



PLANNING COMMISSION

November 13, 2024

Regular Meeting | 7:00 p.m.

Troutdale Police Community Center – Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

Agenda

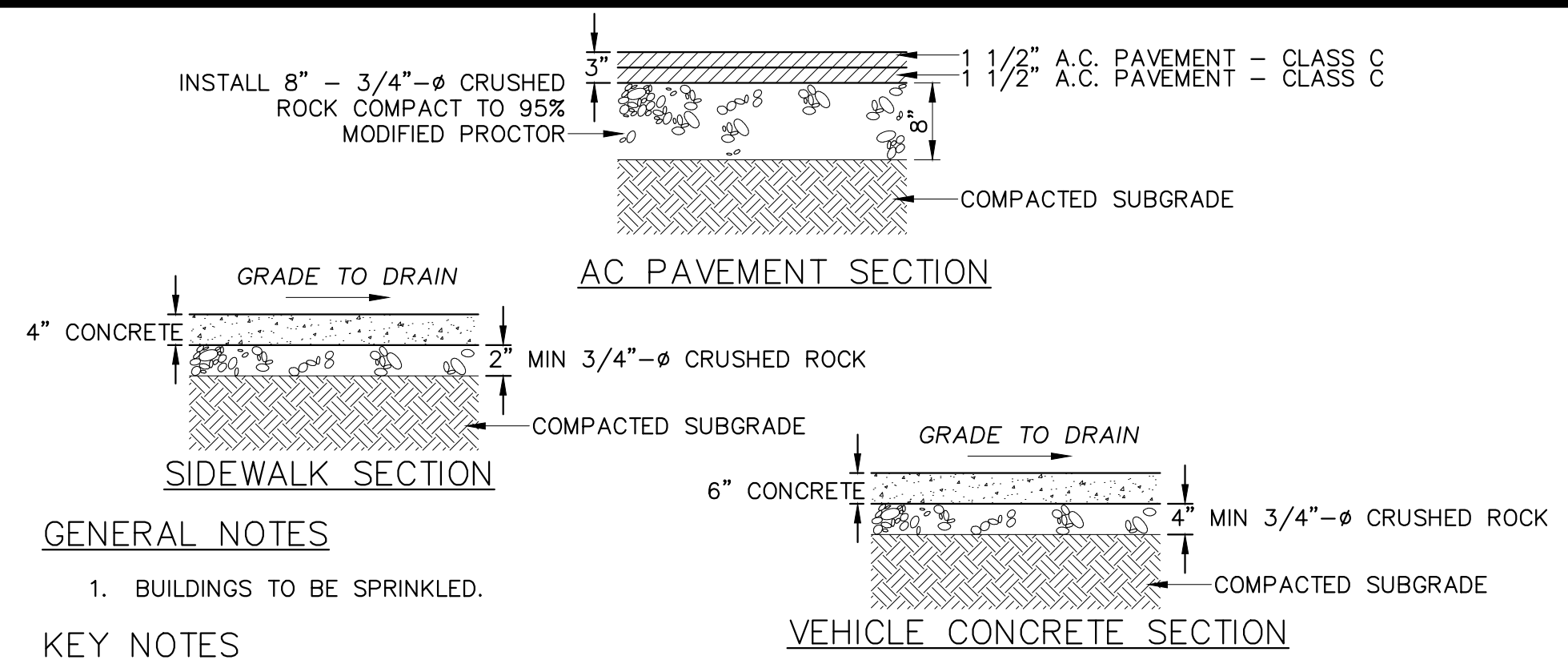
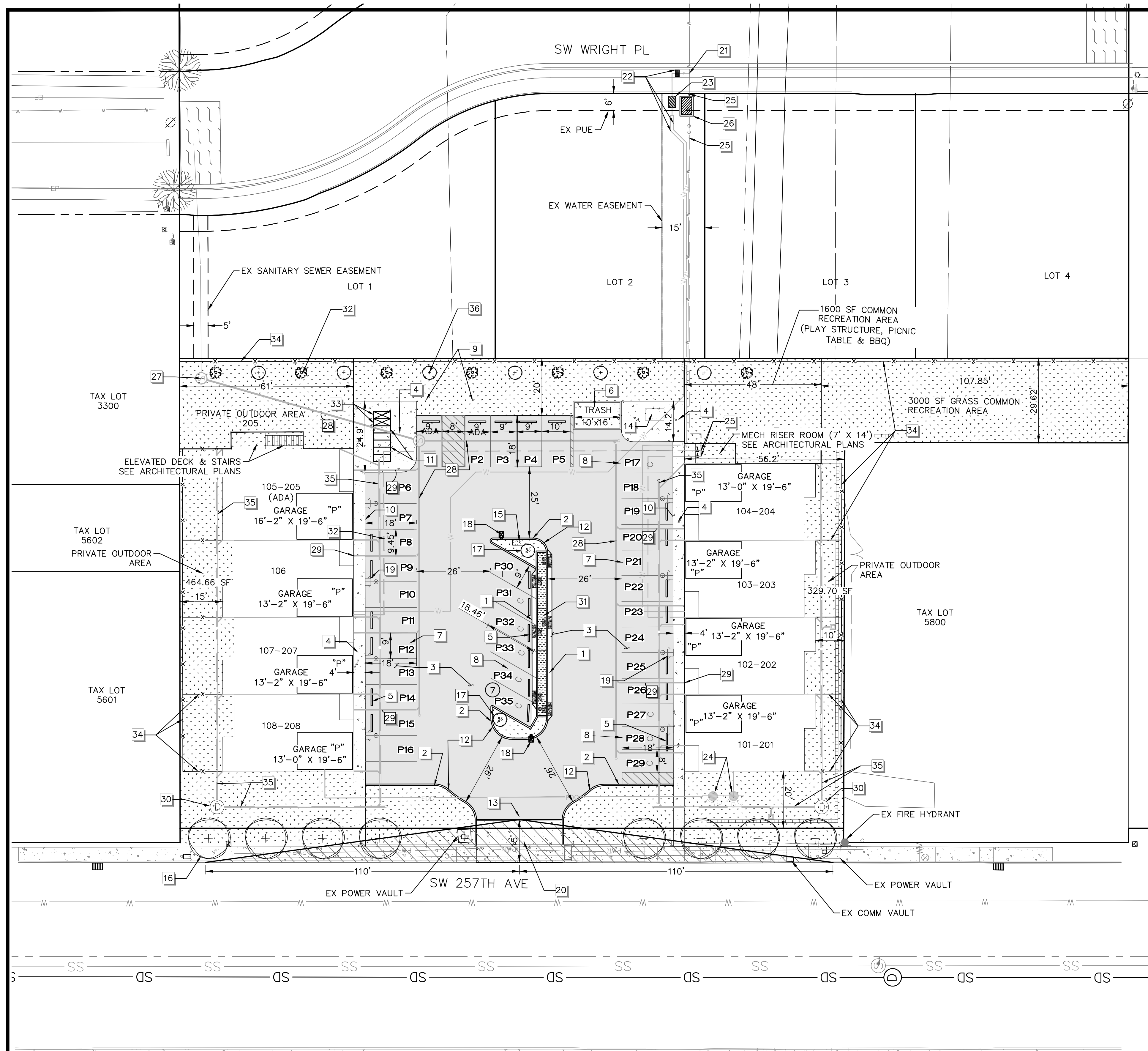
1. Call to Order, Roll Call, & Pledge of Allegiance
2. Public Comment on Non-Agenda Items
3. Public Hearing
 - a. LU-0014-2024 VAR, SDR – Cherry Park East Apartments – **UPDATED STAFF REPORT**
4. Presentation Erika Palmer, Community Development Director & Marlee Boxler, Economic Development Coordinator
 - a. Downtown Parking Study Presentation
5. Staff Communications
6. Commissioner Comments
7. Adjournment

