



PLANNING COMMISSION MEETING

Tuesday, January 28, 2020, 6:30 PM

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

MEETING AGENDA

1. **CALL TO ORDER & ROLL CALL:** 6:30 p.m.
2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**
3. **PUBLIC HEARINGS**

- a. **File Number 2019-60-ZC-CPA**
Type III Quasi-Judicial Procedure

Summary: A consolidated application to change the City’s Comprehensive Plan Map designation and Zoning of two parcels (23012 NE Sandy Blvd, 1N3E27B-001100 (6.68 acres); and 1N3E27AC-0100 (0.53 acres)(no address at this site)) from “Commercial” with Corridor Commercial zoning to “General Industrial” with General Industrial zoning.

Applicable Fairview Municipal Code Criteria:

- FMC 19.205.020 Amendments: Criteria
- FMC 19.413.030 Procedures: Type III Procedures
- FMC 19.413.040(G) Type IV Procedures: Decision Making Consideration
- FMC 19.470.300 Land Use District Map & Text Changes: Quasi-judicial Amendments

4. **TENTATIVE AGENDA**

5. **ADJOURNMENT**

NEXT PLANNING COMMISSION MEETING: TUESDAY, FEBRUARY 11, 2020

Planning Commission hearings are broadcast live on Comcast Cable Channel 27 and Frontier Channel 33. Replays of the meeting are shown the following Saturday at 12:30pm and Monday at 2:00pm following the original broadcast date on Comcast Cable Channel 22 and Frontier Channel 33. Meetings are also available for viewing via MetroEast Community Media, the week following the meeting, at metrocast.peg.tv. Go to the Playlist tab and select Municipal Meetings or find the link at <http://fairvieworegon.gov/AgendaCenter/Planning-Commission-9>.

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 the [City Recorder](mailto:CityRecorder@fairvieworegon.gov), 503-674-6224.



STAFF REPORT
TYPE III – QUASI-JUDICIAL AMENDMENTS
FINDINGS AND RECOMMENDATION

Staff Contact: Sarah Selden, Senior Planner

Public Hearing Date: January 28, 2020

Date of Report: January 21, 2020

Application Number: 2019-60-ZC-CPA

Application/Proposal: Amendment to the City of Fairview Comprehensive Plan Map from Commercial to General Industrial and Land Use District Map (Zoning Map) from Corridor Commercial to General Industrial for Tax Lots 1N3E27B-001100 and 1N3E27AC-0100.

Applicant: Townsend Farms Inc.
Kerry Rea

Property Owner: Townsend Farms Inc.
Mike Townsend

Site Location: 23012 NE Sandy Blvd and 1N3E27AC-0100 (0.53 acres)(no address at this site)

Tax Map & Lots: Map 1N3E27B- TL 001100 (6.68 acres)
Map 1N3E27AC- TL 00100 (0.53 acres)

Exhibits:

- A.** Draft Ordinance 2-2020 (Zone Change), dated 01/21/20
- B.** Draft Ordinance 3-2020 (Comprehensive Plan Map), dated 01/21/20
- C.** Application Narrative and Exhibits
- D.** Written Comments

- E. Planning Commission Findings
(Reserved for Council Hearing)
- F. Minutes
(Reserved for Council Hearing)
- G. Staff Reports
(Reserved for Council Hearing)

I. NOTICES & REFERRALS

- Agency Notices:** Department of Land Conservation and Development were sent notice on December 23, 2019 (DLCD File 003-19). Metro was sent notice on December 23, 2019.
- Agency Referrals:** City of Wood Village, Gresham Fire, Multnomah County of Transportation, Oregon Department of Transportation Multnomah County Drainage District, Fairview Public Works and Building Department were sent notice on December 30, 2020.
- At the time of this report, one comment has been received, from Multnomah County Transportation (see Exhibit D).
- Public Notice:** Notice was published in the Gresham Outlook newspaper on January 10, 2020, two days after the 20-day deadline of January 8, 2020.
- Property owners within 250 ft. of the site location were mailed notice on January 9, 2020, one day after the 20-day deadline of January 8, 2020.
- The site(s) was posted 10 days before prior to the hearing in accordance with FMC 19.413.030.
- At the time of this report, the City has not received any written testimony from the public.

II. APPLICABLE CRITERIA

The Planning Commission shall make a recommendation to City Council and the City Council shall make the final decision. This application uses the following criteria:

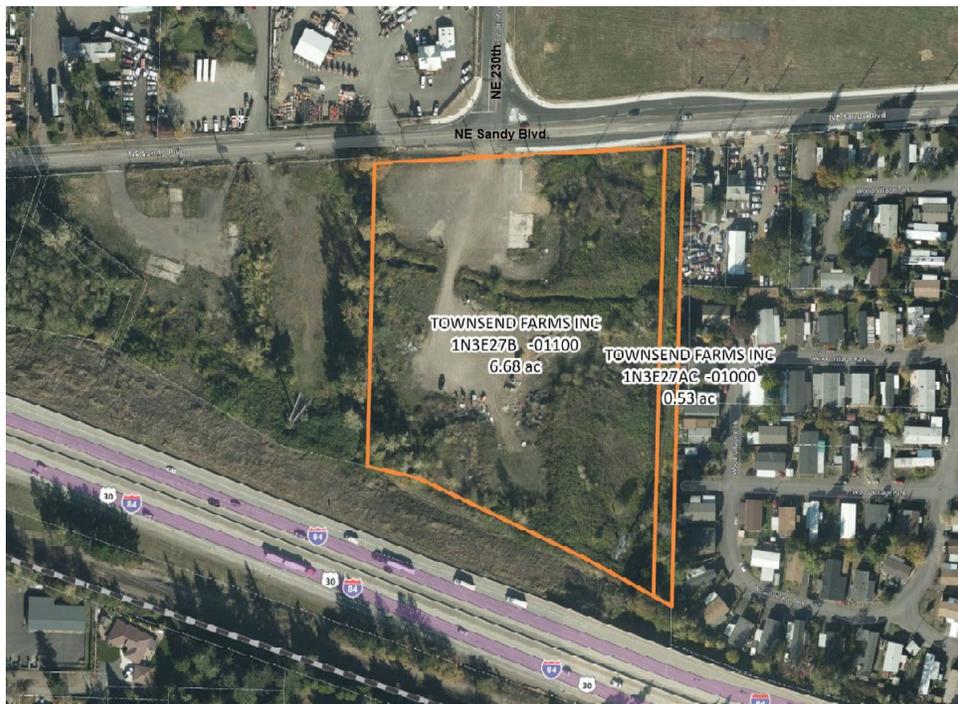
- FMC 19.205.020 Amendments: Criteria
- FMC 19.470.300 Land Use District Map & Text Changes: Quasi-judicial amendments
- FMC 19.413.040(G) Type IV Procedures: Decision Making Consideration
- FMC 19.413.030 Procedures: Type III Procedures

III. BACKGROUND AND SUMMARY OF ISSUES

This proposal seeks concurrent approvals for the following:

1. Change Comprehensive Plan designation from Commercial to General Industrial.
2. Change the Zoning designation from Corridor Commercial to General Industrial.

The site consists of two relatively flat tax lots located on the south side of Sandy Boulevard at NE 230th. Tax lot 1100 (6.68 acres) is generally vacant. The site features stockpiling of several different kinds of materials and an unnamed creek. Tax lot 100 is a narrow rectilinear lot, about 30 feet wide, that is vacant and generally flat. Both lots slope from about 72 feet to 50 feet at the northern property line on Sandy Blvd.



Both lots are currently zoned Corridor Commercial and have a Commercial Comprehensive Plan designation. Four properties to the north and west received a similar Comprehensive Plan and Zoning change in 2017. Properties to the north and west are all zoned General Industrial and designated as Industrial. Properties to the east are within the City of Wood Village and zoned for multi-family development (MR2; currently developed with a mobile home park) and Commercial/Industrial (C/I; currently developed with a used auto-related business).

The subject parcels were previously designated for industrial development; based on anticipated market trends in the early 2000s, they were re-designated to commercial uses in 2007. Market trends at those times indicated that they may be in demand for commercial users. The owners have sought out development opportunities, primarily commercial uses, but over the past 12 years, the market has undergone significant changes including the recession and changes in the market for retail development. These lots have been vacant or minimally developed over the past 12 years. The owner believes the commercial zoning of the subject parcels has not been appropriate for the market; and, as a result, they have failed to reach their development potential.

The applicant has indicated that in the current market there is more demand for industrial users in the area, and the site's location with convenient access to I-84 makes it attractive to industrial development.

V. APPROVAL CRITERIA FINDINGS

FMC 19.205.020 Amendments: Criteria

- A. The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighted against the public interest in granting proposed amendment.

FINDING: The parcels were designated for industrial uses prior to 2003, and are surrounded primarily by General Industrial zoned land except on the east where it borders the City of Wood Village and a mobile home park. Allowing for industrial uses on the parcels would be consistent with and compatible with the surrounding industrial development. The General Industrial zoning of the property would be conditionally compatible with the residences to the east. At the time the property is developed, buffers would need to be included to buffer any negative impacts to the existing residential area. These are already required in the code and the Comprehensive Plan. Future development of the parcels will be subject to Site Design Review, and a hearing before the Planning Commission. Development standards in the General Industrial district provide for the City to require a 50 ft. setback from residential properties, and to require landscaping, walls, or other buffering to mitigate the impacts to adjacent properties. Further, uses that generate significant noise, light/glare, dust and vibration impacts, or traffic are subject to a conditional use permit to provide additional

mitigating conditions for the development. With these criteria already in place for future development, the change in Land Use and zoning can meet the requirements and is consistent with this criterion. Staff finds that the proposed amendments will not interfere with the livability, development, or value of other land in the vicinity when weighted against the public interest. This criteria is met.

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

FINDING: The amendments are not detrimental to the general interests of the community. The proposed amendments are consistent with the goals and policies in the City's Comprehensive Plan, which was developed in conformance with Goal 1 of the Statewide Planning Goals, Citizen Involvement. The City's Comprehensive Plan (adopted in 2004, and updated in 2017) was created with involvement from the local community, agency partners, and other interested parties. The proposed amendments are consistent with goals and policies in the Fairview Comprehensive Plan and supporting documents including the Sandy Boulevard Refinement Plan. This proposal aligns with the public interest of having more industrial uses to the east of 223rd on Sandy Boulevard. This criteria is met.

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

FINDING: This request includes a Comprehensive Plan Map amendment for the purpose of maintaining consistency with the City's planning documents. The below approval criteria in Comprehensive Plan Policy 2.7.D, states how this proposed application meets all applicable comprehensive plan goals and policies. This criteria is met.

D. The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complementary designations without creating inappropriate "spot zoning".

FINDING: The proposed amendments will not introduce any new zones to the area or create inappropriate spot zoning, but rather create more consistent zoning along NE Sandy Blvd. to the east of NE 223rd Avenue. Land to the north of the subject site across NE Sandy Blvd is zoned General Industrial. Land to the west of the subject site is also zoned General Industrial. Land to the east of the project site is within the City of Wood Village and Interstate 84 is to the south of the project site. This criteria is met.

FMC 19.470 Land Use District Map and Text Amendments

FMC 19.413.040.A states that the Type IV process applies to map amendments and FMC 19.470.300 requires the Type III review process for a specific zone change. As the Type III process includes all Type IV approval criteria and procedures but not the other way around, this application will be reviewed under a Type III process. Per FMC 19.470.300, Quasi-judicial Amendments, the Planning Commission shall make a recommendation to the City Council on a land use district change application that also involves a

comprehensive plan map amendment application. The City Council shall decide both applications.

FMC 19.413.040(G) Type IV Procedures: Decision Making Consideration

FMC Table 19.413.050, Summary of Development Decisions/Permit by Type of Decision-Making Procedure, also identifies zone changes and Comprehensive Plan Map amendments as Type IV decisions. The following Type IV decision-making criteria have been considered in this application:

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

1. Statewide planning goals and guidelines

Goal 1: Citizen Involvement

FINDING: The City has developed a citizen involvement program that is in compliance with this goal. This proposal has been noticed in conformance with City standards to neighboring properties within 250 ft. of the outer boundaries of each parcel, and also in the Gresham Outlook, and has been posted onsite. While notice of the application was published on January 10th in the Gresham Outlook and was mailed to neighboring properties January 9th, after the noticing deadline of January 8th, public noticing and the opportunity to comment was provided for this application. This proposal has met this goal and will continue to meet this goal throughout the final approval process through public noticing and opportunity to comment.

Goal 9: Economic Development

FINDING: This goal requires that the City of Fairview inventory commercial and industrial lands and project future needs and demand to meet those needs. The market for industrial land in this area has been greater than that for commercial lands. Furthering developable industrial land will allow for development to provide employment opportunities for the community of Fairview and the region. The General Industrial zone also allows for small commercial services as long as they are integral to the industrial activities onsite. Staff finds that Fairview has enough commercial and other lands to provide for a variety of economic activities.

Goal 11: Public Facilities and Services

FINDING: Goal 11 requires that public services such as sewer, water, fire protection be planned in accordance with the community's needs and capacities rather than responding to development as it occurs. Public facilities such as sewer and water and other services such police and fire are currently available to serve the site for industrial development.

Goal 12: Transportation

FINDING: This goal requires the City to adopt a local Transportation System Plan (TSP). The proposed map amendments are in compliance with the City's adopted TSP goals as discussed further below. When development occurs on the subject sites, it will be required to comply with all Multnomah County Transportation requirements for Sandy Blvd., which is a County road facility. Multnomah County Transportation Division has provided comments on the application (Exhibit D). The County found that the proposed zone change would not have a transportation impact. Transportation requirements will apply at the time of development of the site.

2. Comments from applicable federal or state agencies

DLCD: Staff sent notice of the proposed zone change to DLCD as part of the required 35-day notice, and received no comments.

3. Applicable intergovernmental agencies

Metro: Staff sent notice of the proposed zone change to Metro as part of the required 35-day notice.

4. Applicable Comprehensive Plan policies

See below for findings on applicable Comprehensive Plan policies.

FMC: 19.470.300 Quasi-judicial amendments

B. Criteria for Quasi-Judicial Amendments. A recommendation or a decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following criteria:

1. Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval;

Finding: The applicant submitted a detailed narrative analysis demonstrating compliance with all applicable comprehensive plan policies and map designations. The proposed zoning district of General Industrial is not consistent with the current Commercial comprehensive plan designation. Therefore, the applicant is also requesting a concurrent Comprehensive Plan Map amendment as part of this application. Staff finds that all applicable comprehensive plan policies have been satisfied. Below is summary of applicable plan policies by Chapter and staff's findings:

Comprehensive Plan Compliance

Chapter 3: Community Building

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

FINDING: This application would change 7.21 acres of commercial land in Fairview to industrial and would support the mix of residential, commercial, industrial, and recreation/open space uses within the planning area boundary.

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.

FINDING: The application is not for a retail and service commercial business or expansion of an existing commercial establishment. The proposed zone change does not conflict with the Comprehensive Plan direction above and desired location of commercial uses.

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.

FINDING: The project site is located along the Sandy Boulevard Corridor, and will allow for industrial development in this location.

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 site area has been suitable for industrial or commercial development and is served by existing utilities and public streets. Future development would be required to make additional right-of-way improvements (sidewalks, street trees) and associated improvements to utilities if needed. The proposal to allow industrial development on these sites is in compliance with this policy.

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

FINDING: This proposal does not affect the City's coordination with Metro.

Chapter 5: Open Space, Scenic and Historic Areas and Natural Resources

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

FINDING: This application does not propose development. Portions of the property contain a mapped riparian buffer. Any future development proposed would be required to comply with this policy.

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

FINDING: Compliance with the Riparian Buffer Overlay Zone will be met as part of a future development review application. At this time, no development is proposed. This policy is not applicable.

Chapter 9: Economic Development

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

FINDING: The project site has been zoned for commercial uses since 2007. However, this area has not been desirable for commercial developers and the project site remains undeveloped. This proposal would designate the subject parcels for primarily industrial uses, but since the site has been marketed for commercial development since 2007 without success, evidence indicates that the conversion will not represent a loss of usable, market-viable commercial land. Approximately 30.4 acres of vacant commercially zone land would still be available within the City of Fairview, the proposed rezoning would result in the loss of 2.8% of vacant commercial land.

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

FINDING: The City's current zoning map implements this policy by concentrating commercial uses in the TCC and CC zones along NE Sandy Blvd, NE Halsey Street and NE 223rd Avenue. This proposal would affect approximately 1, 550 feet of frontage along Sandy Blvd. To the east of this site, in the City of Wood Village, commercial development exists to the area near NE 238th Avenue (the Walmart Super Center, fast food restaurants, and other smaller commercial services). This policy appears to have been met by the existing commercial zone at this site, but the market has not supported commercial development at this location. Keeping the commercial zoning designation for the site would not implement this policy. The application does not conflict with this policy.

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

FINDING: This policy is not applicable, as no industrial development is proposed with this application. At such a time when an industrial use is proposed at the site, it would be required to comply with screening standards. Access to the site is via Sandy Blvd. and the site does not share access with a residential street.

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.

FINDING: Approval of the zone and Comprehensive Plan designation change from Corridor Commercial to General Industrial will better support market supported-development of the subject site, thus enhancing the City's tax base. Currently there is more demand for industrial uses in this area than commercial and it is reasonable to conclude that the properties would not be developed for commercial uses in the near future. The zone change would not conflict with the enhancement of the tax base.

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

FINDING: No development is proposed through this application. While this policy currently applies to the subject site, this request would change the site's zoning from Corridor Commercial to General Industrial, thus removing it from the "Sandy Boulevard Corridor Commercial Areas" as noted above. This policy would not apply to the subject site following this zone change.

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.

FINDING: This application involves a zone change from commercial to general industrial. The subject site is separated from I-84 by a separate lot owned by ODOT. The site does not abut any streets that connect to I-84 and serve as a "gateway" function. This site is adjacent to a mobile home park that is within the City of Wood Village. However, no development is proposed at this time and therefore this policy does not apply.

Chapter 12: Transportation

FINDING: The City's transportation policies are found within the City's adopted Transportation System Plan. The policies focus on livability, balanced transportation choices, safety, performance-based management, accessibility, efficiency, coordination,

and health. Most of the policies do not apply directly to this application as no development is proposed. The zone change would not impact the City's ability to provide transportation facilities or interfere with the overall transportation system. Any future development proposal would be assessed under the TSP and would construct or improve transportation facilities as required.

As summarized in the transportation impact letter (see Exhibit C), the proposed zone change from Corridor Commercial to General Industrial would result in the potential for fewer daily and peak-hour trips as compared to potential uses within the existing zoning.

Multnomah County Transportation Department reviewed the application and found that none of the allowed uses in the General Industrial District have a higher potential trip generation than uses allowed in the Corridor Commercial District (see Exhibit D). The County concurs with the applicant's transportation letter prepared by Mackenzie, dated October 11, 2019, that the proposed zone change of the subject properties from Corridor Commercial to General Industrial zoning designation does not result in an increase in trip generation over the existing zoning. Therefore, no further transportation analysis is required.

The County notes that given there is currently no development on the site, construction of a new use will result in a transportation impact. This will be reviewed at the time of a specific development application for the subject site.

Chapter 13: Energy Conservation

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.*

FINDING: The project site's location along NE Sandy Blvd is surrounded by General Industrial properties, near major access routes, and is appropriate for industrial uses. No development is proposed with the application and the proposed zone change would not include retail or service offices. An existing residential development is located to the east of the site and within the City of Wood Village. Any future development at the site would need to comply with Fairview Comprehensive Plan and zoning standards for residential buffer zones.

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

FINDING: The proposal would allow for industrial development near existing development in Fairview and adjacent to residential development in Wood Village. The proposed zone would not conflict with the above policy and future development would support economic development in Fairview and neighboring cities.

FMC 19.470.600 Transportation planning rule compliance

- A. When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility consistent with OAR 660-012-0060.

FINDING: Per OAR 660-012-0060(1): A plan or land use regulation amendments significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

FINDING: This application is for a zone change from commercial to industrial; no development is proposed with the application. NE Sandy Blvd is classified as a Minor arterial. The Multnomah County Transportation System Plan provides the following description of this road classification: "Minor Arterials represent the lowest order arterial facility in the regional street network. They typically carry less traffic volume than principal and major arterials, but have a high degree of connectivity between communities. Access management may be implemented to preserve traffic capacity. Land uses along the corridor are a mixture of community and regional activities. Minor

arterial streets provide major links in the regional road and bikeway networks; provide for truck mobility and transit corridors; and are significant links in the local pedestrian system.” As the proposed change would result in a reduction of vehicle trips, the proposed change is consistent with the existing street classification and would reduce the potential traffic impacts. The application is in compliance with the state TPR requirements.

- B. Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:
1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or
 2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or
 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation

FINDING: As discussed above, the proposal will not significantly affect transportation facilities, this standard does not apply.

VI. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

Staff recommends that the Commission make a recommendation to City Council for adoption of the zone change by Ordinance 2-2020 and Ordinance 3-2020. Suggested motion for the Commission:

“Move to recommend that City Council approve 2019-60-ZC-CPA and adopt Ordinances 2-2020 and 3-2020.”

PLANNING COMMISSION ALTERNATIVES

- A. Recommend City Council adoption of draft Ordinance 2-2020 and Ordinance 3-2020, based on the staff findings in this report.
- B. Recommend City Council adoption of Ordinance 2-2020 and Ordinance 3-2020, with revised findings.
- C. Continue the Public Hearing if additional information is needed.



