style="list-style-type: none"> <li>Review list of amendments discussed by Planning Commission on 9-11-18, with proposed schedule for review and adoption of 2019 priority items</li> <li>Review background and provide feedback on scope of work for amending mixed-use definition</li> <li>Discuss public involvement process</li> </ul>
<b>Other Business</b>	<ul style="list-style-type: none"> <li><b>Elect Planning Commission Chair and Vice-Chair for 2019</b></li> <li><b>Planning Commission Report to Council</b> Annual report summarizes Commission's activities and accomplishments from 2018. Commission to review &amp; finalize draft report, and forward to Council.</li> </ul>
<b>FEBRUARY 26</b>	
<b>Work Sessions</b>	<p><b>2019 Code Amendments – Maintenance</b> Work Session 1: Draft Code Language</p> <p><b>2019 Code Amendments – Policy Item: CC Zone Mixed-Use</b> Work Session 1: Analysis and Code Amendment Options</p>
<b>MARCH 12</b>	
<b>Other Business</b>	<b>Planning Commission Training</b>
<b>MARCH 26 (spring break week – check for quorum)</b>	
<b>Hearings</b>	<p><b>2019-05-ZC</b> 23001 NE Marine Drive Allwood Recycling re-zone from AH to GI. Corrects 1993 procedural error by City for change that PC "approved" in 1993 concurrent with the site design review application. PC should have "recommended" zone change and Council then adopted by ordinance.</p>

<b>APRIL 9</b>	
<b>Work Sessions</b>	<p><b>Halsey Corridor Code Amendments</b> Review and provide feedback on code amendments concepts for the zoning districts along Halsey (DLCD grant project)</p> <p><b>2019 Code Amendments – Policy Item: CC Zone Mixed-Use</b> Work Session 2: Options or Draft Code Language (depending on scope)</p>
<b>APRIL 23</b>	
<b>Hearings</b>	<p><b>2019-XX-TA</b> <b>Code Maintenance Text Amendments</b> Public hearing to make recommendation to Council</p>
<b>Work Sessions</b>	<p><b>Commission for Citizen Involvement Meeting</b> Annual review and discussion of City’s program for citizen involvement in land use planning</p>
<b>MAY 14</b>	
<b>Work Sessions/Hearing</b>	Hold for land use hearings
<b>MAY 28</b>	
<b>Hearings</b>	<p><b>2019-XX-TA</b> <b>Corridor Commercial Mixed-Use Text Amendments</b> Public hearing to make recommendation to Council</p>
<b>JUNE 11</b>	
<b>Work Sessions</b>	<p><b>2019 Code Amendments – Policy Item 2: Code Exceptions</b> Work Session 1: Analysis and Code Amendment Options</p>

<b>JUNE 25</b>	
<b>Work Session/Hearing</b>	Hold for land use hearings

**Future items to be scheduled:**

**Pre-Application Conferences Held/Expected to Submit Land Use Applications:**

- 2018-20-Pre-App    North side of Sandy Blvd., East of 230<sup>th</sup> – Light industrial development on 14-acre parcel
- 2018-53-Pre-App    Comp Plan Map Amendment, Zoning Map Amendment, and Development Code Text Amendments to re-zone 2 parcels on east side of NE 223<sup>rd</sup> between Sandy & Townsend Way from General Industrial (GI) to Light Industrial (LI), to allow mini-storage.
- 2018-56-Pre-App    Cal Portland Re-Zone of River-Oriented Industrial from R/MF to GI (20601 NE Marine Drive)
- 2018-65-Pre-App    Comp Plan Map & Zoning Map amendment associated with lot line adjustment (20101 NE Interlachen)
- 2018-78-Pre-App    9-lot subdivision on north side of Wistful Vista
- 2019 Pre-App        Major Modification to Conditional Use Approval for 2 duplexes in R-zone (building re-design)