Participation

The public may attend the meeting in person or via Zoom using the link below. Full Zoom details, including call-in information is available [online here](#).

This meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting to the City of Troutdale (comdev@troutdaleoregon.gov or 503-665-5175).

Next Meeting: Wednesday, December 11, 2024, at 7:00 p.m.



GENERAL NOTES

1. BUILDINGS TO BE SPRINKLED.
2. THICKENED CURB & GUTTER FRONTING PLANTER PER DETAIL ON SHEET 8.
3. STANDARD STRAIGHT CURB PER DETAIL ON SHEET 9
4. AC PAVED PARKING AND DRIVE AISLE PER PER SECTION DETAIL THIS SHEET.
5. CONCRETE SIDEWALK PER SECTION DETAIL THIS SHEET, USE VEHICLE CONCRETE SECTION FOR CONCRETE DRIVEWAYS AND DRIVE THROUGH.
6. CONCRETE WHEEL STOPS PER DETAIL ON SHEET 9 (TYP)
7. TRASH ENCLOSURE IS SIZED FOR BOTH TRASH AND RECYCLING. IT WILL BE CONSTRUCTED WITH WOOD FENCING AND GATE WITH LATCHING DEVICE TO BE CLOSED AT ALL TIMES. CONCRETE PAD WITH POSITIVE DRAINAGE TO AC PARKING AREA.