ORDINANCE
(02-2020)

**AN ORDINANCE AMENDING THE CITY OF FAIRVIEW ZONING MAP FROM
CORRIDOR COMMERCIAL TO GENERAL INDUSTRIAL FOR CERTAIN
PROPERTIES LOCATED ON NE SANDY BOULEVARD & NE 230TH AVENUE**

WHEREAS, the City of Fairview has previously adopted and acknowledged a Comprehensive Plan in compliance with Statewide Planning Goals; and

WHEREAS, the applicant submitted an application to amend the Zoning Map designation from Corridor Commercial to General Industrial for the following tax lots: Map Reference Number Map 1N3E27B-001100 (6.68 acres; 23012 NE Sandy Blvd.); and 1N3E27AC-0100 (0.53 acres) (the “Subject Property”);

WHEREAS, the Planning Commission found that the applicant demonstrated compliance with Fairview Municipal Code sections 19.205, Amendments, and 19.470 Land Use District Map and Text Amendments, as well as applicable Statewide Planning Goals; and

WHEREAS, the City Council has received from the Planning Commission its recommendation and adopted findings, together with the full staff report and background materials, and has fully reviewed and considered the same; and

WHEREAS, on [] the City Council adopted Ordinance 03-2020 amending the Comprehensive Plan Map for the subject parcels; and

WHEREAS, based upon its review and analysis of the Planning Commission’s recommendations and findings, its own review of the staff reports, input received and consideration of all pertinent materials as submitted.

NOW, THEREFORE, THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

Section 1 The Zoning Map is amended by changing the zoning designation of the Subject Properties from the “Corridor Commercial” to “General Industrial”.

Section 2 In support of its decision, the City Council adopts the findings contained in the Staff Report dated January 21, 2020 (the “Staff Report”). As further support, the City Council makes the additional findings:

- A. The City of Fairview presently has a Comprehensive Plan adopted and acknowledged for compliance with Statewide Land Use Goals.

- B. The proposed zoning amendment involves two lots with a combined area of 7.21 acres as shown on Exhibit "A" attached hereto.
- C. The applicable criteria in the Fairview Municipal Code and the relevant policies of the Fairview Comprehensive Plan have been satisfied, as demonstrated in the adopted findings of the Staff Report and the record of the public hearings conducted by the Planning Commission and City Council.

Ordinance adopted by the City Council of the City of Fairview, this [date] day of [month], 2020.

Mayor, City of Fairview
Brian Cooper

ATTEST

City Recorder, City of Fairview
Devree Leymaster

Date



ORDINANCE
(03-2020)

AN ORDINANCE AMENDING THE CITY OF FAIRVIEW COMPREHENSIVE PLAN MAP FROM COMMERCIAL TO GENERAL INDUSTRIAL FOR CERTAIN PROPERTIES LOCATED ON NE SANDY BOULEVARD & NE 230TH AVENUE

WHEREAS, the City of Fairview has previously adopted and acknowledged a Comprehensive Plan in compliance with Statewide Planning Goals; and

WHEREAS, the Comprehensive Plan is not a static document, but rather an essential part of an on-going process to develop land use planning to reflect the community's changing conditions, needs and desires; and

WHEREAS, Fairview Comprehensive Plan, Chapter 2, Policy 7 provides opportunity to citizens of Fairview, affected governmental agencies, interested and affected persons, to review Plan changes; and;

WHEREAS, the applicant submitted an application to amend the Comprehensive Plan Land Use designation from Commercial to General Industrial for the following tax lots: Map Reference Number Map 1N3E27B-001100 (6.68 acres; 23012 NE Sandy Blvd.); and 1N3E27AC-0100 (0.53 acres) (the "Subject Property") (the "Subject Property"); and

WHEREAS, the application was reviewed by the Planning Commission at a public hearing on January 28th, 2020 after giving due notice in the manner required by law and prescribed in the Fairview Comprehensive Plan; and

WHEREAS, the Planning Commission found that the applicant demonstrated compliance with Comprehensive Plan and Fairview Municipal Code sections 19.205, Amendments, and 19.470 Land Use District Map and Text Amendments, as well as applicable Statewide Planning Goals; and

WHEREAS, the City Council has, pursuant to notice duly given in accordance with applicable law, held an additional public hearing concerning this proposed Comprehensive Plan Map change on [], at which time all interested persons were given opportunity to be heard;

1. **WHEREAS**, based upon its review and analysis of the Planning Commission's recommendations and findings, its own review of the staff reports, input received and consideration of all pertinent materials as submitted;

NOW, THEREFORE, THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

Section 1 The Comprehensive Plan Map is amended by changing the Subject Property from the “Commercial” land use designation to the “General Industrial” land use designation, as depicted in Exhibit A.

Section 2 In support of its decision, the City Council adopts the findings contained in the Staff Report dated January 21, 2020 (the “Staff Report”). As further support, the City Council makes the additional findings:

- A. The City of Fairview presently has a Comprehensive Plan adopted and acknowledged for compliance with Statewide Land Use Goals.
- B. The proposed Plan amendment involves two lots with a combined area of 7.21 acres as shown on Exhibit “A” attached hereto.
- C. The applicable criteria in the Fairview Municipal Code and the relevant policies of the Fairview Comprehensive Plan have been satisfied, as demonstrated in the adopted findings of the Staff Report and the record of the public hearings conducted by the Planning Commission and City Council.

Ordinance adopted by the City Council of the City of Fairview, this date] day of [month], 2020.

Mayor, City of Fairview
Brian Cooper

ATTEST

City Recorder, City of Fairview
Devree Leymaster

Date

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

COMPREHENSIVE PLAN MAP AND LAND USE DISTRICT MAP AMENDMENT

To
City of Fairview

For
Townsend Business Park

Dated
October 18, 2019

Project Number
2190228.00



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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- A. Application Form
- B. Aerial Site Map
- C. Vacant Land by Zone – Citywide Map
- D. Fairview Zoning Map
- E. Fairview Comprehensive Plan Map
- F. Sandy Boulevard Refinement Plan
- G. Traffic Letter

I. PROJECT SUMMARY

Owner/Applicant: Townsend Farms, Inc.
Michael E. Townsend and Kerry Rea
23400 NE Townsend Way
Fairview, OR 97024

**Applicant's Representative/
Project Contact:** Mackenzie
Lee Leighton, Land Use Planner
lleighton@mcknze.com
1515 SE Water Avenue, #100
Portland, OR 97214
P: (503) 224-9560
F: (503) 228-1285

Site Address: 23012 NE Sandy Boulevard
The project site is located on the south side of NE Sandy Boulevard near the intersection of NE 230th Avenue. The site comprises two tax lots, as noted below.

Lot Size: Two parcels with a combined area of 7.21 acres.

Tax Map/Lots: 1N 3E 27B, Tax Lot 1100, 6.68 acres (290,980.8 SF)
1N 3E 27AC, Tax Lot 100, 0.53 acres (23,086.8 SF)

Comprehensive Plan: Commercial

Zoning: Corridor Commercial

Request: This application requests approval of amendments to the Comprehensive Plan Map and Land Use District Map to rezone the site from Corridor Commercial (CC) to General Industrial (GI).

A Comp Plan Text Amendment is also included, to remove the intersection of NE 223rd and Sandy Boulevard from a list of preferred commercial development locations.

Applicable Criteria: Fairview Comprehensive Plan
Fairview Development Code
Metro Urban Growth Management Functional Plan
Oregon Statewide Planning Goals



II. INTRODUCTION AND PROPOSAL

Introduction

Motivated by regional and local market factors, this application proposes re-designation and rezoning of two parcels near NE 230th and NE Sandy Boulevard in Fairview, Oregon, to facilitate future development and economic use. The proposal also includes a Comp Plan Text Amendment to remove the intersection of NE 223rd and Sandy Boulevard from a list of preferred commercial development locations, for consistency with the proposed Industrial re-designation.

These parcels were previously designated for industrial development. Based on anticipated market trends of the early 2000s, they were re-designated for commercial uses in 2007; however, the subject lots have been vacant or minimally developed over the past 12 years, even as much of the Portland metropolitan region has experienced dramatic growth. The owner believes the commercial zoning of the subject properties has not been appropriate for the market; and, as a result, they have failed to reach their development potential.

NE Sandy Boulevard is a key transportation facility in this area, connecting to I-84 and other regional routes, forming a circulation network planned to accommodate large users. Additionally, this proposal is consistent with the *Sandy Boulevard Refinement Plan* (included as Exhibit B).

This proposal for industrial re-designation will foster development to provide employment opportunities and efficient use of land within Fairview, consistent with Fairview, Metro, and State goals.

Site Description

The site consists of two parcels located on the south side of NE Sandy Boulevard at the NE 230th Avenue T-intersection. The Tax Lots are 01100 of map 1N3E27B, and 01000 of map 1N3E27AC. Tax Lot 01100 at the west is the larger of the two lots at 6.68 acres. Tax Lot 01000 is a thin tract of land with a width of about 30' along NE Sandy Boulevard.

The site is relatively flat, sloping from a high point of about 72' in elevation at the southeast corner to 50' at the north boundary line on NE Sandy Boulevard.

The lots are currently zoned Corridor Commercial (CC) and have a Commercial Comprehensive Plan designation. Tax Lot 01100 is generally vacant and has recently been used for truck parking. Tax Lot 01000 is vacant and unused.

Adjacent properties to the west and north are zoned General Industrial (GI). The property to the south, a strip of land that is part of Interstate 84, is owned by the Oregon Department of Transportation (ODOT) and zoned Corridor Commercial (CC). To the east, Tax Lot 01000 abuts Wood Village Multi Residential 2,000 (MR2) zoning along most of its boundary line, with Wood Village Commercial/Industrial (C/I) zoning abutting the northern roughly one-quarter of the eastern property line of the site.

Figure II.1 below shows an aerial map of the site and tax lots. The maps in Exhibits D and E highlight the site and show the existing zoning and Comprehensive Plan designations.

Figure II.1 Site Aerial



Relevant Land Use History

- Across NE Sandy Boulevard to the north of the subject property, in the year 2000 the decision in 99-033-ZC/CUP/LL rezoned the Townsend Business Park site from Agricultural Holding to M-2, General Manufacturing (corresponding to the current General Industrial zone). The site was designated Light Industrial by the Comprehensive Plan at the time. That application also included a conditional use permit and lot line adjustment. The conditional use permit functioned as a type of Planned Development and designated specific lists of uses for the Townsend Business Park site. Only light industrial uses were allowed along NE 223rd Avenue adjacent to residential development. The conditional use permit also allowed a wide variety of commercial uses on 22.4 acres of that site along Sandy Boulevard. Metro's Functional Plan limits commercial



uses within industrial areas to a maximum size of 60,000 SF. This maximum size was imposed as part of the conditional use permit for the commercial uses.

- In 2007, decisions 06-60-ZC and 06-61-CPA rezoned and re-designated the subject property (as well as 1N3E27B lots 300 and 1004) from Industrial to Commercial. Additionally, this decision approved two crossings of No Name Creek and changed the Metro Title 4 Map by removing and adding some of the lots as Title 4 Industrial Land.
- In 2017, decision 2017-35-CPA-ZC re-designated properties to the north (across Sandy) and west of the subject property from Commercial to General Industrial.

Market and Economic Context

The subject lots were designated for commercial use in 2007, when market forces appeared to indicate they would be in demand for commercial users. Since that time, the owners have sought out development opportunities, primarily for commercial uses; however, over the past 12 years, the market has undergone significant changes including the recession of the late 2000s and changes in the market for retail development. In the current market, there is more demand for industrial users in this area, and the site's key location with convenient access to I-84 makes it attractive to industrial development. The marketing of the properties as commercial has resulted in very limited sales leads, let alone offers.

Proposal

The subject application seeks concurrent approvals of a Comprehensive Plan Map Amendment and Land Use District Map Amendment, which are necessary to re-designate the site from its current Corridor Commercial (CC) district and Commercial comprehensive plan designation to General Industrial (GI) district and comprehensive plan designations.

Land Use District Classifications

The site is currently zoned CC.

Corridor Commercial (CC) 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 subject property was zoned for commercial uses in 2007, and the Applicant has offered and marketed the property for commercial development since that time; yet, the properties have not been desirable for commercial developers (despite market and economic changes over the past 12 years). This proposal requests rezoning to GI so the properties can be developed for employment or industrial uses.

General Industrial (GI) District: 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.*

Approval of the zone/designation change from Corridor Commercial to General Industrial will allow for market-supported development of the subject site, providing for efficient use of land within Fairview.

Vacant Land

The latest available City of Fairview land inventory data (April 2017, updated to include the Townsend Business Park zone change approved that year) provide the basis for the following findings. As of 2017, the City had 261.2 acres of vacant land within the City limits. Of that, 14.4% was zoned for commercial uses, and 42.1% for industrial uses. Following this proposed zone change, Fairview will maintain a significant amount of vacant commercial land (11.6% of its total buildable land area) and will still be able to carry out its Comprehensive Plan policies of providing adequate land to meet local needs for access to products and services. Following approval of this proposal, 30.4 AC of commercially zoned land will remain in Fairview.

As the site has not been viable or desired for commercial use over the past 12 years, evidence suggests this particular site is not appropriate for commercial use, so the re-designation of commercially zoned land for employment/industrial use at this specific location will not be detrimental to the City’s commercial development goals.

Overall, the proposed change will increase Fairview’s vacant industrial buildable land inventory from 110 acres/42.1% to 117.2 acres/44.9%. While this is a significant portion of the vacant land inventory, industrial uses as a class require larger sites than do commercial or residential uses, and they support economic-based activities and corresponding employment opportunities, so this is an appropriate allocation. As shown in the vacant land map in Exhibit C to this application, the subject properties will be adjacent to other industrial parcels and will provide additional vacant industrial land parcels along NE Sandy Boulevard, which provides convenient access to I-84 via the NE 238th Drive exit.

TABLE II.1 VACANT LAND BY ZONE (2017 DATA)				
Zone	Current Area (AC)	Current Area (% of Total Vacant)	Proposed Area (AC)	Proposed Area (% of Total Vacant)
General Industrial (GI)	109.8	42.0%	117	44.8%
Light Industrial (LI)	0.2	0.1%	0.2	0.1%
Industrial Total	110.0	42.1%	117.2	44.9%



TABLE II.1 VACANT LAND BY ZONE (2017 DATA)				
Zone	Current Area (AC)	Current Area (% of Total Vacant)	Proposed Area (AC)	Proposed Area (% of Total Vacant)
Residential (R)	0.0	0.0%	0.0	0.0%
Residential Community Service Parks (R/CSP)	13.7	5.3%	13.7	5.3%
Residential Multi-Family (R/MF)	2.1	0.8%	2.1	0.8%
Residential Total	15.8	6.0%	15.8	6.0%
Corridor Commercial (CC)	15.0	5.7%	7.8	3.0%
Town Center Commercial (TCC)	19.6	7.5%	19.6	7.5%
Village Commercial (VC)	0.0	0.0%	0.0	0.0%
Village Mixed Use (VMU)	0.0	0.0%	0.0	0.0%
Village Office (VO)	3.0	1.1%	3.0	1.1%
Commercial Total	37.6	14.4%	30.4	11.6%
Agricultural Holding (AH)	97.8	37.5%	97.8	37.5%
Agricultural Total	97.8	37.5%	97.8	37.5%
TOTAL VACANT LAND	261.2	100.0%	261.2	100.0%

III. APPROVAL CRITERIA

Comprehensive Plan

Chapter 2 Citizen Involvement

Policies

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

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

(1) *Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.*

Response: The proposed land use district (GI) is not consistent with the current Commercial Comprehensive Plan designation. Thus, a comprehensive plan map amendment is also required, and proposed concurrently through this application. The applicant has provided evidence and findings responding to all applicable comprehensive plan policies in this report and supporting documentation. This standard is met.

(2) *Demonstration of compliance with all applicable standards and criteria of the Fairview Development Code, and other applicable ordinances.*

Response: Standards of the Fairview Development Code for amendments and land use district map amendments are addressed in this narrative. The Applicant has cited and addressed the relevant Fairview Comprehensive Plan policies, Oregon statewide goals, and applicable provisions of the Metro Urban Growth Management Functional Plan.

(3) *Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property, which is the subject of the application.*

Response: The subject site was designated for commercial use in 2007. Since that time, the properties have been marketed for commercial development. The owners have sought out development opportunities for more than 12 years, primarily for commercial uses, but over that time the market has undergone significant changes including the recession of the late 2000s and changes in the market for retail and industrial development. The 2007 rezoning/re-designation was a mistake to the extent that its assessment of demand for commercial land at this location has not resulted in market-based development activity in the 12 years since. This standard is met.

(4) *Demonstration of compliance with the Fairview Transportation System Plan.*

Response: The *Fairview Transportation System Plan* includes goals that encourage a safe, convenient, and efficient transportation system. The rezoning of the subject site from commercial to industrial will allow land uses that, as a class, produce significantly lower trip generation rates, so development following the rezone will likely have a lesser impact on the transportation system than would development under the existing commercial zoning. (See Exhibit G for traffic letter with further information.)



IV. COMPREHENSIVE PLAN COMPLIANCE

Applicable policies of the Fairview Comprehensive Plan are addressed below, to demonstrate the project's compliance with approval criterion 2.7.D(2) from the Fairview Comprehensive Plan (compliance with applicable ordinances).

Chapter 3 Community Building

Response: The goal of this chapter is to provide sufficient land and orderly development, including through reserving large, flat parcels near freeway and rail for industrial uses.

This chapter also identifies goals for the Sandy Boulevard Area, in which the subject site is located. In 2001, the City developed the *Sandy Boulevard Refinement Plan*, which provides clear objectives for transportation improvements including road, bicycle, and pathway improvements to be constructed with commercial and industrial development. This plan also identified areas for future land uses; commercial uses were anticipated to be developed near the subject site. However, this plan also stated,

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.

Consistent with this vision, the proposed amendment will allow industrial uses east of NE 223rd, and will not preclude "some" retail near the intersection of NE 238th Avenue.

Most of the Chapter 3 Community Building policies do not apply, but all are addressed below.

Policies

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

Response: The subject site is located within the City of Fairview, and this proposal does not affect the City's ability to coordinate with other jurisdictions. This policy does not apply.

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

Response: No amendments to the planning area boundary are requested or needed. This policy does not apply.

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

Response: This application will change 7.21 AC of commercial land within Fairview to an industrial designation. Many acres of land will remain available for residential, commercial, and recreational/open space use (including tens of vacant acres in those categories, as summarized in Table II.1 of this narrative). This policy can be implemented following the proposal.



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

Response: No residential designation or development is proposed or anticipated following this proposal, which has no effect on residentially-designated land areas. This policy does not apply.

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.*

Response: The subject site is not located near NE 223rd Avenue and does not affect the ability of retail and service commercial businesses to meet this goal at other, more preferable locations. This policy does not apply.

6. *Village Commercial, Mixed Use, and Office...*

Response: This proposal does not affect any Village Commercial, Mixed Use, or Office areas. This policy does not apply.

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.*

Response: The subject site is located along the Sandy Boulevard corridor, and this proposal will allow industrial development in this location. The proposal supports this policy.

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

Response: The site does not contain any land identified as suitable for parks. This policy does not apply.

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.*

Response: The subject site has been identified as suitable for industrial or commercial development in regional and local planning since being included in the Metropolitan Urban Growth Boundary, and it is served by utilities and public streets. Future development will connect to public systems as required. The proposal to allow industrial development on the subject site supports this policy.

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

Response: This proposal does not affect the City's ability to provide urban services. This policy does not apply.



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

Response: The site is already served by urban services, and the proposed zone change does not affect the City's provision of services. This policy does not apply.

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

Response: No annexation is proposed. This policy does not apply.

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

Response: No annexation is proposed. This policy does not apply.

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

Response: This proposal, and future applications for development on the subject site, will be required to meet the standards of the Development Code. This policy is met.

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

Response: This application does not affect the City's ability to coordinate with Metro. This policy does not apply.

Chapter 5 Open Spaces, Scenic and Historic Areas and Natural Resources

Response: This chapter requires the City to conserve open space and protect natural and scenic resources. This proposal is for a change from Commercial to an Industrial designation which does not affect the City's ability to conserve and protect open spaces, scenic and historic areas and natural resources.

Most of these policies do not apply, but all are addressed below.

Policies

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

Response: The subject site does not contain any wetlands and no development is proposed. This policy does not apply.

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

Response: No development or uses are proposed through this application. This policy does not apply. Portions of Lots 01100 and 01000 contain a mapped riparian buffer, and future uses will have to comply with this standard.

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



Response: No transfer of development rights is proposed or expected to be needed with this application. This policy does not apply.

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

Response: No development is proposed through this application. This policy does not apply. However, portions of Lots 01100 and 01000 contain a mapped riparian buffer, and therefore future development will have to comply with Riparian Buffers.

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

Response: The change from a Commercial to an Industrial designation and zoning has no effect on the applicability of Significant Environmental Concern Overlay areas and regulations, with which future development will be required to comply. This policy does not apply.

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

Response: The site does not contain any highly sensitive habitats, and no development or impacts are proposed. This policy does not apply.

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

Response: No development is proposed through this application and no “new lands” will be added to the City. This policy does not apply.

Chapter 6 Resources Quality

Response: This chapter requires the City to maintain and improve air, water, and land resources quality by not contributing to contaminant loading of these resources in excess of Federal and State-mandated limits. No development is proposed through this application and the proposed amendments will not have an impact on air, water, and land resource quality. Any future development on site will be required to comply with local, state, and federal laws and limits.

Most of these policies do not apply, but all are addressed below.

Policies

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

Response: This proposal does not affect the City’s compliance with the GWR. This policy does not apply.

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

Response: The site is located within the Columbia South Shore Well Field – Wellhead Protection Area, but no development is proposed. This policy does not apply to this application, but future development will be required to comply with the ordinance.

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

Response: No development is proposed. This policy does not apply to this application, but future development will be required to comply with the Ordinance.



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

Response: This proposal does not affect the City's participation in Metro programs. This policy does not apply.

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

Response: No development or buildings are proposed. This policy does not apply to this application, but future development will be required to comply with this requirement.

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

Response: No development is proposed. This policy does not apply to this application, but future development will be required to comply with DEQ requirements.

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

Response: No development is proposed. This policy does not apply to this application, but future development will be required to comply with DEQ requirements.

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

Response: This proposal does not affect the City's involvement in Port discussions. This policy does not apply.

Chapter 9 Economic Development

Response: This policy encourages the City to diversify and improve the Fairview area economy through strategies such as complying with Title 4 of Metro's Urban Growth Management Function Plan, which serves to preserve and protect industrial and employment lands throughout the region. This goal will be met with the proposed amendment by allowing industrial development on the subject site.

Most of these policies do not apply, but all are addressed below.

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.*

Response: The subject site has been zoned for commercial uses since 2007, yet has not been desirable for commercial developers (despite market and economic changes over the past 12 years, as described previously). This proposal will designate the subject site for primarily industrial uses instead of commercial; but since the site has been marketed for commercial development since 2007 without success, evidence indicates the conversion will not represent a loss of usable, market-viable commercial land. Through this change, the City of Fairview can better encourage commercial development "commensurate with the...needs of...residents" within the City's remaining land areas in commercial zones, while also providing land for industrial uses whose employees and clients will support existing and future commercial development.

Separately, there will remain 30.4 acres of vacant commercially zoned land (Corridor Commercial [CC] and Town Center Commercial [TCC], primarily along NE Sandy Boulevard and NE Halsey Street, plus some Village Office [VO]), not including commercially zoned sites that could be redeveloped. The

remaining vacant developable commercially zoned land will represent 11.6% of the City's vacant land, only a 2.8% change from the existing 14.4% figure.

For the reasons provided above, the proposed designation change is consistent with this policy.

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

Response: The City's current zoning map implements this policy by concentrating TCC and CC zones around NE Sandy Boulevard (Minor Arterial), NE Halsey Street (Minor Arterial), and NE 223rd Avenue (Major Collector). While this policy appears to be partially met by the existing commercial zone at the subject site, the market has not supported commercial development at this location. Continuing the commercial zoning (and likely vacancy) of these parcels will not implement this policy. It is more appropriate to continue the focus for commercial development in other areas, such as along NE Halsey at 223rd, and along Fairview Parkway at NE Halsey and NE Sandy. This policy will continue to be met following the zone change.

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

Response: No commercial development is proposed through this application or will be proposed on the subject site. This policy does not apply to the proposed zone change.

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

Response: There are no existing commercial establishments on the subject site. This policy does not apply to the proposed zone change.

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

Response: No industrial uses are proposed through this application. There is an existing mobile home park to the east of Tax Lot 01000. Future development on Lot 01000 will have to comply with screening standards, and no residential street is stubbed to the subject property such that access could come from that direction. This policy does not apply directly to the proposed zone change – it provides guidance for screening and protecting residential areas when development occurs, which will come into play when development is proposed.

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.*

Response: Approval of the zone/designation change from Corridor Commercial to General Industrial will better support market-supported development of the subject site, thus enhancing the City's tax base. Since there has not been adequate demand to achieve commercial development of the properties over the past 12 years, and currently there is more demand for industrial uses in this area than commercial, it is reasonable to conclude that the properties will not be developed for commercial uses in the near future, and that their development prospects will be improved with Industrial designation. Leaving the Commercial designation in place is likely to continue deferral of more intensive development and use of the properties, thus not adding to the tax base. The zone change will set the stage for a quicker and more likely enhancement of the tax base. This policy will be met by the proposed change.



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.*

Response: The subject site is not near the Commercial Core area. This policy does not apply directly; however, eliminating the subject sites as a potentially competing alternative commercial development location is likely to help concentrate and focus commercial activities in the preferred locations.

8. *Commercial development along Sandy Boulevard will be focused in two centers at 207th, and 223rd. The focus of these centers is on providing services to the neighboring residential and industrial activities (updated language per Ordinance 06-2017).*

Response: This policy was added to the Comprehensive Plan in 2003 (and modified in 2017), following the zone change for Lot 110 which is north of the site. The current zoning map allows for commercial uses in the Corridor Commercial zone at the subject site, though this kind of development has not materialized. This proposal requests a zone change and re-designation to the General Industrial Zone (FMC 19.85.080), which allows for some commercial development (up to 5,000 SF by right, or more as a Conditional Use). This zone change is better aligned with the City’s goals for the area and the *Sandy Boulevard Refinement Plan*:

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.

For the reasons discussed above, and taking into account the proposed amendment of the text of this Policy, the proposed designation change will be consistent with this Policy.

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

Response: No development is proposed through this application. While this policy currently applies to the subject site, this request will change the site’s zoning from Corridor Commercial to General Industrial, thus removing it from the “Sandy Boulevard Corridor Commercial Areas” category noted above. Thus, this policy will not apply to the subject site following the zone change. Additionally, it does not appear that Sandy Boulevard Corridor Commercial Areas is a defined category or that any formal process is required to remove the site from it, following the zone change.

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

Response: This application does not include any land in the Blue Lake Park area. This policy does not apply.

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

Response: This application does not include any land in this area. This policy does not apply.



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.*

Response: The subject site is separated from I-84 by a large tract owned by ODOT (approximately 100’ wide at the narrowest point), and it is approximately 40’ lower in elevation than the highway. The site does not abut any north-south streets that connect to I-84 and could serve a “gateway” function. The site does abut residential development to the east, and future development will have to comply with applicable buffering, screening and other requirements to ensure quality of life for adjoining neighbors. However, no development is proposed through this application. This policy does not apply.

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.*

Response: This proposal will facilitate future industrial development and will not affect the City’s partnership with other jurisdictions in East Multnomah County regarding coordinated and compatible development. This policy does not apply.

14. *City land use regulations will comply with Title 4 of Metro’s Urban Growth Management Function Plan, which serves to preserve and protect industrial and employment lands throughout the region. See Figure 9-C Fairview Adopted Title 4 Industrial and Employment lands map for an illustration of all Title 4 lands in Fairview.*

Response: The subject site is not included in Figure 9-C Title 4 Lands, and no changes are proposed to City land use regulations implementing Title 4. This policy does not apply.

Chapter 11 Public Facilities and Services

Response: This policy requires the City to provide public facilities and services in an efficient and orderly way, coordinated with locations for future development. The subject site has been designated for development since 2000 (and commercial uses, likely more intensive than the industrial uses following this proposal, since 2003). The City has determined the site can be served by public facilities and services. The proposed zone change and re-designation will not increase the impacts future development will have on public facilities and services.

Most of these policies do not apply, but all are addressed below.

Policies

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

Response: The site is within the City boundary and Urban Growth Boundary (UGB). It has been planned for commercial development since 2007, and industrial development before that. The City of Fairview has determined that it can serve the site with essential facilities and services, most recently for commercial uses. No development is proposed with this application, but future development will be in industrial categories, which are generally less intensive with respect to City utility service needs than the commercial uses that are currently allowed. This policy can be met by future development following this proposal.

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

Response: The subject site is currently served by public facilities and services, and has been planned and approved for development by the City of Fairview for many years. This application does not affect the City’s provision of services to the site.



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

Response: No utility facility development is proposed with this application. This policy does not apply.

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.*

Response: No development of public facilities or services is proposed with this application. This policy does not apply.

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.*

Response: The sites in this proposal have been part of the City and its service area, and have been planned for urban development since 2000. This proposal will not impact the City's public facility plans. This policy does not apply.

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.*

Response: This proposal will not impact the City's public facility planning process. This policy does not apply.

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.*

Response: This proposal will not impact the City's public improvement project funding. This policy does not apply.

Chapter 12 Transportation Element

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

Response: This chapter (by way of the *Transportation System Plan*) includes goals that encourage a safe, convenient, and efficient transportation system. The rezone of the subject site from commercial to industrial will allow land uses with generally much lower trip generation rates; and development following the rezone will likely have a lesser impact on the transportation system than would development under the commercial zone. (See Exhibit G for traffic letter.)

Most of these policies do not apply, but all are addressed below.

Goal 1 - Livability

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

Response: Facilities are already planned and constructed around the subject site. The zone change of the site will not impact the City's provisions of transportation facilities meeting this goal. This goal does not apply. Future development will construct or improve transportation facilities as required.



Goal 2 - Balanced Transportation Choices

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

Response: The zone change of the site will not impact the City's provisions of transportation choices. This goal does not apply. Future development will construct or improve transportation facilities as required.

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.

Response: The zone change of the site will not impact the City's design standards and transportation policies. This goal does not apply.

Goal 4 - Performance-Based Management

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

Response: As explained in Exhibit G, the anticipated trip generation of future development will decrease following the zone change, as industrial uses will likely generate fewer trips than would commercial users. The transportation system has anticipated demand from commercial development of the subject site, and thus can also accommodate lesser demand from industrial development. This goal will be met by the re-designation.

Goal 5 - Accessibility

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

Response: The zone change of the site will not impact transportation facilities. This goal does not apply. Future development will construct or improve transportation facilities as required.

Goal 6 - Efficiency

Provide for efficient movement of goods and services.

Response: As explained in Exhibit G, the anticipated trip generation of future development will decrease following the zone change, as industrial uses will likely generate fewer trips than would commercial users. Thus, the proposed change may make transportation systems more efficient. Additionally, future developments will construct or improve transportation facilities as required based on their impacts. This goal can be met by the re-designation.

Goal 7 - Coordination

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

Response: The zone change of the site will not impact the City's ability to implement the TSP. This goal does not apply.

Goal 8 - Health

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

Response: The zone change of the site will not impact the City's development of the transportation system. This goal does not apply. Future development will construct or improve transportation facilities as required, such as with sidewalks and bike facilities which will support pedestrian and bicycle travel.



Chapter 13 Energy Conservation

Response: This policy provides that the City will use land use planning and land development controls to conserve energy. The energy usage of future industrial development likely will not be significantly different than that of potential future commercial development currently allowed. This amendment implements this policy by allowing industrial and high-employment development near Fairview residents. Most of these policies do not apply, but all are addressed below.

Policies

1. *Support programs for household and industry energy conservation.*

Response: This proposal does not affect the City's support of programs for energy conservation. This policy does not apply.

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).*

Response: The subject site's location along NE Sandy Boulevard has not been taken up by the market for commercial development since the prior re-designation in 2007. Most of the City's commercially zoned land will remain along major access routes such as NE Halsey and NE Fairview Parkway. The subject site's location, surrounded by other GI-zoned properties and on the eastern edge of the City far from the central core area, is appropriate for industrial uses. This policy can continue to be met by the City's zoning and comprehensive plan maps following the proposed change.

- B. *Create compact development patterns to reduce the costs for and efficiency of energy supply facilities.*

Response: No development is proposed. However, the subject site is on the periphery of the City, but still relatively close to housing and other services; and the proposal will allow industrial and high-employment uses in this convenient location. This policy can be met following the proposed change.

- C. *Cluster retail sales and service offices adjacent to residential areas to reduce the walking or driving necessary to satisfy daily household needs.*

Response: The subject site's location along NE Sandy Boulevard has not been desired for commercial development since the prior re-designation in 2007. Most of the City's commercially zoned land will remain along major access routes such as NE Halsey and NE Fairview Parkway. This policy does not apply.

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).*

Response: No development is proposed as part of this proposal, and therefore this policy does not apply. However, the subject site is adjacent to residential development to the east (located in Wood Village) and market conditions indicate that industrial, and not commercial, development would be more likely at this site. Notably, however, frontage improvements including sidewalk and bicycle lanes (if required in NE Sandy Boulevard) would be constructed with future development, contributing to construction of well-defined and safe pedestrian routes.

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

Response: This proposal does not affect potential bicycle commuter routes, or the City's ability to implement this policy.



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.*

Response: The subject site is not appropriate for residential use. This policy does not apply.

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

Response: No users are proposed, and this policy is not precluded by allowing industrial instead of commercial use at the subject site. This policy does not apply.

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

Response: It is the applicant's understanding that the City has implemented this policy regarding the existing commercial allowance at the site, as well as industrial development at other sites. The proposed re-designation and zone change will not affect applicable policies of the Development Code. This policy does not apply to the proposed change, but can be met.

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

Response: It is the applicant's understanding that the City has implemented this policy in current development standards. The proposed re-designation and zone change will not affect the City's ability to implement this policy.

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

Response: The proposal will allow for job-creating industrial development near residential zones and other development in Fairview, and near existing residential development in Wood Village. While commercial development allowed by the current designation and zoning would also allow jobs, the site has not been absorbed by the market for commercial development over the past seven years and will likely remain vacant, providing minimal employment opportunities, as compared to the jobs that can be created if the subject property is developed for industrial uses.

Industrial activities are more likely to be "economic base" industries, selling products outside the region and bringing income in. Commercial activities, and particularly larger retail stores, provide jobs but typically deliver profits outside the region. Further, since commercial development is not expected to materialize on the subject site, future industrial operations will employ more people than the vacant site. The proposed re-designation and zone change will support this policy.

V. FAIRVIEW DEVELOPMENT CODE COMPLIANCE

Applicable standards of the Fairview Development Code are addressed below, to demonstrate the project's compliance with approval criterion 2.7.D(2) from the Fairview Comprehensive Plan (compliance with applicable ordinances).

Chapter 19.205 Amendments

The following responses support the requested zone change.

19.205.010 Procedure.

A proposal to amend the zoning ordinance text or map may be initiated by the city council, the planning commission or a property owner who files an application with the city.

Amending the zoning ordinance text or map shall require a public hearing before both the planning commission and the city council. Mailed notice of hearing shall include the owners of the property within 250 feet of the subject parcel or parcels when the proposed amendment is site specific.

Response: This application is for a property owner-initiated proposal to amend the zoning ordinance map. This application will go through the public hearing process. This standard is met.

19.205.020 Criteria.

Approval of an ordinance text or map amendment shall be based on finding that it complies with the following criteria:

A. The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighed against the public interest in granting the proposed amendment.

Response: The subject site was designated for industrial uses prior to 2007, and is surrounded by primarily General Industrial zoned land. Allowing for the development of the site for industrial uses will complement the nearby industrial areas, allowing for clustering and continuation of compatible industrial development. The proposal will result in no change to or interference with livability, development, and value of other land in the vicinity. This standard is met.

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

Response: This amendment is consistent with the goals and policies of the Comprehensive Plan, which was developed in conformance with Goal 1 of Oregon's Statewide Planning Goals for citizen involvement. The current Fairview Comprehensive Plan (June 2004, updated in January 2017) was created with involvement from hundreds of local residents; governmental agencies; and interested parties such as homeowners, advocacy groups, and neighborhood groups. Additionally, representatives from the site's neighborhood area (Region 4) were included in the Council/Citizen Alliance Committee (CCAC) formed in 2003. Further, Fairview has developed many planning documents from 1990 to 2002, with the involvement of its citizens. In 2004 the Comprehensive Plan was updated to include this work. Since the proposal is consistent with the goals and policies of the Comprehensive Plan and supporting documents, including the *Sandy Boulevard Refinement Plan* which developed in alignment with the general interests of the community, including providing land for market-supported development in the area, this proposal aligns with the public interest as well.

As described in this narrative, the project will meet applicable goals of the Comprehensive Plan, which was developed with community input. This standard is met.



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

Response: This application includes Comprehensive Plan map and text amendments for the purpose of maintaining consistency in the City’s planning documents as the City contemplates making a specific policy change in them. This standard is appropriately addressed through the map and text amendments requested in conformance with the approval criteria in Comprehensive Plan Policy 2.7.D., which this application meets.

- D. *The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complementary designations without creating inappropriate “spot zoning.”*

Response: The zoning surrounding the subject site is as follows: General Commercial to the south (on land owned by ODOT for Interstate 84), and General Industrial to the west and north. The site borders Wood Village to the east and the lots that abut the site are zoned Wood Village Multi-residential 2,000 (MR2) and Commercial/Industrial (C/I). This proposal will ensure continuity of General Industrial uses within the City limits.

Chapter 19.470 Land Use District Map and Text Amendments

The following responses support the requested Comprehensive Plan district map amendment and text amendment.

19.470.200 Legislative amendments.

Legislative amendments are policy decisions made by city council. They are reviewed using the Type IV procedure in FMC 19.413.040.

19.470.300 Quasi-judicial amendments.

- A. *Quasi-Judicial Amendments. Quasi-judicial amendments are those that involve the application of adopted policy to a specific development application or code revision. Quasi-judicial map amendments shall follow the Type III procedure, as governed by FMC 19.413.030, using standards of approval in FMC 19.470.400. The approval authority shall be as follows:*

1. *The planning commission shall review and recommend land use district map changes which do not involve comprehensive plan map amendments. The city council shall decide such applications;*

Response: This application for a land use district map involves a comprehensive plan map amendment. The applicant understands City Council shall decide this application.

2. *The planning commission shall make a recommendation to the city council on an application for a comprehensive plan map amendment. The city council shall decide such applications; and*

Response: This application includes a comprehensive plan map amendment. However, provision 19.470.300.A.3. below is more appropriate and applicable to this proposal.

3. *The planning commission shall make a recommendation to the city council on a land use district change application which also involves a comprehensive plan map amendment application. The city council shall decide both applications.*

Response: This application requests a land use district change and comprehensive plan map amendment. This application will be decided on by the City Council. This provision applies.



B. *Criteria for Quasi-Judicial Amendments. A recommendation or a decision to approve, approve with conditions or to deny an application for a quasi-judicial amendment shall be based on all of the following criteria:*

1. *Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval;*

Response: This application includes both Comprehensive Plan map and text amendment requests. This standard is met.

2. *Demonstration of compliance with all applicable standards and criteria of this code, and other applicable implementing ordinances;*

Response: This narrative documents compliance with applicable standards and criteria of the Fairview Comprehensive Plan, Fairview Development Code, and Oregon Statewide Planning Goals. This standard is met.

3. *Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application.*

Response: The subject site was designated for commercial uses in 2007. Since that time, it has been marketed for commercial development without success. The owners have sought out development opportunities for more than 12 years, primarily for commercial uses; but over that time, the market has undergone significant changes including the recession of the late 2000s and changes in the market for retail and industrial development. Experience since the 2007 rezoning/re-designation suggests that the anticipated market demand, which did not materialize over the next several years, was in fact mistaken. This standard is met.

19.470.400 Conditions of approval.

A quasi-judicial decision may be for denial, approval, or approval with conditions. A legislative decision may be approved or denied.

19.470.600 Transportation planning rule compliance.

A. *When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility consistent with OAR 660-012-0060.*

Response: Per OAR 660-012-0060 (1):

...A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) *Change standards implementing a functional classification system; or*
- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to,*



transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

This application will not make any of the changes described above and thus will not “significantly affect” any transportation facilities. As described in Exhibit G, the proposed rezone/re-designation from a district allowing commercial uses to one allowing industrial will likely result in development that generates fewer vehicle trips.

This standard can be met, and the applicant has provided evidence that the proposal will not have a significant effect, and thus the standard will not apply.

Proposals for future development will be required to include transportation impact analyses as required by applicable City standards.

- B. Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:*
- 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or*
 - 2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or*
 - 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.*

Response: As stated above and described in Exhibit G, Traffic Letter, the proposal will not significantly affect any transportation facilities. This standard does not apply.



VI. STATEWIDE PLANNING GOAL COMPLIANCE

In addition to the approval criteria of the Fairview Comprehensive Plan and Development Code, the applicant offers additional information on how the City's approval of the proposal will comply with applicable Statewide Planning Goals.

Goal 1 Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: Fairview has developed a citizen involvement plan in compliance with this goal. The current Fairview Comprehensive Plan (June 2004, updated in January 2017) was created with involvement from hundreds of local residents, governmental agencies, and interested parties such as homeowners, advocacy groups, and neighborhood groups. Additionally, representatives from the site's neighborhood area (Region 4) were included in the Council/Citizen Alliance Committee (CCAC) formed in 2003. Further, Fairview has developed many planning documents from 1990 to 2002, with the involvement of its citizens. In 2004, the Comprehensive Plan was updated to include this work.

Since the proposal is consistent with the goals and policies of the Comprehensive Plan and supporting documents including the *Sandy Boulevard Refinement Plan*, it is therefore also in alliance with the general interests of the community, including providing land for market-supported development in the area.

Approval criteria for the Comprehensive Plan map amendment and zone change come from Chapter 2 Citizen Involvement of the Fairview Comprehensive Plan; all are met, as demonstrated in this narrative.

Goal 2 Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: The City of Fairview has established a land use planning process and policies and implements them in reviewing development applications. This proposal is consistent with the goals and policies of the Comprehensive Plan, and Fairview will continue to meet Goal 2 when approving this application.

Goal 3 Agricultural Lands

To preserve and maintain agricultural lands.

Response: The site does not contain any designated agricultural resource lands. This goal does not apply.

Goal 4 Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Response: The site does not contain any designated forest resource lands. This goal does not apply.



Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The City of Fairview has adopted programs that protect significant resources. No development is proposed in this application, but the proposed re-designation/rezoning from commercial to industrial has no effect on significant resource designations and protective regulations, so therefore the proposal does not impact any natural or historic area. A Riparian Buffer Overlay Zone covers a portion of both of the subject lots, and future development will have to comply with protective requirements in the Acknowledged development code. Fairview will continue to meet Goal 5 when approving this application.

Goal 6 Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Response: This proposal does not affect these resources. This goal does not apply.

Goal 7 Areas Subject to Natural Hazards

To protect people and property from natural hazards.

Response: The site does not contain any areas subject to natural hazards. This goal does not apply.

Goal 8 Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The site does not contain any recreational lands. This goal does not apply.

Goal 9 Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: Per this goal, Fairview inventories commercial and industrial land, projects future needs for such lands, and designates enough land to meet those needs. The market demand for industrial land in this area has been greater than that for commercial lands; the provision of further developable industrial land will allow for development to provide employment opportunities for the region's citizens. As demonstrated in Table II.1 and the vacant land map in Exhibit C, 30.4 acres of land will remain for commercial development and 97.8 acres for agricultural uses; land providing opportunities for a variety of economic activities will remain. Fairview will continue to meet Goal 9 when approving this application.

Goal 10 Housing

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

Response: The site does not contain any residential lands. This goal does not apply.

Goal 11 Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: Goal 11 requires that public services such as sewers, water, law enforcement, and fire protection should be planned in accordance with a community's needs and capacities rather than



responding to development as it occurs. Public facilities such as sewer and water, and services such as police and fire protection, are currently available to serve the subject site for commercial development, and the service needs of future industrial development following this proposal will likely be less. Fairview will continue to meet Goal 11 when approving this application.