KEY NOTES

7. 9' X 18' PARKING STALL (TYP)
8. 8' X 16' COMPACT STALL (TYP)
9. ADA STALL AND AND ACCESS AISLE
10. EDGE OF PAVEMENT FLUSH WITH SIDEWALK ALONG BUILDING FRONTAGE
11. BICYCLE PARKING: 5 SPACES
12. "NO PARKING FIRE LANE" STRIPING
13. 30' WIDE DRIVEWAY PER DETAIL ON SHEET 10, SEE SPOT GRADING PLAN ON SHEET 5
14. POTENTIAL POWER VAULT LOCATION
15. POTENTIAL COMBINED MAILBOX LOCATION
16. STREET TREES-8 TOTAL (TYP)
17. ON-SITE TREES-2 TOTAL
18. ON-SITE LIGHTS-2 TOTAL
19. DOUBLE CONNECTION EV CHARGING STATION AND BOLLARD (TYP).
20. CLEAR VISION TRIANGLE
21. 2" POTABLE WATER SERVICE CONNECTION, SEE SHEET 7
22. 1 1/2" POTABLE WATER METER & 2" SERVICE LINES, SEE SHEET 7
23. POTABLE WATER BACKFLOW PREVENTER, SEE SHEET 7
24. FDC CONNECTION AND 4" LINE, SEE SHEET 7
25. FIRE CONNECTION AND 4" FIRE LINE, SEE SHEET 7
26. FIRE LINE BACKFLOW PREVENTER, SEE SHEET 7
27. CONNECT TO EX SANITARY LINE, SEE SHEET 7
28. 6" SANITARY LINE, SEE SHEET 7
29. 4" SANITARY SEWER LATERAL (TYP), SEE SHEET 7
30. STORMWATER DRYWELL, SEE SHEET 6
31. STORMWATER FACILITY, SEE DETAILS ON SHEET 8
32. AUTUMN BLAZE MAPLE (7 TOTAL)(TYP)
33. LONG-TERM BICYCLE PARKING: 2 SPACES TO BE CUSTOM BUILT, CEDAR AND PRESSURE TREATED LUMBER, COVERED LOCKING BIKE STORAGE UNITS 6 FEET X 2.5 FEET EACH.
34. GOOD NEIGHBOR FENCE: 6' WOOD (TYP)
35. 6" STORMWATER LINE, SEE SHEET 6
36. ARBORVITAE TREE (6 TOTAL)(TYP)

PARKING STATS

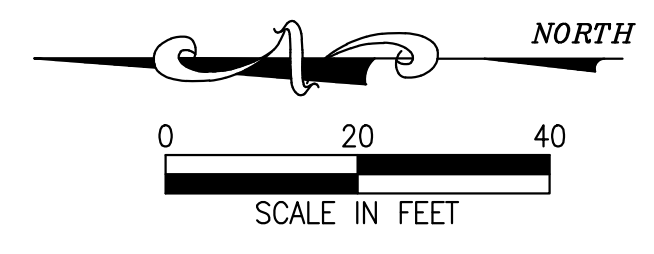
TOTAL PARKING:	24 - STANDARD
	9 - COMPACT
	8 - GARAGES-"P"
	2 - ADA STANDARD
	43 - TOTAL

LANDSCAPE STATS

PROJECT SITE:	41,336 SF (0.949 AC)
TOTAL LANDSCAPE:	13,013 SF (0.299 AC)
LANDSCAPE COVER:	31.5% (NOT INCLUDING STORM PLANTER)

LANDSCAPE PARKING STATS

LANDSCAPE:	211 SF (NOT INCLUDING STORM PLANTER)
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EXPIRES: 06/30/25
SIGNATURE DATE: -----

11/8/2024 12:37:04 PM B:\project files\projects\23-011 sw 257th townhomes\cad\sheets\23-011 composite site plan.dwg

DATE:	NO.	REVISION

DRAWN:	DESIGNED:	CHECKED: KAG
SCALE: AS SHOWN	DATE: APR 22, 2024	
PROJECT NO. E23-011		

FIRWOOD DESIGN GROUP
Reliable Engineering Solutions
359 EAST HISTORIC COLUMBIA RIVER HIGHWAY
TROUTDALE, OREGON 97060
(503) 668-3737