Goal 12 Transportation

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

Response: This goal requires Fairview to provide "a safe, convenient and economic transportation system," and requires adoption of transportation plans designed to implement the goal. As described in Exhibit G, Traffic Letter, the proposal will not significantly affect any transportation facilities and future development following the change is expected to generate fewer trips. Fairview will continue to meet Goal 12 when approving this application.

Goal 13 Energy Conservation

To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Response: Allowance for job-creating industrial development on the site will provide more employment opportunities for residents of Fairview and other nearby communities, with capacity to reduce vehicle miles traveled for future employees.

Goal 14 Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: The site does not contain any rural lands transitioning to urban areas. This goal does not apply.

Goal 15 Willamette River Greenway

To protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Response: The site is not near the Willamette River Greenway. This goal does not apply.

Goal 16 Estuarine Resources

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response: The site does not contain any estuarine resources. This goal does not apply.

Goal 17 Coastal Shorelands

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects



upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The site does not contain any coastal shorelands. This goal does not apply.

Goal 18 Beaches and Dunes

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The site does not contain any beaches or dunes. This goal does not apply.

Goal 19 Ocean Resources

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Response: The site does not contain any ocean resources. This goal does not apply.



VII. METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN COMPLIANCE

Above, this narrative demonstrates the proposal's compliance with approval criteria of the Fairview Comprehensive Plan and Development Code and Statewide Planning Goals. Additionally, Metro Urban Growth Management Functional Plan standards guide land use decisions in Fairview. These standards do not directly apply to the proposal; however, the application will further the goals of Title 4, addressed below.

Title 4 Industrial and Other Employment Areas

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

Response: Strictly speaking, Title 4 does not apply to the subject sites because none of the properties are identified as Title 4 lands on *Fairview Comprehensive Plan Map Figure 9-C Title 4 Lands*. Nevertheless, the zone change will further the goals of Title 4 for the following reasons. The change will provide additional land for employment uses, limiting non-industrial uses on these transportation-supported lots. It will also provide further opportunities for clustering with existing and future industrial uses on surrounding GI-zoned sites. Further, by allowing development with fewer trips than the commercial development allowed now, it will protect the capacity and efficiency of the transportation system for movement of goods and services. The change will also allow for more industrial uses at this key intersection along the Sandy Corridor.

3.07.420 Protection of Regionally Significant Industrial Areas

Response: The site does not contain any Regionally Significant Industrial Areas. This policy does not apply.

3.07.430 Protection of Industrial Areas

Response: The site does not contain any Industrial Areas. This policy does not apply.

3.07.440 Protection of Employment Areas

Response: The site does not contain any Employment Areas. This policy does not apply.

3.07.450 Employment and Industrial Areas Map

Response: No changes are proposed to the Employment and Industrial Areas Map. This policy does not apply.



VIII. SUMMARY

The findings presented above have summarized the need to allow industrial uses at a key vacant site along a prominent roadway in Fairview, as well as the alignment of industrial zoning in this area with City and regional goals. Rezoning and re-designating the subject site for industrial uses will encourage development of these vacant and underdeveloped parcels, carrying out long-range planning goals for the Sandy Boulevard corridor and providing employment opportunities for Fairview and other residents. Development patterns of future users will be consistent with the existing and future industrial development in the area and will be appropriate for the site's location in the region.

- The commercial zoning of the subject properties has not been appropriate for the market and, as a result, the lots have not been developed and have failed to reach their development potential.
- The approval of this zone/designation change will add industrial lands to an area well suited for industrial development, located along NE Sandy Boulevard and convenient to I-84 via the NE 238th Drive interchange.
- Approval of the zone/designation change from Corridor Commercial to General Industrial will allow for market-supported development of the subject site, providing for efficient use of land and increased employment opportunities within Fairview.
- NE Sandy Boulevard in this area has been planned for large users, and this proposal is consistent with the *Sandy Boulevard Refinement Plan* (included as Exhibit B).
- There will be no significant effect to transportation facilities as the properties develop for industrial uses, which are expected to generate fewer trips than would commercial ones.
- The proposal for industrial re-designation will foster development to provide employment opportunities and efficient use of land within Fairview, consistent with Fairview, Metro, and State goals.

In light of these findings, and those presented in the sections above, the applicant has demonstrated how the proposed Comprehensive Plan and Map Amendment and Land Use District Amendments are consistent with relevant decision criteria. Hence, the subject requests should be approved.

Office Use Only
 Date filed: _____
 Amount/Fee: _____
 Receipt No: _____
 Received by: _____
 Deemed Complete: _____
 120 Day Deadline: _____

LAND USE PERMIT APPLICATION



APPLICATION NO. _____

Type I Type II Type III Type IV

ZONE CHANGE	<input checked="" type="checkbox"/>	SIG. ENVIRONMENTAL CONCERN	
COMP. PLAN CHANGE	<input checked="" type="checkbox"/>	CONDITIONAL USE PERMIT	
VARIANCE		PRE-APPLICATION	
		OTHER:	

SITE ADDRESS: 23012 NE Sandy Blvd., Fairview

MAP AND TAX LOT: R320837 and R321003 SITE SIZE: 7.21 acres (2 parcels)

PRESENT ZONING: Corridor Commercial (CC) PROPOSED ZONING: General Industrial (GI)

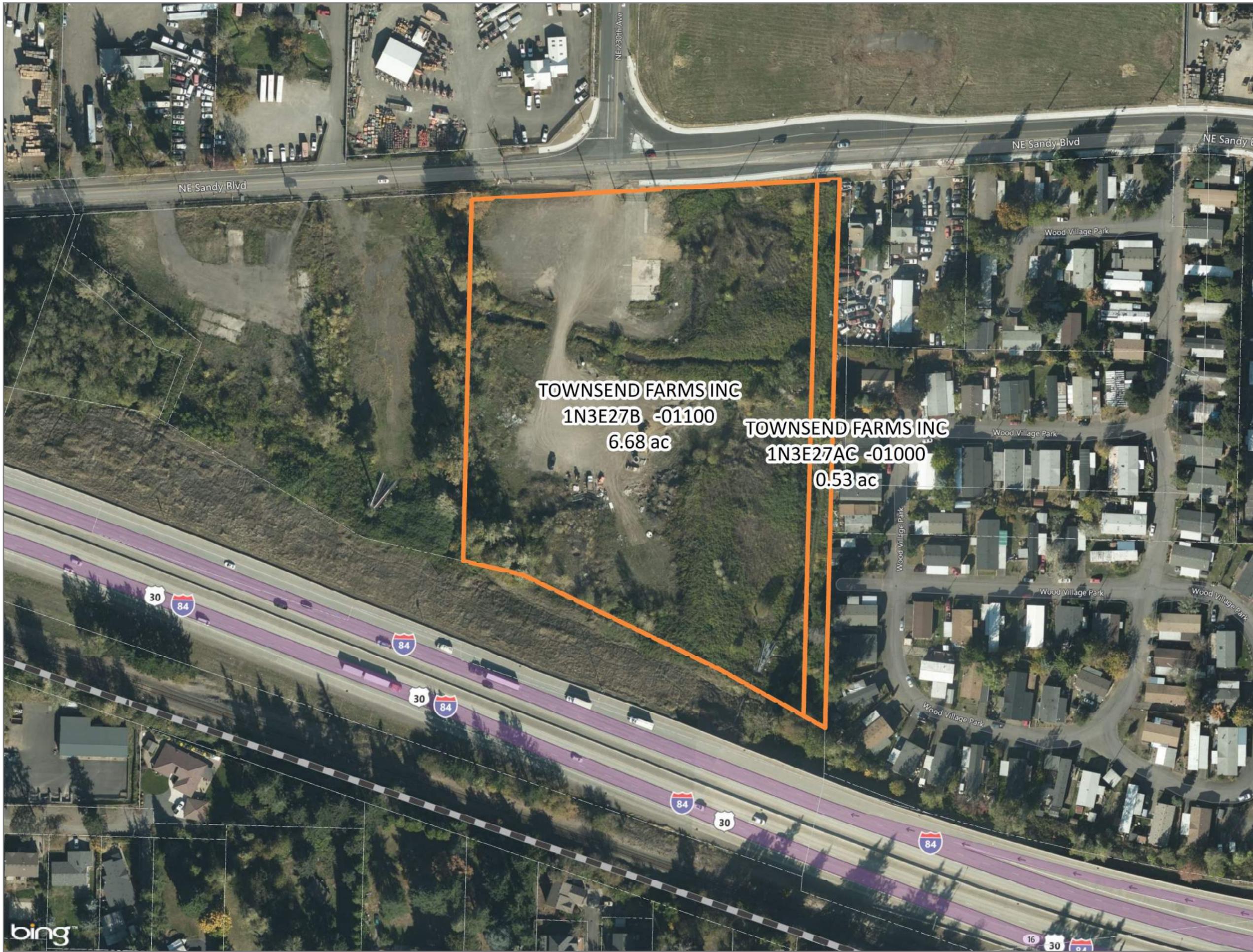
PROJECT DESCRIPTION: This is a consolidated application for concurrent approval of a Comprehensive Plan Map Amendment and Text Amendment and Land Use District Map Amendment to re-designate the sites from their current designation as "Commercial" on the Comprehensive Plan Map and "Corridor Commercial" (CC) zoning to "Industrial" on the Comprehensive Plan Map and "General Industrial" (GI) zoning. (attach separate sheet if needed)

APPLICANT: <u>Townsend Farms, Inc.</u>	ADDRESS: <u>23400 NE Townsend Way</u>		
TELEPHONE #s: <u>503-666-1780</u>	CITY: <u>Fairview</u>	STATE: <u>OR</u>	ZIP: <u>97024</u>
APPLICANT IS: <input checked="" type="checkbox"/> LEGAL OWNER <input type="checkbox"/> OPTION HOLDER <input type="checkbox"/> AGENT <input type="checkbox"/> OTHER:			

PROPERTY OWNER: <u>Townsend Farms, Inc.</u>	ADDRESS: <u>23400 NE Townsend Way</u>		
TELEPHONE #s: <u>Kerry Rea</u> <u>503-512-1005</u>	CITY: <u>Fairview</u>	STATE: <u>OR</u>	ZIP: <u>97024</u>
DATE OF PURCHASE BY CURRENT OWNER OR OWNER'S FAMILY: <u>2004</u>			
JURISDICTION PROPERTY WAS UNDER AT TIME OF PURCHASE (i.e. Mult. Co. or Fairview): <u>Fairview</u>			

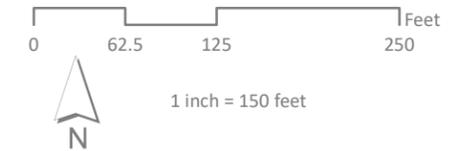
I AGREE TO REIMBURSE THE CITY OF FAIRVIEW FOR ALL APPLICABLE REVIEW COSTS.

APPLICANT SIGNATURE (S)	OWNER SIGNATURE (S)
	<u>Michael E. Townsend</u>
	<u>9-13-19</u>



LEGEND

- Site Lots
- Tax Lots



SOURCE DATA: Metro RUS Lite Base Data, April 2017
 GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 9/19/2019 Map Created By: HEA
 File: Townsend Farms Aerial Project No: 2170199.00



MACKENZIE.

P 503.224.9560 • F 503.228.1285 • W MCKNZE.COM
 RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214
 Portland, Oregon • Vancouver, Washington • Seattle, Washington



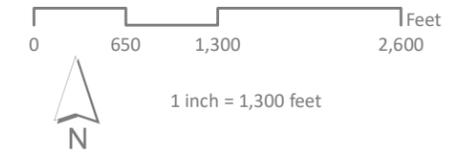
EXHIBIT C
 2019 ZC SBA
**VACANT LAND BY ZONE
 AND SUBJECT LOTS AT
 TOWNSEND FARMS
 Fairview, Oregon**

LEGEND

-  Site_Lots
-  Tax Lots
-  Fairview City Limits

ZONE

-  GI
-  LI
-  R
-  R/CSP
-  R/MF
-  C-C
-  TCC
-  VC
-  VMU
-  VO
-  AH



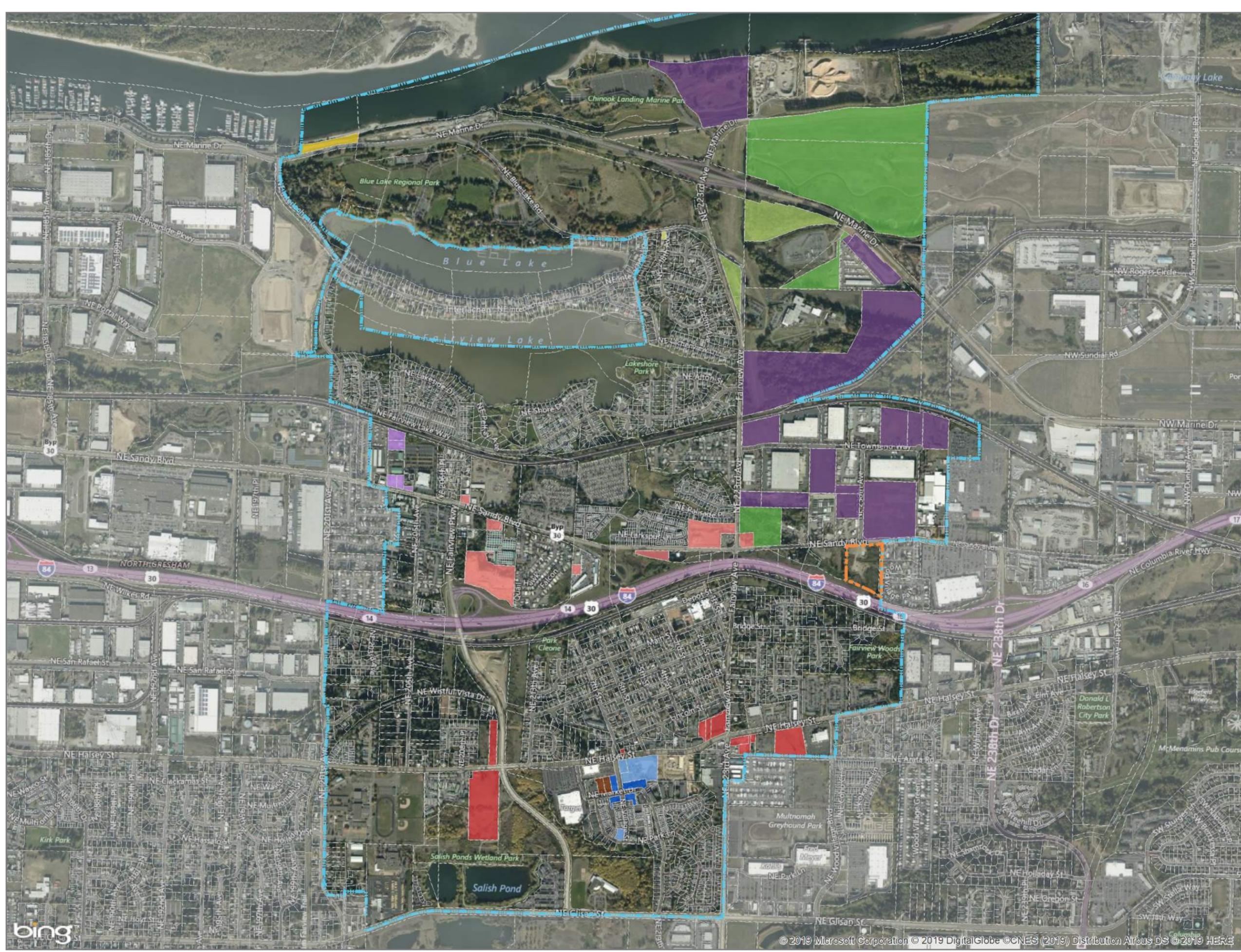
SOURCE DATA: Metro RUS Lite Base Data, April 2017
 GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic

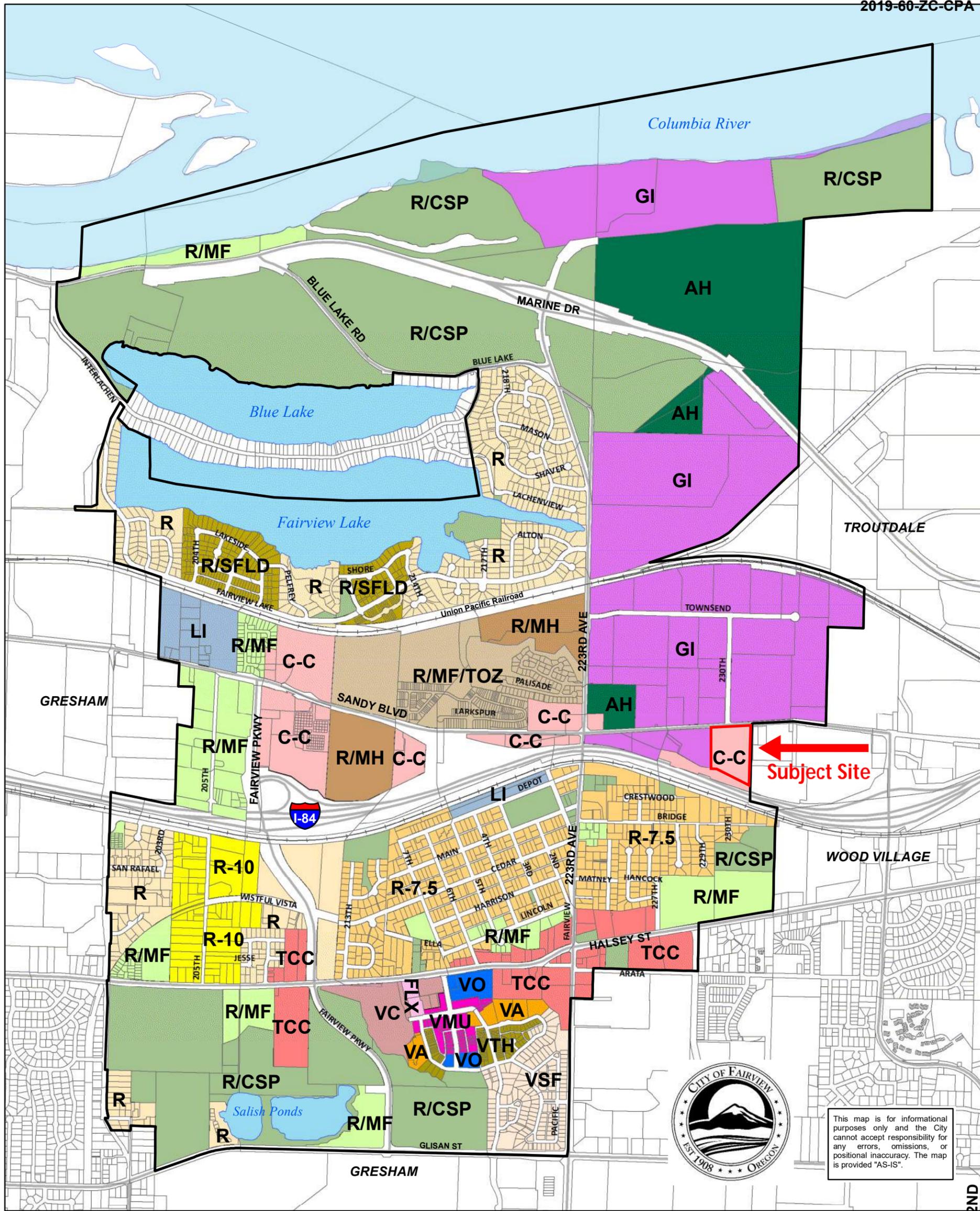
Date: 10/11/2019 File: Vacant_Land_Zoning
 Map Created By: SJL Project No: 2170199.00



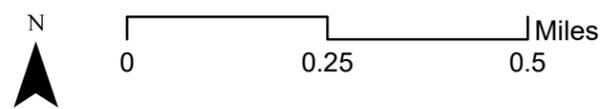
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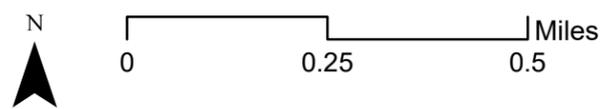
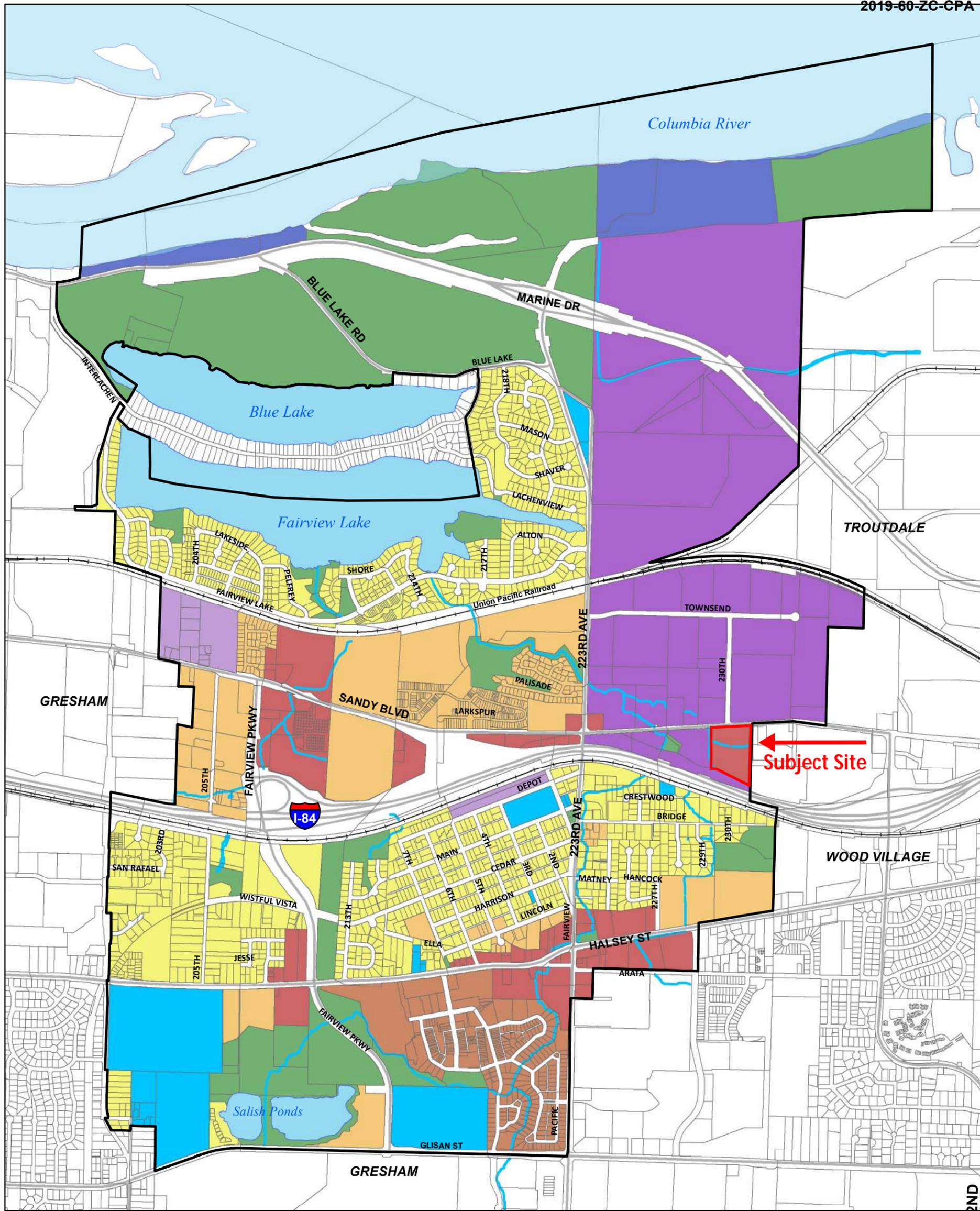


This map is for informational purposes only and the City cannot accept responsibility for any errors, omissions, or positional inaccuracy. The map is provided "AS-IS".



City of Fairview Zoning

- | | | |
|--|---|--|
| Agricultural Holding (AH) | Res/South Fairview Lake Design Overlay (R/SFLD) | Village Commercial (VC) |
| Corridor Commercial (CC) | Res/MultiFamilyTownhouse Overlay (R/MF/TOZ) | Village Flex (FLX) |
| General Industrial (GI) | Residential Community Service Parks (R/CSP) | Village Mixed Use (VMU) |
| Light Industrial (LI) | Residential MultiFamily (R/MF) | Village Office (VO) |
| Residential (R) | Residential/Manufactured Home (R/MH) | Village Single Family (VSF) |
| Residential (R-7.5) | Town Center Commercial (TCC) | Village Townhouse (VTH) |
| Residential (R-10) | Village Apartments (VA) | |



City of Fairview Comprehensive Plan

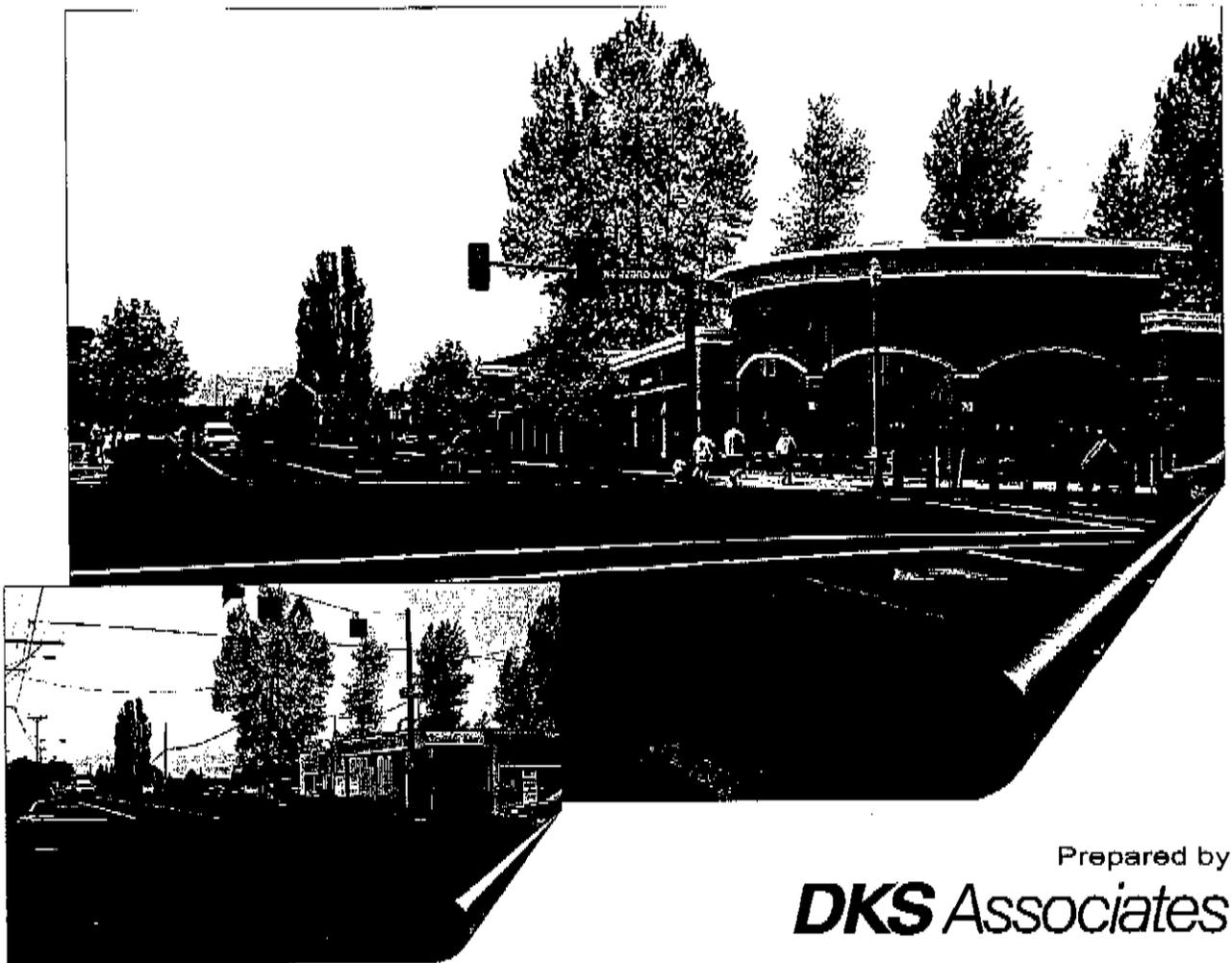
- Commercial
- General Industrial
- Light Industrial
- Parks
- Public
- Residential Low Density
- Residential Medium Density
- River Oriented
- Village



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



Sandy Boulevard Refinement Plan



Prepared by
DKS Associates

Final Report
June 2001

DKS Associates

1400 SW 5th Avenue, Suite 500
Portland, OR 97201-5502
Phone: (503) 243-3500
Fax: (503) 243-1934

July 2, 2001

John Andersen
City of Fairview
1300 NE Village Street
Fairview, OR 97024

Subject: Sandy Boulevard Refinement Plan – Final Report

Dear John,

Enclosed is our Final Report for the Sandy Boulevard Refinement Plan for your record. We have enjoyed working closely together with yourself and Ross Kevlin of the ODOT TGM program on this important project. We believe that the transportation and land use recommendations contained in this plan will guide new development opportunities in this corridor, and further unify corridor uses in both Fairview and Wood Village.

We look forward to future opportunities to assist the City of Fairview. We will transmit the Technical Appendix to this report under a separate cover.

Sincerely,

DKS Associates, Inc.



Carl D. Springer, P.E.
Project Manager

Enclosed: 1 unbound original copy and 1 bound copy of the Final Report

Ross Kevlin, ODOT, Region 1 (1 copy)
Keith Liden, Parsons-Brinckerhoff (1 copy)

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APPENDIX

DRAFT ORDINANCE FOR CORRIDOR COMMERCIAL DISTRICT

TECHNICAL APPENDIX WITH PLAN PROCESS WORK PRODUCTS (AVAILABLE SEPARATELY)

INTRODUCTION

The purpose of this project was to prepare a Corridor Refinement Plan for the portion of N.E. Sandy Boulevard that lies within the cities of Fairview and Wood Village, including adjacent properties between the Union Pacific Railroad and Interstate 84 (see shaded area in Figure 1 below). Emphasis of the planning process focused on transportation and land

use. Specifically, transportation solutions were identified to enhance the capacity, appearance, and multi-modal function on Sandy Boulevard through the study area. Alternative land use solutions were sought to improve integration of compatible uses while maximizing utility for property owners. This refinement plan will serve as a tool to guide new development, redevelopment, and public investment along this street, which complement the transportation solutions.

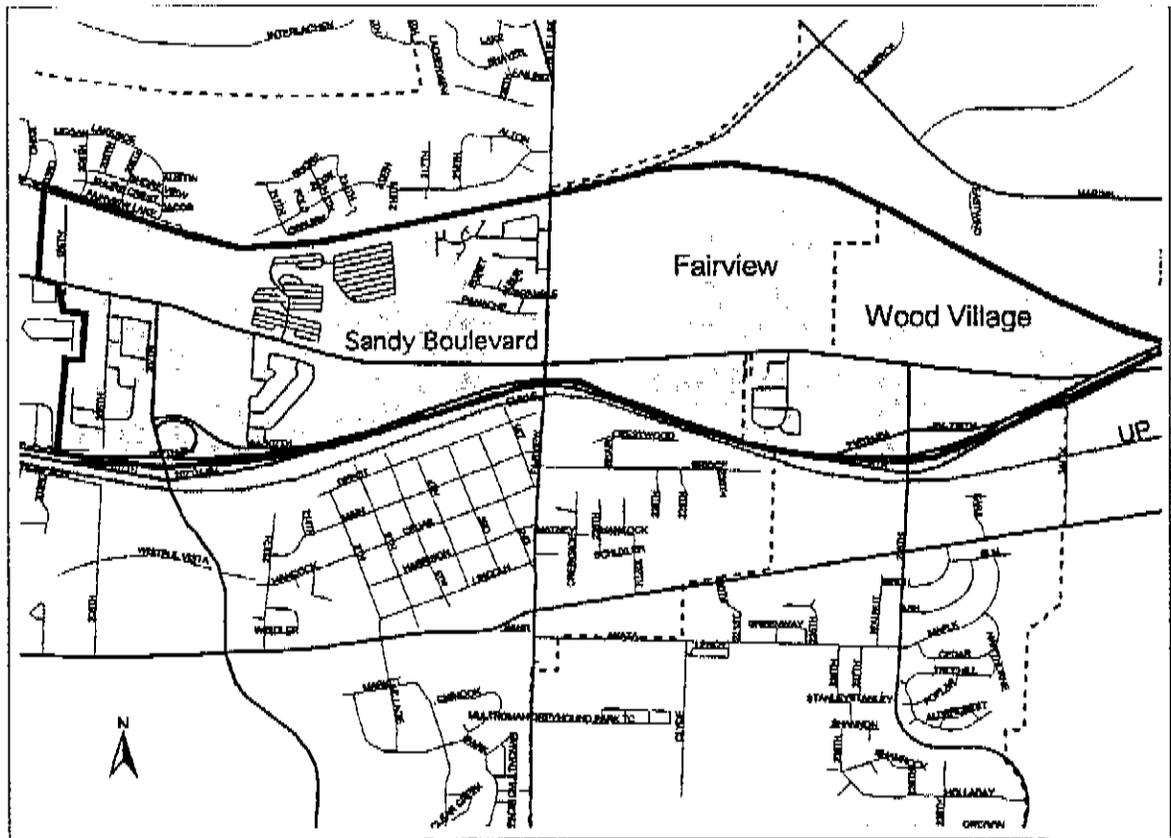


Figure 1: Sandy Boulevard Study Area

This project was funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The TGM Program relies on funding from the federal Intermodal Surface Transportation Efficiency Act and the Oregon Lottery. This report does not necessarily reflect the view or policies of the State of Oregon.

PLAN PROCESS

Work Groups

The Sandy Boulevard Corridor Refinement Study process benefited from close involvement and coordination with several work groups that guided the plan development. Project team members from Fairview, ODOT and the two consultant firms met

with these groups periodically to solicit comments and confirm the overall direction for the contract work tasks. Input and feedback from these groups was incorporated into the subsequent working plans and products. The study work groups included:

- **Stakeholders** — Adjoining property owners and residents who could be directly affected by the outcome of the refinement study were notified directly and invited to attend.
- **Technical Advisory Committee (TAC)** — The agency staff assigned to regular monthly East Multnomah County Transportation Committee meetings was used as a resource for this study to review interim technical work products. Member agencies included representatives from Metro, ODOT, Multnomah County, Gresham, Fairview, Wood Village, and Troutdale.
- **Local Residents and Property Owners** — These individuals were invited to attend periodic open house meetings to review interim work materials and to provide comments and guidance.
- **Focus Group** — A select group of four professionals in the real estate, economic and land development business with experience in East Multnomah County were retained to provide a capsulated assessment of future development alternatives for the corridor.

The progress meetings were conducted on the dates for the project work tasks listed in Table 1 beginning in January and concluding in May 2001.

Table 1: Work Group Meeting Dates

Project Task	Date	Meeting
Future Conditions	Jan. 24	TAC Current/Future Meeting
Future Conditions	Jan. 31	First Stakeholders Meeting
Vision and Criteria	Feb. 13	Design Charrette
Vision and Criteria	Feb. 21	TAC Vision/Criteria
Vision and Criteria	Feb. 21	Focus Group
Vision and Criteria	Feb. 28	Stakeholder Meeting
Draft Alternatives	Mar. 21	TAC Reality Check
Draft Alternatives	Mar. 28	Stakeholders Meeting
Draft Alternatives	Apr. 11	Open House
Select Alternative	Apr. 25	TAC
Select Alternative	May 10	Stakeholder Meeting
Recommended Plan	May 23	TAC
Recommended Plan	May 30	Open House

Study Work Flow

The study work flow diagram in Figure 2 illustrates the planning process. Highlights from these work tasks included:

- **Existing Conditions** compiled data about current land use codes and regulations, property lines, environmental issues, existing traffic volumes and operations, and existing travel facilities for pedestrian, bicycles and transit. The base line assessment of existing conditions was reported for the corridor.
- **The Future Conditions** analysis considered the area built as provided under existing plans by 2020. Changes in traffic flows associated with local and regional growth were considered (including the 242nd Avenue Connector).
- Public and expert panel input formed the **selection criteria and vision** elements that were used to form a planning and policy framework for considering land use and transportation **alternatives**.
- Each alternative was scored based on selection criteria and discussed through stakeholder and TAC meetings to select the plan alternative.
- The last two tasks involve identifying changes to local plans, ordinances and codes needed to **implement and adopt** the refinement plan.

Major Project Work Tasks

Existing Conditions

Future Conditions

Selection Criteria / Vision

Alternatives Plans

Plan Selection

Plan Implementation

Plan Adoption

Figure 2: Major Project Work Tasks

Resource Documents

Interim work products and plans were prepared to present and discuss issues through the development of the refinement plan. The resource documents are available in a separate Technical Appendix to this report. The authors of the work products are noted accordingly: DKS Associates (DKS) and Parsons Brinckerhoff (PB) for each of the products.

- Existing Transportation Conditions (DKS memo to John Andersen, dated January 18, 2001)
- Existing Transportation System and Land Use Conditions (DKS and PB, dated February 16, 2001)
- Corridor Vision (PB memo to John Andersen, dated March 9, 2001)
- 20-Year Development Potential in Sandy Boulevard Corridor (PB summary of Focus Group recommendations, dated March 13, 2001 and revised 3/27/01)
- Corridor Vision Handout for April Open House (PB, dated April 10, 2001)
- Sandy Boulevard Alternatives — Transportation Issues (DKS memo to John Andersen, dated April 19, 2001)
- Corridor Land Use and Transportation Alternatives (DKS and PB report, dated May 16, 2001; includes meeting minutes from April 10, 2001 open house.

ALTERNATIVES

Background

The land use and transportation alternatives for the Sandy Boulevard Corridor were developed in response to the vision criteria and identified physical and regulatory constraints. Land use alternatives were developed by assessing background

information about the corridor including the existing:

- Comprehensive planning and transportation policies of Fairview and Wood Village,
- Zoning designations;
- Land use and vacant land; and
- Land development issues and market trends.

The Stakeholder Committee and the public reviewed this information, which consisted of an existing conditions report and a technical memorandum about the 20-year development potential of the corridor. The comments and recommendations from these groups, as well as comments from four real estate and development experts were used to develop a Corridor Vision and to create and evaluate different possible land use alternatives to implement the vision.

The land use options featuring a variety of residential, commercial, industrial, and open space uses were presented to stakeholders, general public and the TAC for specified sub-areas along the corridor that included both vacant and developed property within the study area. The transportation analysis tested the net changes compared to current plans to ensure that local circulation, access and safety would be maintained for all travel modes along the corridor. The alternative plan process produced the Sandy Boulevard Corridor Refinement Plan, which includes land use and transportation elements.

Refinement Plan

The Sandy Boulevard Corridor Refinement Plan contains three elements, which are a Corridor Vision, Land Use Plan, and Transportation Plan. An implementation strategy is presented in the following section describing methods to implement the plan.

The three elements of the refinement plan are introduced with a brief summary of the alternatives development, review and analysis process that was applied in selected the optimal land use and transportation plans.

Corridor Vision

The purpose of the Corridor Vision is to articulate the important land use, transportation, and design elements for the corridor. It provides guidance for evaluating future land use, transportation, and design alternatives. The discussions during the public meetings focused upon the overall character that was desired for the area, existing uses, potential development and redevelopment in the corridor, and transportation issues. A Corridor Vision was developed in response to the comments and recommendations received from the Stakeholder Committee, public, and Focus Group.

Land Use

The current zoning pattern is generally appropriate and should continue as planned with only minor modifications. The N.E. 223rd Avenue intersection should be used as a dividing line for

land uses within the corridor. To the west of the intersection, land uses should be predominately 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 to serve nearby residents as well as the region. Because of the varying impacts that land uses can have on the transportation system, an important aspect of the corridor vision will be to ensure consistency between the desired land uses and the transportation system. As the vision is refined into a preferred alternative, adjustments may be necessary to proposed land uses and the transportation system to guarantee this consistency.



West of N.E. 223rd Avenue:

Commercial

Vision

Develop neighborhood retail commercial centers at N.E. 207th Avenue and N.E. 223rd Avenue intersections to serve nearby residents.

Criteria

Commercial development should be:

1. Distinctive and responsive to needs of area residents
2. Neighborhood-oriented services, such as a grocery store and/or small restaurant should be encouraged
3. Small in scale
4. Pedestrian oriented



Industrial

Vision

Develop industrial uses that are compatible with nearby residential uses.

Criteria

Industrial development should be:

1. Low intensity
2. Non-polluting (noise, air, water)
3. Buffered to reduce impacts to nearby residences



Residential

Vision

Provide a variety of residential uses and densities throughout the corridor and allow redevelopment of existing low-density residential areas with higher density housing.

Criteria

Residential development should be:

- Pedestrian oriented
- Affordable
- A variety of housing types, including townhomes, rowhouses, garden apartments, and manufactured homes



East of N.E. 223rd Avenue:

Commercial

Vision

Develop commercial uses near the intersection of N.E. 238th and Sandy Boulevard to capitalize on visibility and access from I-84.

Criteria

Commercial development should be:

1. Able to serve regional and local needs
2. Accessible by different transportation modes
3. Pedestrian accessible



Industrial

Vision

Maximize redevelopment of underutilized and undeveloped properties both north and south of Sandy Boulevard for large-scale industrial development.

Criteria

Industrial development should:

1. Utilize rail access
2. Utilize I-84 access via N.E. 238th Avenue
3. Be non-polluting
4. Provide higher wages jobs, such as manufacturing
5. Consolidate properties for larger developments



Residential

Vision

Because of local development trends, existing residential properties are not a viable long-term use and should be redeveloped for industrial or commercial uses.

Criteria

(See industrial and commercial criteria.)

Transportation

Vision

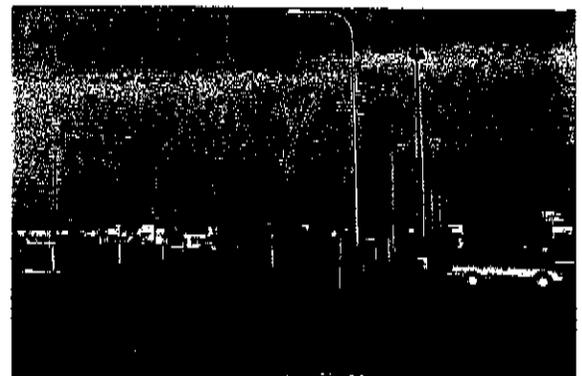
Similar to land uses, N.E. 223rd should act as a dividing line between transportation improvements employed along Sandy Boulevard. West of this intersection, the street design should support neighborhood activities and increased bicycle and pedestrian travel. To the east of this intersection, the street should support the industrial and commercial uses that will dominate this area. Street improvements should facilitate truck access and traffic flow and provide solutions for zones where trucks, autos, pedestrians, and bicycles interface. Also, an additional east-west connector should be provided to increase access to properties north of Sandy Boulevard and to mitigate limited access proposed along the corridor.



Criteria

Transportation facilities should:

- Be designed to provide safe, convenient and reasonably direct pedestrian and bicycle access
- within the corridor.
- Mitigate obstacles to alternative transportation modes.
- Accommodate anticipated traffic volumes and special vehicle needs, including transit and trucks.
- Support adjacent land uses.
- Provide adequate access to support adjacent land uses while reducing or minimizing turning conflicts.
- Avoid excessive environmental impacts
- Be consistent with 2040 street design guidelines, Local Transportation System Plans (TSPs), and Multnomah County design standards.
- Be built at reasonable public and private cost.



Land Use Plan

The selected land use plan for the Sandy Boulevard Corridor is shown in Figure 3 with notations of the proposed land use zoning for each of 13 sub-areas.