CHERRY PARK EAST LLC
4307 SE OXBOW PRWY
GRESHAM OR, 97080

SITE PLAN
1360 SW 257TH AVE
TROUTDALE OR 97060



DATE OF NOTICE: November 6, 2024

DATE OF HEARING: November 13, 2024

FILE NUMBER / NAME **LU-0014-2024 Cherry Park East Luxury Apartments**

APPLICATION TYPE Type III Variance, Site Development Review

PROJECT APPLICANT Tracy Brown PROPERTY OWNER Mike Halstead

PROJECT LOCATION 1360 SW 257th Ave TAX MAP / TAX LOT # 1N3E35AA -05717

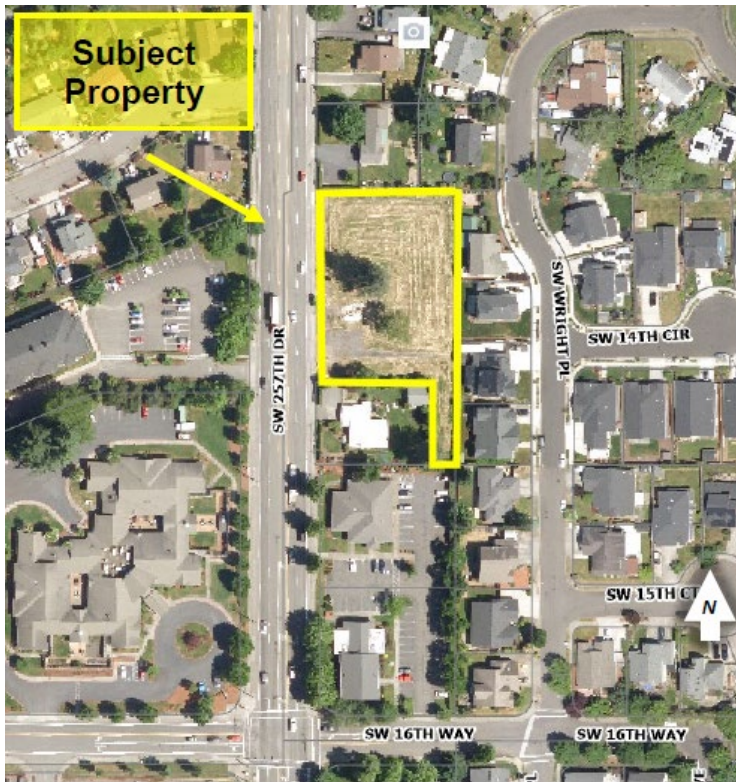
COMPREHENSIVE PLAN DESIGNATION High Density Residential (HDR) LAND USE ACTIVITY Multi-family Development

ZONING DISTRICT High Density Residential (HDR) OVERLAY DISTRICT n/a

PROPOSAL

The Applicant is seeking site development review and variance approval for a new multi-family housing development at 1360 SW 257th Ave. The proposed project includes 15 dwelling units and 43 off street parking spaces. The applicant is requesting two variances. The first variance is to reduce the northern side yard setback by 25% (from 20 feet to 15 feet). The second variance is to reduce the size of the required private outdoor space for all upper level units by 30% (from 60 square feet to 42 square feet).

VICINITY MAP



STREET VIEW – Google 2023



View of the subject property looking east from SW 257th Ave.

APPLICATION HISTORY

A pre-application meeting was held for this application (PRE-0005-2023) on August 17, 2023. The applicant submitted their application on May 23, 2024, and it was deemed complete June 24, 2024. The public hearing was scheduled for August 14, 2024 and the hearing was held on October 09, 2024. The hearing was continued to October 30, 2024, and then continued to November 13, 2024.

Parcel History

The subject parcel one had land use approval via a site development review for the construction of a senior living facility in 2018 (18-004). The land use approval has since expired, and the subject parcel has remained vacant.

PROCEDURE

This application will undergo a Type III quasi-judicial procedure. [TDC 2.060] This procedure requires a Public Hearing and Planning Commission review in order to be adopted. The Planning Commission is the decision-making entity for this application and may approve, approved with conditions, or deny this application. Nearby property owners, relevant review entities, and other stakeholders have been notified accordingly. [TDC 2.075 - 2.090]

APPLICABLE CRITERIA

Listed below are governing standards that shall apply:

- *Troutdale Development Code (TDC): Ch. 1* Introductory Provisions; **Ch. 2** Procedures for Decision Making; **Sec. 3.114** High-Density Residential (HDR) **Sec. 5.600** Erosion Control and Water Quality Standards; **Sec. 5.700** Stormwater Management; **Sec. 5.800** Public Improvements; **Sec. 6.900** Site Development Review; Sec.6.1300 Variance; **Ch.8** Development and Design Standards; **Ch.9** Off-Street Parking and Loading; Ch.17 General Provisions
- City of Troutdale Comprehensive Land Use Plan
- Construction Standards for Public Works Facilities
- Building and Fire Codes

REVIEW ENTITY COMMENTS

Listed below are review entities who received the Notice. If the entity provided comments, they can be found in a corresponding attachment.