The city of Fairview is currently revising its land use regulations and zoning designations for the entire city. Because these amended regulations are scheduled for public review and adoption in the near future, the preferred alternative land use map refers to the draft zoning designations for Fairview. The current zoning provisions for Wood Village are proposed to remain as they are without amendment. The land use designations for the preferred alternative are summarized below, and the location of these zoning designations is illustrated in Figure ___. The zoning designations are proposed to remain similar to the existing zoning designations with the exception of a new Corridor Commercial district that is intended to apply only to land within the corridor. This new district is described in the Implementation section below.

City of Fairview zoning districts within the corridor are:

- Residential Multi-Family
- Residential Manufactured Home
- Corridor Commercial
- Light Industrial
- General Industrial

City of Wood Village zoning districts within the corridor shall continue to be:

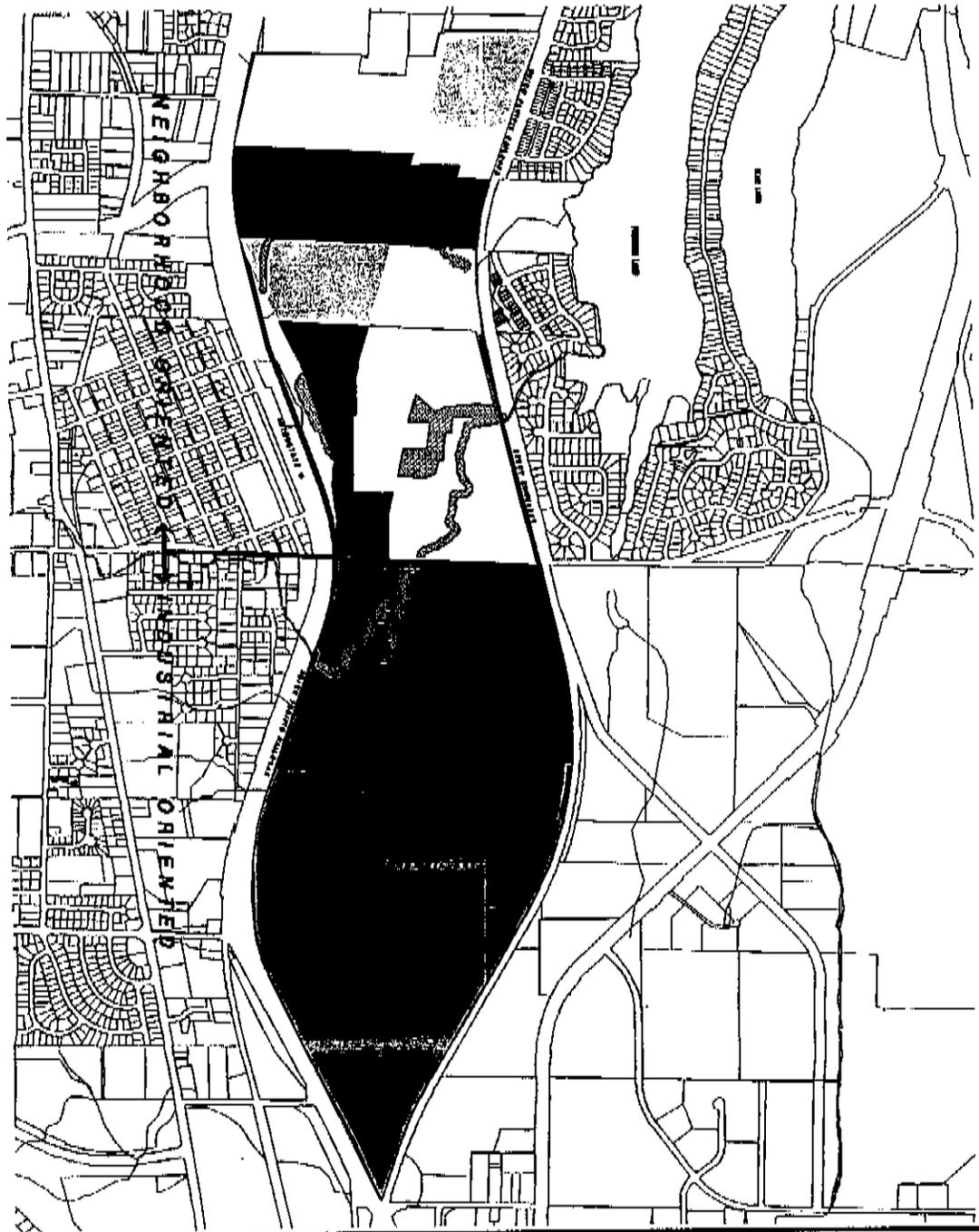
- Multi-Family/Residential 2000
- Commercial/Industrial

The zoning changes primarily affect lands within City of Fairview while the lands in City of Wood Village were not modified significantly compared to current zoning and allowed uses¹. The major change to the City of Fairview zoning will be the new Corridor Commercial designation that will replace current designations for light manufacturing, general manufacturing, and neighborhood commercial, as well as a small amount of residential use.

¹ Pending development application at the former Reynolds Aluminum manufacturing site in Wood Village lies outside of the study boundary, and the effects of a potential "high-technology" campus could require a re-investigation of the transportation findings of the study as it pertains to Wood Village.

Symbol Legend

- PROPOSED FARMER ZONING
- Residential Medium Density
- Residential Medium Density
- Residential Medium Density
- Center Commercial
- Light Industrial
- General Industrial
- Protected Open Space
- Industrial
- Residential Buffer Zones
- Conventional Estimation
- Highway Area
- PROPOSED WOOD VILLAGE ZONING
- Multi-Family/Residential 2000
- Commercial/Industrial
- Community Light



DKS Associates

PREFERRED ZONING CONCEPT
 May 24, 2001

Sandy Boulevard Corridor
 Land Use & Transportation Analysis
 Sandy Boulevard, Oregon
 City of Wood Village and City of Fairview

McGraw-Hill Construction
PB

Transportation Plan

The Sandy Boulevard Corridor Plan demonstrated that a three-lane cross-section was adequate to service and safety for the current plans and all combinations of the proposed alternative land use plans (see Table 2 below and Figure 4). The most significant feature of the three-lane alternative selected for the corridor was its superior circulation network and design flexibility for motor vehicles, pedestrian and bicycle modes.

Table 2: Transportation Alternative Summary

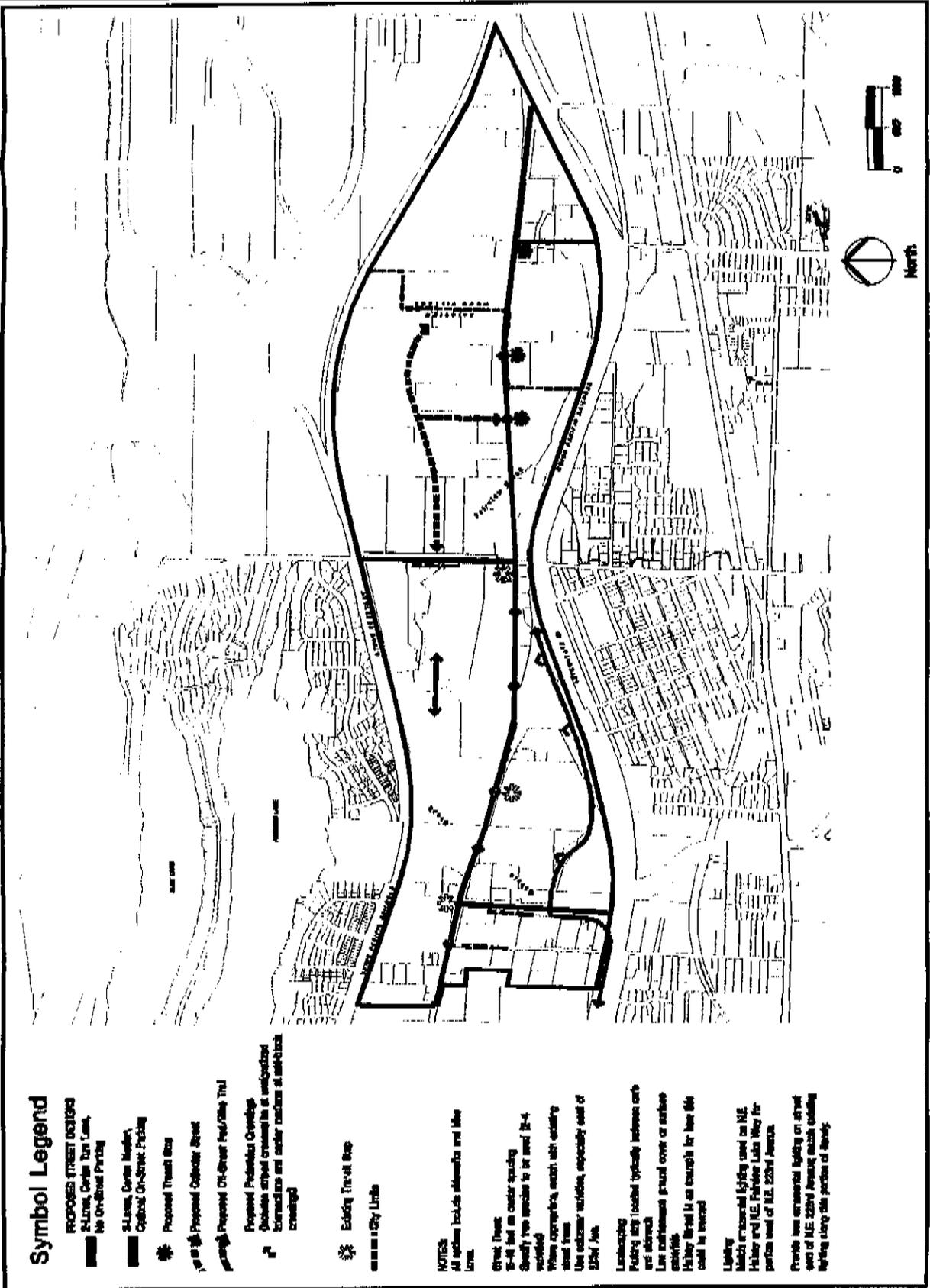
Criteria	Alternative A: Five-Lane Central Circulation	Alternative B: Three-Lane Sandy Boulevard with parallel circulation	Benefits / Comments
1. System Performance <i>Planned roadway and system improvements will adequately serve peak conditions and diverse travel needs.</i>	●	●	Streets to be improved to county road standards more usable by trucks and buses. Both alternatives adequately serve the forecasted travel volumes for auto, truck, transit, bikes and pedestrians.
2. Circulation and Connectivity <i>Corridor local and collector street system compliant with applicable spacing guidelines for streets and accessways.</i>	○	●	Alt. B connections between neighborhoods reduce out-of-direction travel for pedestrian and bike users. Local/collector street system required north of Sandy Boulevard and east of 223 rd Avenue. Minimum separation between driveway/public streets to be 150 feet.
3. Non-Auto Travel Modes <i>Alternatives to auto travel are readily available along the corridor</i>	⊙	●	Construction of minimum facilities for bikes and pedestrians will substantially improve existing poor conditions. Transit service to be extended along Sandy Boulevard to 223 rd Avenue (short-term) and possibly to 238 th Avenue (long-term).
4. Travel Safety <i>Existing safety deficiencies are mitigated and future travel safety for all modes are enhanced.</i>	⊙	●	Sandy Boulevard will be improved to add sidewalks and bike lanes. Existing driveways from residential uses direct onto Sandy Boulevard will be consolidated as properties re-develop. Existing high auto crash rates are attributed to the absence of access control for motor vehicles. Narrower street cross sections should reduce travel speeds for motor vehicles.
Notes: ● Very supportive of criteria ⊙ Generally supportive of criteria ○ Generally unsupportive of criteria			

DKS Associates
1000 NE Oregon Street
Portland, Oregon 97232
503.241.1111

ALTERNATIVES CONCEPT
Transportation
May 29, 2001

Sandy Boulevard Corridor
Land Use & Transportation Analysis
City of West Village and City of Fairview

Portland, Oregon
PB
1000 NE Oregon Street
Portland, Oregon 97232
503.241.1111



Symbol Legend

- PROPOSED STREET CROSSING
- 24' Lane, Center Turn Lane, No On-Street Parking
- 24' Lane, Drive Median, On-Street Parking
- Proposed Transit Stop
- Proposed Collector Street
- Proposed On-Street Ped/Bike Trail
- Proposed Pedestrian Crossings
- On-street street crossings at ungrade
- Information and center median at mid-block crossings

Existing Transit Stop

- Existing City Limits

NOTES

- All options include sidewalks and bike lanes.
- Street Trees: 2'-4' and an outer planting. Specify tree species to be used (2'-4' selected).
- Where appropriate, match with existing street trees.
- Use collector width, especially east of 25th Ave.
- Landscaping: Parking lots located typically between curb and sidewalk.
- Low maintenance ground cover or surface materials.
- Highly level if an enough for low fill could be received.
- Lighting: Match environmental lighting used on NE Hillier and NE Fairview Light Way for portion west of NE 22nd Avenue.
- Provide low environmental lighting on street west of NE 22nd Avenue; match existing lighting along this portion of Sandy.

2020 Transportation Conditions

Year 2020 forecasts for the corridor were made using the East Multnomah County Focus Area model. The baseline 2000 traffic counts included traffic generation by WalMart use at 238th Avenue and Sandy. Next, we added the net increase in peak hour traffic related to the proposed development on the Townsend property based on the *Townsend Business Park Transportation Impact Analysis*, September 1999 by Group MacKenzie. The TAC recommended that this be added to the 2020 base even though a specific development application has not been approved. The cumulative 2020 forecast volumes were analyzed to determine peak hour performance at the intersections shown in Table 3.

Table 3: 2020 Intersection Conditions Analysis and Mitigations

Intersection	LOS	Delay	V/C	Mitigation
207 th Avenue/Sandy	D	44.7	>1.00	
	B	24.3	0.87	Eastbound right turn lane
223 rd Avenue/Sandy	E	72.0	>1.00	
	C	26.8	0.85	Left-turn lanes on all four approaches
238 th Avenue/Sandy	C	28.5	0.85	(Traffic Signal assumed)

The intersection capacity analysis showed that a three-lane cross section was ample for the corridor along its entire length. The 223rd Avenue/Sandy Boulevard intersection will require expansion to add turn lanes for left-turn movements, but with that improvement 2020 conditions will be LOS C. It was noted that this is less improvements than was indicated in the Fairview TSP which has several legs with right-turn lanes. We compared the forecasted travel volumes, and we found that the most recent forecasts from the East County Focus Area Model were lower than the Metro Regional Model used for the TSP, primarily for southbound traffic from the Marine Drive area.

242nd Avenue Connection Study — Working with Multnomah County staff we evaluated possible changes in traffic forecasts as a result of the 242nd Avenue connection project that would increase corridor capacity to the 238th Avenue interchange for lands south of Interstate 84. A range of alignments and connections to the freeway are still under study by the county, however our evaluation showed that the order of magnitude change on Sandy Boulevard is consistent with a three-lane cross-section facility. The net effect is roughly 3,000 more vehicles per day between 238th Avenue and 223rd Avenue, and 1,000 higher to the west.

Transportation Plan Issues

1. **Street Functional Class** — The City of Fairview and City of Wood Village transportation system plans both designate Sandy Boulevard as a minor arterial facility. However, Multnomah County's transportation plan shows it as a major collector. Sandy Boulevard is maintained and operated by Multnomah County. The two cities must solicit a change in the county's plan to reflect their preferences. A minor arterial classification includes more stringent access control requirements and has a higher priority for regional funding.
2. **Street Cross-Section** — The recommended cross-section for Sandy Boulevard should provide flexibility for the following elements: mid-block pedestrian crossing facilities, on-street parking, and a two-lane section where permanent access controls will be present (c.g., culverts and creek crossings).

3. **Local Street Connectivity**— The final transportation plan provides for parallel streets north of Sandy Boulevard to service industrial property as it develops. As noted previously, this is an important element to permit the proper operation of Sandy Boulevard corridor with three-lanes throughout the study area. This concept is contained in the existing Local Street Plan in the Fairview Transportation System Plan. No change to the city's plan is required.
4. **Mid-Block Pedestrian Crossings** — The corridor has few parallel streets or pathways that connect neighborhoods. A series of pathways is illustrated on the Transportation Plan (Figure 4) that require mid-block crossing to Sandy Boulevard to reduce out-of-direction travel to the nearest traffic signal. The development in these areas should be required to accommodate the pedestrian crossings.
5. **Sandy Boulevard Westerly Transition** — Comments from City of Gresham staff suggested that Sandy Boulevard should have five-lanes farther west near the industrial uses in Gresham based on their analysis for the *Transportation System Plan* update in Gresham. The recommendation for a three-lane section at Gresham's eastern boundary with Fairview presents a question about how to provide a transition on Sandy Boulevard from the five-lane design to the three-lane design? The travel forecasts were reviewed by DKS for the section of Sandy Boulevard west of 207th Avenue to the city limit, and a daily volume of 15,000 was identified. This traffic volume is within the range that can be served by a three-lane arterial section. As shown in Table 3 above, the 207th Avenue/Sandy Boulevard intersection will be improved by adding an eastbound right-turn lane. Based on the above, it is not recommended that the road section in Fairview be expanded to a five-lane section as proposed by Gresham staff.

To provide an appropriate transition, a four-lane section from 207th Avenue westerly with two eastbound lanes, one westbound lane and space for a center turn lane. The second eastbound lane would terminate at 207th Avenue as a right-turn only lane as noted above. The westbound lane could be supplemented further west in Gresham with a second lane that begins at the first major access point to an industrial use. If this approach is jointly supported by both cities, the right-of-way needs discussed in the next section will expand from 72 feet to 84 feet through this transition area.

IMPLEMENTATION

New Zoning Code

As mentioned in the previous section, the City of Fairview is revising all of its zoning regulations. The land use districts are proposed to remain similar to the existing except for the new Corridor Commercial zone. This designation will apply to a number of areas in the corridor as shown in Figure 3. The draft

language for the new land use zone is attached in the appendix.

Street Standards

The following standards apply to improvements within the right-of-way of N.E. Sandy Boulevard within the city limits of Fairview and Wood Village. The area subject to the provisions of this resolution is shown on Figure 4, Proposed Transportation Improvements.

Street Cross Sections

There are two street cross-section designs that shall be used for N.E. Sandy Boulevard (refer to Figure 4, Proposed Transportation Improvements). The required street designs are described below and illustrated in Figure 5. The Metro designation for street design type on Sandy Boulevard is an Urban Road. The design type favors vehicle travel over other modes, and is typified in the *Creating Livable Streets: Street Design Guidelines for 2040*, (Metro, 1997) as a five-lane roadway within 80 feet of right-of-way. This assumes a center median and minimum bike lane and sidewalk elements. The Multnomah County standards for a Major Collector with three-lane section within 72 feet of right-of-way are similar in scale, but they do not include a center median area (see Figure 5c below). In an industrial setting (East Side), there is no need for on-street parking. Sandy Boulevard is designated in the Fairview and Wood Village Transportation System Plans as a minor arterial. This element may be desirable for short segments on the West Side to accommodate the limited land area for the Corridor Commercial uses.

Figure 5: Sandy Boulevard Cross-Section (Minor Arterial)

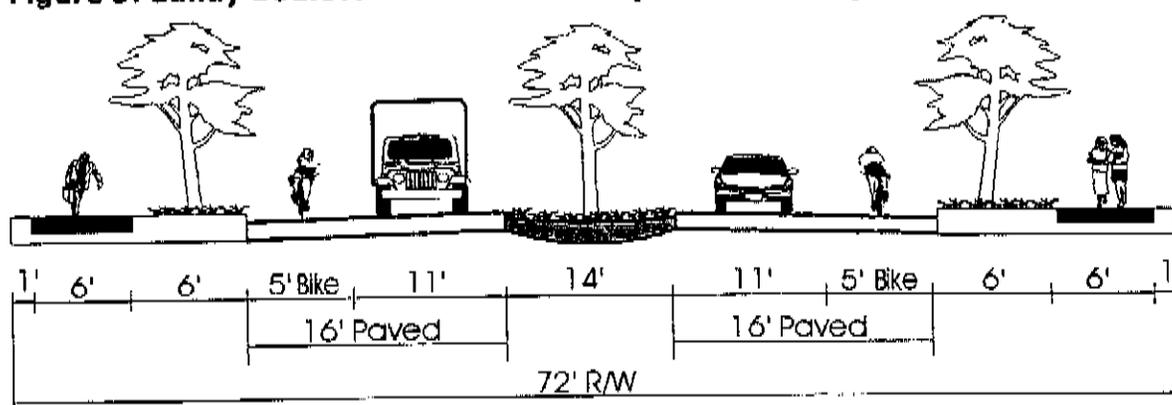


Table 4: Recommended Minor Arterial Street Design Standards

<i>Criteria</i>	<i>County Standards</i>	<i>Recommended</i>
Vehicle Lane Widths	11-12 feet	11 feet
On Street Parking	None	See note (1)
Bicycle Lanes	5-6 feet	5 feet
Sidewalks	5-8 feet	6 to 12 feet**
Landscape Strips/ Tree Wells/ Planter Area	0-8 feet	6 feet
Medians/Turn Lane Widths	12-14 feet	14 feet***

* On-street parking allowed adjacent to Corridor Commercial zones, as appropriate. Intermediate curb extensions with tree wells, as appropriate.

** Minimum 6 feet width at other locations. Wider sidewalks adjacent to commercial districts and transit stops, as appropriate.

*** Median to be built with bioswale features as described by to “Green Streets: Environmental Designs for Transportation” guidelines per Metro 2001. Turn lanes constructed at major intersections in place of median treatment.

(1) Adjacent to corridor commercial zoning, on-street parking may be allowed with additional right-of-way required to maintain minimum facilities for other elements. An additional right-of-way and curb-to-curb pavement width of 8 feet (16 feet for parking on both sides of the street) should be provided for on-street parking.

Right-of-Way Requirements

The proposed right-of-way for Sandy Boulevard in this corridor is 72 feet, whether or not a center left turn lane is included in the design. In most segments of the corridor, the existing right-of-way is 50 feet, or about 22 feet short of the proposed plan (approximately 11 feet on either side of the roadway). In many cases, private property owners will likely need to dedicate right-of-way to accommodate the proposed 72-foot section. Because Sandy Boulevard carries through traffic, it is proposed to be designated as a Minor Arterial. As such, the roadway benefits more than just the adjacent property owners. It makes sense that regional monies should be sought to share in the costs of improving the roadway. Many alternatives could be considered for improvement of the corridor, including the following:

- Local Improvement District (LID)
- Public Funding
- Private Funding (through exactions)
- Combination of Public and Private Funding

Intersection Designs

The three-lane arterial design noted above has major intersections that include 207th Avenue, 223rd Avenue and 238th Avenue. The following intersection design elements recommended for these locations include:

1. Vehicle Turn Lanes

- The Sandy Boulevard/207th Avenue intersection will be improved to add a separate eastbound right-turn lane.
- The Sandy Boulevard/223rd Avenue intersection will be improved to add separate left-turn lanes on the Sandy Boulevard and 223rd Avenue approaches. Separate right-turn lanes are not recommended at this location.
- The Sandy Boulevard/238th Avenue intersection is fully improved today. No additional turn lanes are required.

2. Traffic Control

New traffic control equipment is planned for the Sandy Boulevard/223rd Avenue intersection. This should be constructed as traffic volumes meet with county warrants. No modification to existing traffic signal controls at 207th Avenue or 238th Avenue are recommended.

3. Pedestrian Facilities

Crosswalks shall be provided on all legs to the major intersections.

4. Paved Surfaces

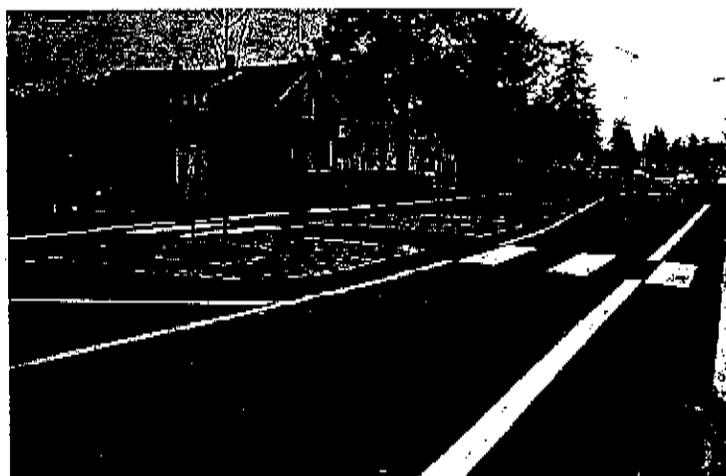
Paving and curb cuts shall facilitate safe pedestrian crossings and meet all ADA requirements for accessibility. At a minimum, pedestrian crossings at intersections shall have pavement striping to delineate the pedestrian zone. Any textured paving used within pedestrian areas shall be of a level material that does not impede wheelchair accessibility or conflict with surfacing for sight-impaired individuals.

Supplemental Mid-Block Pedestrian Crossings

A number of mid-block pedestrian crossing locations were identified to supplement the crossings at the traffic signal locations (207th Avenue, 223rd Avenue and 238th Avenue). These potential locations are identified on Figure 4, Proposed Transportation Improvement Plan.

These crossings should be coordinated with local streets, pathways, and transit and school bus stops as much as possible. A typical mid-block crossing is illustrated in Figure 7.

Figure 7: Mid-Block Raised Median Crossing



Features of Mid-Block Raised Median Crossing

- Minimum separation of 300 feet from intersections controlled by traffic signal.
- Raised median area should be at least 10 feet wide and 20 feet in length.
- Crosswalk should be at grade consisting of standard paint striping or textured concrete.

Access Management

Any development along Sandy Boulevard will be required to conform to the Multnomah County design guidelines for minor arterial facility as summarized in Table 5 below (assuming that the county concurs with the city assessment and recommendation for a minor arterial functional class on this portion of Sandy Boulevard). In cases where these standards cannot be met, the county design process does provide for modifications to their standards where it can be demonstrated that capacity and safety are not adversely impacted.

Table 5: Access Design Standards for Minor Arterial

Criteria	Feet
Signal Spacing	2,640
Major Arterial Spacing	5,280
Minor Arterial Spacing	2,640
Neighborhood Collector Spacing	800
Private Single Family Driveway	Not allowed
Other Private Driveway Setback	150
Other Private Driveway Spacing	300

Source: Multnomah County Design and Construction Manual, June 2000

Transit Services

Existing Tri-Met service along Sandy Boulevard ends at 223rd Avenue (Route 23) then continues south on 223rd to the Gresham Transit Center. There are no plans at this time to extend transit service easterly along Sandy Boulevard to 238th Avenue. Route 12 will be extended along Sandy Boulevard up to 223rd Avenue then continue south through Fairview and Gresham. This new service is planned to begin in 2001.

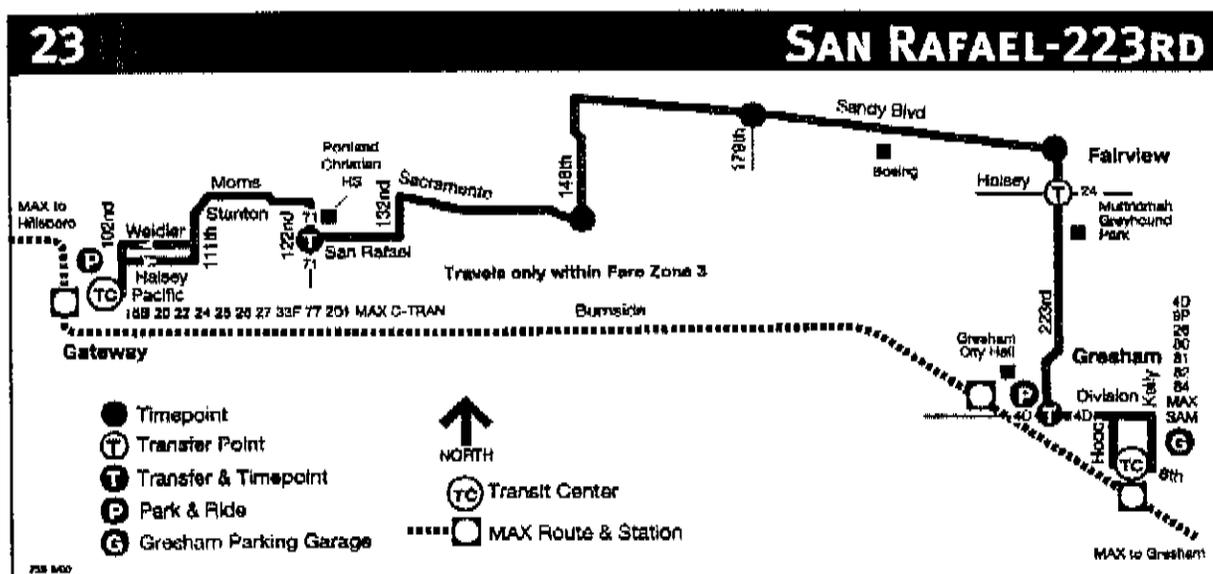


Figure 8: Local Transit Service (source Tri-Met)

- As land develops (or re-develops) east of 223rd Avenue, there will be increased demand for transit services, especially at the large employment centers north of Sandy Boulevard. Potential transit stop locations are suggested on Figure 4 along the entire corridor. The zoning ordinance amendment to include the Corridor Commercial zone as well as the public improvement and landscaping standards will support transit use in the following ways: The new Corridor Commercial zone includes requirements to connect pedestrian destinations within developments and surrounding areas, including other properties, public sidewalks, and transit stops,
- The new Corridor Commercial zone allows a 0-foot front yard and encourages buildings to be oriented to the street with proper placement of windows, building entrances and other design features,
- The new Corridor Commercial zone requires that pedestrian amenities be provided as part of major developments, which may include transit facilities,
- The public improvement standards include sidewalks, crosswalks and lighting to support pedestrian access generally, including transit,
- The landscaping standards within the street rights-of-way include street trees and other landscaping to provide a more pleasant walking environment along Sandy Boulevard.

Street Lighting

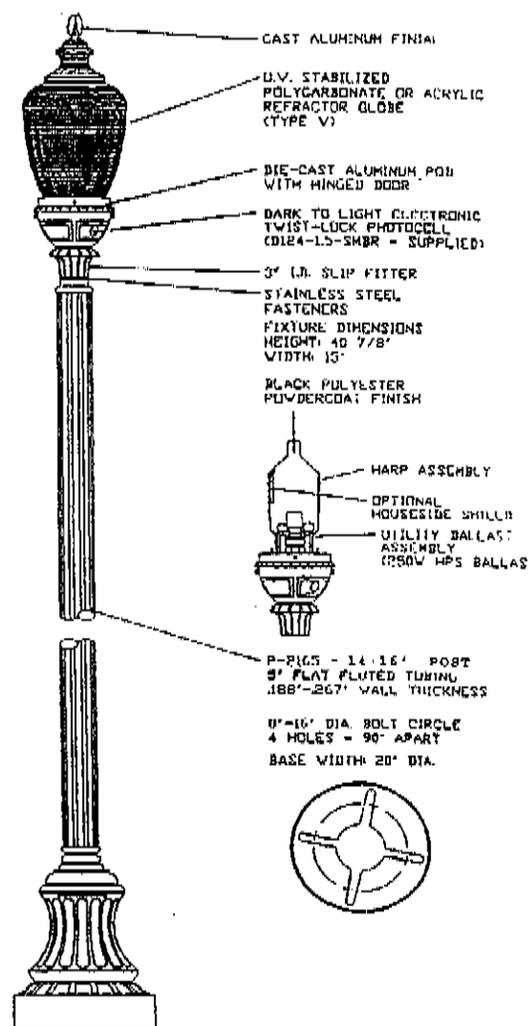
Street lighting provides safety for nighttime use of the right-of-way by motorists, pedestrians and bicyclists as well as a unifying architectural element. To support a primary element of the Corridor Vision to have a neighborhood orientation for the western portion of the corridor and an industrial orientation to the east, two lighting districts have been established with Fairview Creek acting as the boundary between these two districts. All light locations and luminaire shall be approved by the Multnomah County Lighting District.

A. Lighting West of Fairview Creek, City of Fairview

The ornamental luminaire, pole and base adopted by the City of Fairview shall be used, per approval by Multnomah County. (Refer to Figure 9, Typical Lighting Detail.) Fixtures for banners and/or hanging baskets may be included for lighting adjacent to commercial uses; however, this type of ornamentation is prohibited adjacent to residential uses. Banner design shall be of a consistent graphic and message for all fixtures west of Fairview Creek and shall be subject to approval by the City of Fairview.

B. Lighting East of Fairview Creek, City of Fairview and City of Wood Village

Luminaire, pole and base shall be consistent with existing luminaries in newly developed areas in this lighting district, per approval by Multnomah County.



NOTE:

FIXTURE TO BE APPROVED BY MULTNOMAH COUNTY LIGHTING DISTRICT & CITY OF FAIRVIEW

Figure 9: Typical Lighting Detail

Landscaping Standards

Installation

A. Trees shall be planted and staked according to Figure 10, Deciduous Tree Planting/Staking Detail.

B. Shrubs shall be installed according to Figure 11, Shrub Planting Detail

C. Groundcover shall be planted in accordance with Figure 12, Typical Groundcover Layout Detail

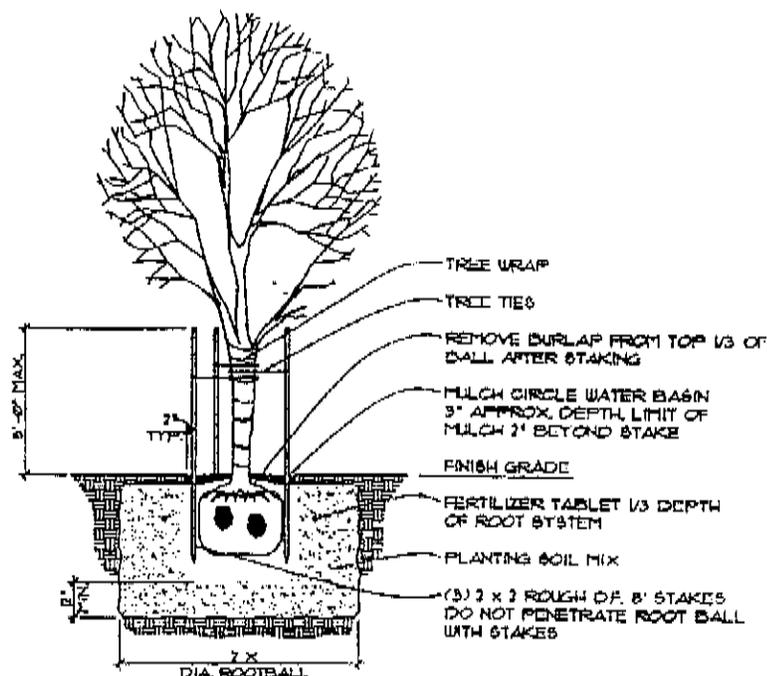


Figure 10: Deciduous Tree Planting/Staking

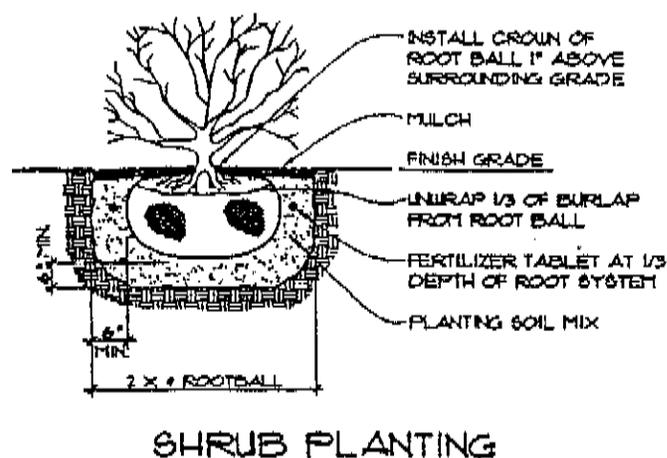


Figure 11: Shrub Planting Detail

Medians

Landsaped medians are intended to filter roadway runoff, block lights of oncoming traffic, decrease dust, provide shade, enhance the aesthetics of the roadway, and, in some cases, provide mid-block pedestrian crossings. (Refer to Figure 4, Proposed Transportation Improvements for the location of medians.) To complement the character and function of neighborhood uses to the west and industrial uses to the east, two planting districts have been established with Fairview Creek acting as the boundary between them.

Landsaped medians shall include a combination of trees, shrubs and groundcovers. Medians that include a pedestrian refuge shall have low (3 feet maximum) shrubs and groundcover masses within 5 feet of pedestrian crossings to enhance visibility to and from the median and to discourage criminal activity. (Refer to Table 6 Recommended Plant Species Matrix.) Beyond this 5-foot vision clearance area and for medians used strictly as a buffer, medium (3-6 foot average) shrub masses mixed with groundcovers shall be planted. All landsaped medians shall be planted with a consistent theme, palette and plant placement in each planting district, with Fairview Creek as the boundary. Plant placement shall also adhere to sight line requirements.

Median tree species shall be limited to a maximum of 3 species. Species must be selected from Table 6 Recommended Plant Species Matrix and planted 30 feet o.c. (on center), however if availability of tree species prohibits these selections, a specie of similar size, form and leaf color must be presented to the City of Fairview/Wood Village Public Works Department for approval.

Shrub massings shall be 50% evergreen year round, provide seasonal interest with fall color, blooms or fruits, and at maturity maintain growth within planting area. Since the median curb is perforated to allow storm water runoff to drain into the median, plantings in low areas within the median shall be able to thrive in dry and seasonal flood conditions. Plantings that provide filtration of storm water runoff should also be included within this area. (Refer to Table 6 Recommended Plant Species Matrix.)

Planting Strips

Planting strips are intended to filter storm water runoff, decrease dust, provide shade, and enhance the aesthetics of the roadway. They shall be provided only in areas without on-street parking and are defined as the landsaped area between the curb and sidewalk. All planting strips shall be landsaped. Plant materials provide a physical and psychological buffer from traffic and reduce heat and dust creating a more pleasant microclimate. Planting strips shall have a combination of street trees, and low (3 feet maximum) shrubs and groundcovers to enhance visibility to and from the median and to discourage criminal activity. (Refer to Table 6 Recommended Plant Species Matrix.)

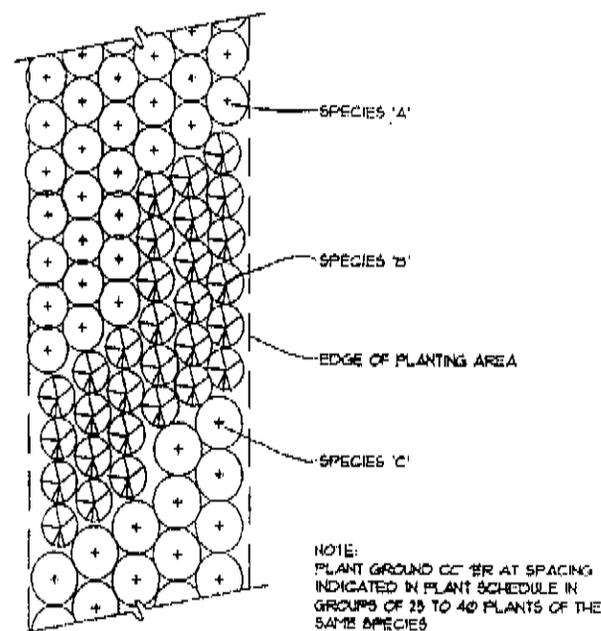


Figure 13: Typical Ground Cover Layout

Planting strips shall be planted with a consistent theme, palette and plant placement however, the west and east portions of the corridor, may differ. Plant placement shall also adhere to sight line requirements.

Tree species shall be limited to a maximum of 3 species. Species must be selected from Table 6 Recommended Plant Species Matrix, however if availability of tree species prohibits these selections, a specie of similar size, form and leaf color must be presented to the City of Fairview/Wood Village Public Works Department for approval. Street trees shall be planted at 30 feet on center within the planting strips, or tree wells if on-street parking is available. (Refer to section below Street Trees.)

Shrub massings and groundcovers shall be 50% evergreen year round, provide seasonal interest with fall color, blooms or fruits, and at maturity maintain growth within the planting area. (Refer to Table 6 Recommended Plant Species Matrix.)

Table 6: Recommended Plant Species Matrix

Recommended Plant Species Matrix (Study/Builder and Street Standard)	GROUNDCOVERS			SHRUBS			TREES		
	All Specimens Planting Strips Medians Buffer Areas	Low Specimens Planting Strips Medians Buffer Areas	Medium Specimens Planting Strips Medians Buffer Areas	Tall Specimens Planting Strips Medians Buffer Areas	Street Trees Planting Strips Tree Wells Medians Buffer Areas	Landscape Trees Medians Buffer Areas			
Proposed Location(s)	<ul style="list-style-type: none"> Colony Cedar (various varieties) Winter Creeper (Euonymus fortunei) Sargent Juniper (Juniperus Sargentii) St. John's Wort (Hypericum calycinum) Turf Carpet Bugle (Ajuga reptans) 	<ul style="list-style-type: none"> Anthony Water Spirea (Spirea bumalda 'Anthony Water') Dwarf Barberry (Berberis thunbergii 'Crimson Pygmy') Rhododendron 'Scarlet Wonder' Longleaf Mahonia (Mahonia nervosa) Sough Sedge (Carex obnupta) Columbia Sedge (Carex Apera) Harbour Dwarf Hebe (various) 	<ul style="list-style-type: none"> Evergreen Huckleberry (Vaccinium ovatum) Tomato Rose (Rosa rugosa 'Alba', 'Scarrosa', 'Rubra') Japanese Barberry (Berberis thunbergii) Winged Euonymus (Euonymus alata 'Compacta') Rhododendron (various varieties) Mackorange (Philadelphus lewisii) Red-rose Dogwood (Cornus stolonifera 'baileyi') 	<ul style="list-style-type: none"> Butterfly Bush (Buddleia davidii, various varieties) Siberian Dogwood (Cornus alba 'Sibirica') Witch Hazel (Hamamelis x intermedia) Japanese Snowball (Viburnum plicatum var. tomentosum) Rhododendron (various varieties) Serviceberry (Amelanchier alnifolia) Oceanspray (Holboellus discolor) 	<ul style="list-style-type: none"> Planting Strips Tree Wells Medians Buffer Areas 	<ul style="list-style-type: none"> Planting Strips Tree Wells Medians Buffer Areas 	<ul style="list-style-type: none"> Medians Buffer Areas 		
Proposed Species					<ul style="list-style-type: none"> District 1 (refer to text) Armstrong Maple (Acer rubrum 'Armstrong') Boxhail Maple (Acer rubrum 'Boxhail') Norwegian Sunset Maple (Acer truncatum x A. platanoides 'Ke-Thorn') Pacific Sunset Maple (Acer truncatum x A. platanoides 'Warwood') Crimson Spire (Quercus alba s.Q. robur 'Crimson-spire') 	<ul style="list-style-type: none"> District 2 (refer to text) Armstrong Red Maple (Acer rubrum 'Armstrong') Pacific Sunset Maple (Acer truncatum x A. platanoides 'Warwood') Norwegian Sunset Maple (Acer truncatum x A. platanoides 'Ke-Thorn') Pacific Sunset Maple (Acer truncatum x A. platanoides 'Warwood') Crimson Spire (Quercus alba s.Q. robur 'Crimson-spire') 	<ul style="list-style-type: none"> (any recommended street tree specie) Pyramidal European Hornbeam (Carpinus betulus 'Fastigiata') Yule Maple (Acer glaberrimum) Hogan Cedar (Thuja plicata 'Fastigiata') Pacific Dogwood (Cornus acutata) Indian Plum (Oemleria cerasiformis (Indian Plum)) Red Alder (Alnus rubra) 		
Species Characteristics	<ul style="list-style-type: none"> Average 12 in. tall Pollutant tolerant May provide storm water filtration Reflected Heat Tolerant Maintain growth within planting area at maturity 	<ul style="list-style-type: none"> Maximum 3 ft. tall Pollutant tolerant May provide storm water filtration Reflected Heat Tolerant Provide seasonal interest with fall color, blooms or fruits Maintain growth within planting area at maturity 50% Evergreen Year-Round 	<ul style="list-style-type: none"> Maximum 6 ft. tall Pollutant tolerant May provide storm water filtration Reflected Heat Tolerant Provide seasonal interest with fall color, blooms or fruits Maintain growth within planting area at maturity 50% Evergreen Year-Round 	<ul style="list-style-type: none"> Over 6 ft. tall Pollutant tolerant May provide storm water filtration Reflected Heat Tolerant Provide seasonal interest with fall color, blooms or fruits Maintain growth within planting area at maturity 50% Evergreen Year-Round 	<ul style="list-style-type: none"> District 1 (refer to text) Small to medium size (approx. 15-30 ft. tall) Columnar to pyramidal canopy Green leaves 	<ul style="list-style-type: none"> District 2 (refer to text) Medium to large size (approx. 25-40 ft. tall) Round to broad canopy Green leaves 	<ul style="list-style-type: none"> District 2 (refer to text) Medium to large size (approx. 25-40 ft. tall) Round to broad canopy Green leaves 		

* Tree specie may be used in street tree district 1 and district 2.

Street Trees

Street trees are intended to reduce dust and storm water runoff, provide shade, and improve the aesthetics of the roadway. If on-street parking is prohibited, street trees shall be planted within planting strips, located between the curb and sidewalk, and if on-street parking is allowed, street trees shall be planted within tree wells. All street trees must be well branched, single trunk specimens with a minimum 2-1/2 inch caliper that can be limbed up to allow for safe and convenient auto and pedestrian passage nearby.

Two street tree districts have been defined to complement adjacent land uses. The spacing, form, size and leaf color of street trees shall be consistent within each district as illustrated by Table 6, Street Tree Districts. District 1 is defined as the commercial area near the intersection of N.E. 223rd Avenue with Sandy Boulevard that extends from the west side of Fairview Creek to the west end of the commercially zoned parcels. In this area, street trees are small to medium in size (approx. 15-30 feet tall), have columnar to pyramidal canopies (form), green leaves (leaf color), and a maximum average spacing of 20 feet on center. District 2 is a large district that includes parcels to the east and west of the 223rd Avenue commercial area that are zoned for residential, commercial and industrial development. Within this district, street trees are medium to large in size (approx. 25-40 feet tall), have round to broad canopies (form), green leaves (leaf color) and a maximum average spacing of 30 feet on center. Refer to Table 6 Recommended Plant Species Matrix. If availability of tree species prohibits use of specified selections, a specie of similar size, form and leaf color presented to the City of Fairview/Wood Village Public Works Department for approval.

For street trees planted in tree wells, tree grates or landscaping must be installed to protect the root zone and achieve the desired aesthetic for the roadway. Tree grates must cover the entire tree well opening and installation must comply with manufacturers recommendations. For landscaping, groundcover must be planted to provide 90% cover within 3 years. Selected species must be able to withstand occasional foot traffic and grow to less than 1-foot in height at maturity. Refer to Table 6 Recommended Plant Species Matrix.

Street trees to be planted under utility lines are the exception to the suggested mature height for each district and selected species must comply with utility standards. Species selected must conform with other district requirements including habit and leaf color, but must also be an approved selection included in the publication *Planting Under Utility Lines*. Contact the City of Fairview/Wood Village Public Works Department or the Pacific Power & Light for a copy of this handbook.

Buffer Areas

Landscaped buffer areas will reduce heat, dust and storm water runoff as well as improve the aesthetics of undeveloped or natural areas adjacent to the corridor. Buffer areas include mitigation and storm water retention areas outside of the right-of-way and unpaved easements within the right-of-way (e.g. Oregon Department of Transportation 1-84 slope easements). All buffer areas shall be landscaped with a combination of trees, shrubs and groundcovers. Plantings are intended to beautify the roadway and in some cases provide a physical and/or psychological buffer from Interstate 84. Within 5 feet of pathways, trails and sidewalks, plantings must be low (3 feet maximum), and beyond this area plantings may increase significantly in size. (Refer to Table 6, Recommended Species Matrix.)

Plantings shall be 50% evergreen year round, provide seasonal interest with fall color, blooms or fruits, and at maturity maintain growth within the planting area. Area or corridor themes should be followed utilizing a unifying plant characteristic that coordinates with the palette and placement of other planted areas within and immediately adjacent to the right-of-way. Buffer plantings adjacent to

natural areas may be the exception to this rule since these plantings must be native to prevent invasive ornamentals from spreading into natural habitat areas. Plant placement shall also adhere to sight line requirements.

Other Issues

Inter-governmental Coordination

A number of issues will require coordination and cooperation between the various jurisdictions involved (Cities of Fairview and Wood Village, Multnomah County, ODOT) in order for consistent implementation of this corridor plan. Key areas for coordination include the following:

- Maintain land uses consistent with this plan
- Modify adopted street cross-section standards to allow the proposed cross-section, if necessary
- Implement the proposed street cross-section either in a coordinated plan or as development occurs
- Work together to secure funding for improvements either publicly, privately or a combination of the two

Chapter 19.70 — Corridor Commercial District (C-C)

- 19.70.010 Purpose.**
- 19.70.020 Permitted Land Uses 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.

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 – Code Interpretations.

<p align="center">Table 19.70.020.A Land Uses and Building Types Permitted in the Corridor Commercial District</p>		
<p>Residential: *</p> <p>a. Manufactured homes - individual lots [existing housing only]</p> <p>b. Residential care homes and facilities (CU)</p> <p>c. Family daycare (12 or fewer children) (CU)</p> <p>Public and Institutional: (CU)</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</p> <p>- antennas pursuant to Chapter 19.245</p> <p>k. Telecommunications equipment – monopoles (CU) pursuant to Chapter 19.245</p> <p>l. Uses similar to those listed above subject to applicable CU requirements</p> <p>3. Accessory Uses and Structures</p> <p>4. Commercial:</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 & 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>5. Industrial: *</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>
<p>Land uses marked with a * use the Special Standards for Certain Uses in Section 19.70.090. Land uses marked with a CU shall require a Conditional Use Permit according to Article 4</p> <p align="center">Land Uses Prohibited in the Corridor Commercial District</p> <p>Only uses specifically listed in 19.70.020, and uses similar to those in 19.70.020, are permitted in this district.</p>		

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 façade 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 (0) feet. There is no maximum front setback.
 2. **Rear Setbacks.**
 - a. **Minimum Setback.** The minimum rear setback for all structures shall be 0 feet for street-access lots, and 8 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 (1) 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, the landscaping and buffering requirements in Chapter 19.163, 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 4 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 – Landscaping and Fences and Walls.

19.70.040 Lot Coverage and Floor Area Ratio.

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

19.70.050 Site Layout and Building Orientation.

This section is intended to encourage the efficient use of space, and connectivity to parking areas. The standards, as listed on the following page and illustrated above, compliment the front setback standards in Section 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, below, 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 – Access and Circulation.
- C. Building Orientation Standard.** All of the developments listed in Section A 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.

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 'a' 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 8 feet in height without approval of a Conditional Use Permit.

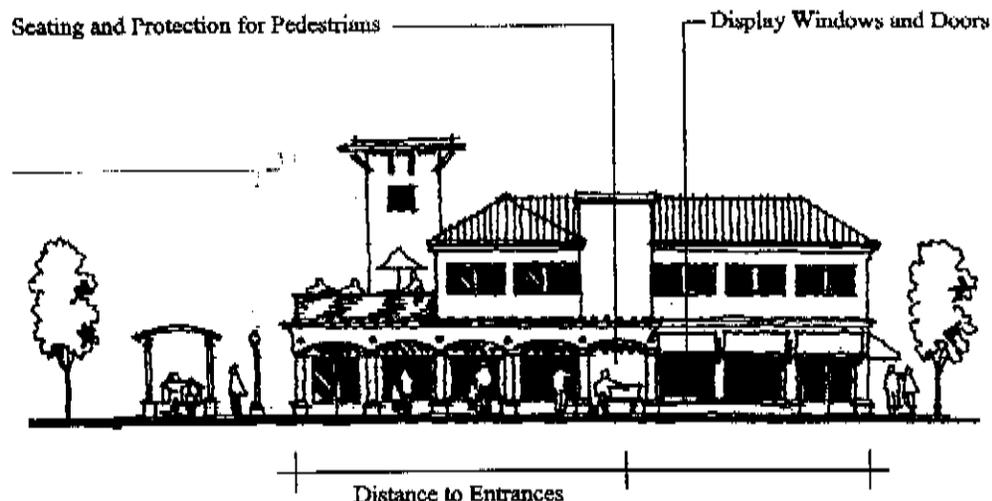
19.70.070 Architectural Guidelines and Standards.

- 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 a-d, below, 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 "c", below, shall apply to "Large-Scale Buildings and Developments", as defined in a-b:
 - a. Buildings with greater than 20,000 square feet of enclosed ground-floor space (i.e., "large-scale"). Multi-tenant buildings shall be counted as the sum of all tenant spaces within the same building shell; or
 - 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 a-b, 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 – 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.

19.70.080 Pedestrian and Transit Amenities.

- A. **Purpose and Applicability.** This section is intended to complement the building orientation standards in Section 19.70.050, and the street standards in Chapter 19.165, 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 1 through 5, below. 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 8 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 4 feet over a sidewalk or other pedestrian space).
 - 4. Public art which incorporates seating (e.g., fountain, sculpture, etc.).

5. Transit amenity, such as bus shelter or pullout, in accordance with the City's Transportation System Plan, Sandy Boulevard Corridor Refinement Plan, and guidelines established by Tri-Met.

19.70.090 Special Standards for Certain Uses.

This section supplements the standards contained in Sections 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, green houses, 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 19.70.020A. 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 Section 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 Section 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 5 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.

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. Wireless communication equipment shall also comply with required setbacks, lot coverage and other applicable standards of the Corridor Commercial District.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

October 11, 2019

City of Fairview
Attention: Sarah Selden
1300 NE Village Street
Fairview, OR 97024

Re: **Townsend Farms Zone Change**
Zone Change Transportation Analysis
Project Number 2190228.00

Dear Ms. Selden:

Mackenzie is providing this transportation letter in support of the proposed zone change for two (2) parcels located on the south side of NE Sandy Boulevard at the southern terminus of NE 230th Avenue, addressed at 23012 NE Sandy Boulevard in the City of Fairview, Oregon. The respective properties are identified as follows:

1N 3E 27B, Tax Lot 1100, 6.68 acres (290,980.8 SF)
1N 3E 27AC, TL 1000, 0.53 acres (23,086.8 SF),

The parcels are currently zoned Commercial Corridor (CC) and are proposed to change to the General Industrial (GI) zoning designation.

Specifically, a truck depot is interested in developing the property for storing tractor-trailers and dispatching drivers.

The properties are generally flat and suitable for industrial development use and are generally vacant. Tax lot 1100 has recently been used for truck parking.

Neither of the above properties is within the Townsend Business Park Subdivision, so they are not subject to the Transportation Management Plan (TMP) for that subdivision.

STATE OF OREGON TRANSPORTATION PLANNING RULE

This analysis addresses Transportation Planning Rule (TPR) requirements outlined in Oregon Administrative Rule (OAR) 660-012-0060(2), which states that if an amendment to a functional plan, comprehensive plan, or a land use regulation significantly affects an existing or planned transportation facility then the local government "... must ensure that allowed land uses are consistent with the identified function, capacity and performance standards of the facility..."

In order to determine if a zone change would have a significant effect on transportation facilities, the number of peak-hour trips is typically considered. A detailed review of the outright allowed uses in the existing zone compared with the outright allowed uses in the proposed zone found the proposed zoning would have no increase in trip generation over the current use and zoning.



City of Fairview
Townsend Farms Zone Change
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For purposes of this analysis, we focused on the weekday morning and evening peak hours of the subject property and adjacent roadways, which are expected to occur between 7:00-9:00 AM and 4:00-6:00 PM, based on historical data collected by the Institute of Transportation Engineers (ITE) for typical industrial and commercial related land uses.

MULTNOMAH COUNTY TRANSPORTATION IMPACT

Similar to the TPR, Multnomah County has a desire to determine if proposed zone changes result in the potential ability for a transportation impact. Multnomah County Road Rules 3.000 defines a transportation impact as any new construction or alteration which increases the number of trips generated by a site by more than 20 percent, by more than 100 trips per day, or by more than 10 trips in the peak hour.

In order to determine if the zone change would have a transportation impact, the number of peak-hour and daily trips was considered. A detailed review of the outright allowed uses in the existing zone compared with the outright allowed uses in the proposed zone found the proposed zoning would have no increase in trip generation over the current use and zoning.

LAND USE ASSUMPTIONS

The uses allowed outright under both the existing zoning and proposed zoning scenarios were considered for the purposes of estimating trip potential.

Existing Zoning (Corridor Commercial – CC)

The City of Fairview Municipal Code Section 19.70.020 summarizes the allowed uses in the Corridor Commercial (CC) zone. A copy of this section is attached for reference. Based on our review of allowed uses, we believe a shopping center would generate the highest number of trips.

Proposed Zoning (General Industrial – GI)

The City of Fairview Municipal Code Section 19.85.020 summarizes the allowed uses in the General Industrial (GI) zone. A copy of this section is attached for reference. For purposes of determining the potential trip generation, we considered all uses in the zone and found that light manufacturing uses would have the highest trips. It is understood that commercial uses can be conditionally allowed within the General Industrial zone, but only as a minor component to a larger industrial use; therefore, this potential combination of uses would have a small impact on trip generation and was not analyzed in further detail.

TRIP GENERATION

Trip generation estimates for the existing and proposed zones have been prepared by applying trip rates from the *ITE Trip Generation Manual, 10th Edition*, to the assumed uses. The areas of potential shopping center and manufacturing buildings have been estimated using typical floor area ratios as described below. The total area subject to the zone change is 314,067.6 SF. A copy of the detailed trip generation estimates is attached.

City of Fairview
Townsend Farms Zone Change
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Existing Zoning

For the existing zoning analysis scenario, Shopping Center (LUC 820) is estimated to generate approximately 68 AM peak-hour, 275 PM peak-hour, and 2,727 weekday trips.

This assumes a floor area ratio (FAR) of 23% for a shopping center, which results in 72,200 SF of building area.

We would note shopping centers have low rates for the AM peak hour in the Trip Generation Manual, while some of the allowed uses, such as supermarkets and quick service restaurants, could have higher trip numbers in the morning. To better estimate the potential impact of retail development in the AM peak hour, we have also considered a scenario with a 3,000 SF fast food restaurant with drive-through in place of 6,000 SF of shopping center. The revised AM peak-hour trip estimate is 183.

Proposed Zoning

For the proposed zoning analysis scenario, General Light Industrial (LUC 110) is estimated to generate 58 AM peak-hour, 47 PM peak-hour, and 593 weekday trips.

This assumes a floor area ratio (FAR) of 45% for a general light industrial building, which results in 141,300 SF of building area.

SUMMARY

The proposed zone changes to General Industrial (GI) for the two (2) subject properties would result in the potential for fewer daily and peak-hour trips as compared to the uses that would be allowed with the existing zoning (CC). Based on this analysis, the zone change would have no significant effect on the transportation system, and no further analysis is required.

If you have any questions regarding our analysis, please do not hesitate to contact me.

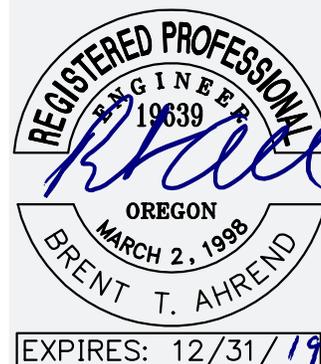
Sincerely,



Brent Ahrend, PE
Associate Principal | Traffic Engineer

Enclosure(s): CC and GI Zoning Use Tables, Trip Generation Estimates, Site Plan

c: Seth Lenaerts, Lee Leighton, James Abbott – Mackenzie



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>1. Residential*</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>2. Public and Institutional (CU)</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>3. Accessory Uses and Structures</p> <p>4. Commercial</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>5. Industrial*</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>
<p>Land uses marked with an asterisk (*) use the special standards for certain uses in FMC 19.70.090.</p> <p>Land uses marked with a CU shall require a conditional use permit according to Article IV of this title.</p>		

(Ord. 6-2001 § 1)

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 19.85.020.A

Land Uses Types Permitted in the General Industrial District

<p>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</p> <p>2. Residential* One caretaker unit shall be permitted for each development, subject to the standards in FMC <u>19.85.070(B)</u>. 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</p> <p>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).</p>	<p>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)</p> <p>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 f. Uses similar to those listed above</p>	<p>5. Wireless Communication Equipment – subject to the standards in Chapter 19.245 FMC</p> <p>6. Accessory Uses and Structures</p> <p>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 <u>19.85.020</u>, 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</p>
<p>Land uses with an asterisk (*) are subject to the standards in FMC <u>19.85.070</u>, Special standards for certain uses.</p> <p>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.</p>		

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. (Ord. 6-2001 § 1)

SHOPPING CENTER

Condition	ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Existing Zoning	820	Shopping Center	72.20 KSF	42	26	68	132	143	275	2,726

GENERAL LIGHT INDUSTRIAL

Condition	ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Proposed	110	General Light Industrial	141.3 KSF	51	7	58	6	41	47	593

ALTERNATE MIXED USES FOR EXISTING ZONING

Condition	ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Existing Zoning	820	Shopping Center	66.2 KSF	38	24	62	121	131	252	2,499
Existing Zoning	934	Fast-Food Restaurant w/ Drive-Through Window	3.00 KSF	63	58	121	50	48	98	1,413
TOTALS			69.2 KSF	101	82	183	171	179	350	3,912



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VINCINITY
TOWNSEND FARM
23012 NE SANDY BLVD.
TOWNSEND FARM
FAIRVIEW, OR

FIGURE
1

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1620 SE 190th Avenue, Portland, Oregon 97233-5910 • Phone (503) 988-5050 • Fax (503) 988-3321

MEMORANDUM

TO: Lauren Scott, Contract Planner, City of Fairview

CC: Lee Leighton, Mackenzie, applicant's representative
Michael E. Townsend, Townsend Farms, Inc, property owner/applicant
Kerry Rea, Townsend Farms, Inc, property owner/applicant
Jessica Berry, AICP, Interim Transportation Planning and Development Manager, Multnomah County
Rick Buen, Transportation Engineer, Multnomah County

FROM: Natalie Warner, Transportation Planner, Multnomah County

DATE: January 17, 2020

SUBJECT: City File No: 2019-60-ZC-CPA (County Case No: EP-2019-12822) Finds and Conditions for Proposed Comprehensive Plan and Zoning Map Change at 23012 NE Sandy Blvd Parcels 1000 and 1100 in Township 1 North, Range 3 East, Section 27

Multnomah County Transportation Planning and Development has reviewed the above reference application materials and provides the following findings and conditions of approval in support of approving the application. Please feel free to contact me at 503-988-5050 or ROW.permits@multco.us if you have any questions.

The comments provided in this memorandum are based on the project description provided in the application materials. While every effort has been made to identify all related standards and issues, additional issues may arise and other standards not listed may become applicable as more information becomes available. The scope of this approval is therefore limited to the items that were reviewed as part of this application process.

The subject proposal consists of Fairview comprehensive plan and zoning map amendments for the property located at 23012 NE Sandy Blvd, Parcels 1000 and 1100. The application is only for the amendment to the Comprehensive Plan map and rezone, and no specific development is being considered at this time. Specifically the proposal is to:

1. Change the City of Fairview Comprehensive Plan map from Commercial to General Industrial on tax lots 1000 and 1100 in 1N3E27
2. Rezone the same parcels in from Corridor Commercial (CC) to General Industrial (GI)

The subject properties are located east of the intersection of NE Sandy Blvd and SE 223rd Ave. NE Sandy Blvd and SE 223rd Ave are Multnomah County roads. NE Sandy Blvd is functionally classified as a Minor Arterial facility. SE 223rd Ave is functionally classified as a Major Collector facility.

Transportation Impact

A transportation impact is defined in MCRR Section 3.000 as any new construction or alteration which increases the number of trips generated by a site by more than 20 percent, by more than 100 trips per day, or by more than 10 trips in the peak hour. A minimum increase of 10 new trips per day is required to find a transportation impact.

A transportation impact study over the 20-year planning horizon is required for all changes to zones that would allow for a more intensive use of a site(s) than allowed by the site's existing zoning (MCRR 6.300). It is the understanding of County staff that a change of zone from Corridor Commercial (CC) to General Industrial (GI) may allow for more intensive uses of the subject property than currently allowable. Associated traffic impacts resulting from allowed uses in the new zone also have the potential to affect the adjacent county road network, including NE Sandy Blvd and SE 223rd Ave.

County staff have reviewed the Traffic Letter, submitted as Exhibit G in the land use application materials. The Traffic Letter assumes that the most intensive potential use of the site with the proposed zone change would be General Light Industrial. However, the Fairview Development Code allows for up to 5,000 square feet of retail or commercial services uses in the GI District, including a convenience market, which has substantially higher potential trip generation than a General Light Industrial building. A 5,000-square-foot convenience market would generate more trips than would the 141,300-square-foot general light industrial building that the Traffic Letter considers. However, retail and commercial services are also permitted in the site's current zoning district, the CC District. None of the permitted uses in the GI District have higher potential trip generation than uses permitted in the CC District. Therefore, County staff find that the proposed zone change would not have a Transportation Impact.

There is currently no development on the site. Construction of a new use on the site will result in a Transportation Impact. At the time that the applicant comes in with a proposed use on the site, the County will have additional requirements associated with the Multnomah County Road Rules and Design and Construction Manual.