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Review Entity	Comments
Planning	See Findings of Fact and Final Order
Public Works	See Attachment 1
Multnomah County Transportation	See Attachment 2

Review Entity	Comments
Mid County Lighting	See Attachment 3

PUBLIC COMMENTS

Travis Perala, July 12, 2024, Exhibit #1 and Exhibit #2

Summary of Comment: This comment expresses opposition to the two variances requesting reduced setbacks. While the comment does not list any specific code criteria, it states that reducing the setbacks will diminish the property values of the homes abutting the north and east property lines of 1360 SW 257th Ave. In addition to Travis Perala, 4 other residents have signed this letter.

Staff Response: This public comment does not refer to any specific code or approval criteria that staff can respond to.

Nick Rector, July 16, 2024, Exhibit #3

Summary of Comment: This comment states strong opposition to the variance reducing the eastern rear parking setback and notes how it will impact property value. The comment fails to address any specific code criteria. Rector also had a number of questions about the development which were answered by email on July 17, 2024.

Staff Response: This public comment does not refer to any specific code or approval criteria that staff can respond to.

RECOMMENDATION

Based upon review of the applicant’s submittal, review of the applicable code, and agency comments, staff recommends that planning commission vote for ***approval with conditions***

Staff has prepared a draft ***Findings of Fact and Final Order*** document, outlining how the decision criteria for this application were satisfied, along with proposed conditions of approval as outlined by the review entities. Any subsequent approvals from the City shall not be issued until all conditions listed in the attachments are adequately addressed as determined by the appropriate review entity. Planning Commission reserves the right to amend the draft and proposed conditions unless other governing documents or agreements state otherwise.

PROPOSED CONDITIONS OF APPROVAL

City of Troutdale Planning Division

1. Applicant shall be required to satisfy the comments made by review entities included in the corresponding staff report or shall work with Staff to reach an agreement between the parties.
2. The approval of case file LU-0014-2024 shall expire automatically two (2) years from the effective date of the decision unless the approval is enacted either through construction, establishment of use, or

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recordation of plat or survey within the specified time period. The effective date of the decision shall be the date of the Notice of Decision, unless such decision is appealed.

3. Per 8.060(A)(6) and (7), a landscaping plan shall be required at the time of building permit submittal.
4. Per TDC section 8.060(B)(1) further detail is needed regarding the garbage and recycling enclosure at the time of building permit submittal. Specifically, the applicant needs to specify the height of the fence surrounding the enclosure.
5. Per TDC 8.150(B)(7)(a), further detail is needed at the time of building submittal to ensure that no more than 50% of the required recreation area is passive open space, and to ensure that no play structure greater than 10 feet in height is located within the building setbacks
6. Per the requirements of TDC 9.060 and Troutdale Municipal Code 8.26, a lighting plan shall be required at the time of building permit submittal
7. Per the requirements of TDC 5.700 and the below Public Works comments, the applicant shall submit a detailed stormwater management report demonstrating compliance with the PSWMM including supporting calculations.
8. At the time of building permit submittal, the applicant shall indicate that 40% of all vehicle parking spaces can comply with OAR 660-012-0410.

City of Troutdale Public Works

1. Applicant shall abandon the existing water service to the site as directed by and in collaboration with City forces.
2. Applicant shall install the commercial water service assembly, meter, fire line, and fire backflow protection vault to serve the site. Installation will occur in the existing easement and will require a UTIL permit from the City. Applicant shall coordinate closely in advance with the affected resident.
3. The applicant shall decommission any existing private water wells on the site in accordance with Oregon Water Resource Department requirements.
4. Applicant shall decommission any existing underground storage and/or septic tanks on the property in accordance with DEQ requirements
5. Applicant shall submit with the building permit applications a detailed stormwater management report demonstrating compliance with the PSWMM, including supporting calculations
6. All UIC's shall be registered (or permitted) through DEQ in accordance with DEQ requirements and may require pretreatment prior to infiltration.
7. The applicant shall prepare and submit an operation and maintenance plan for the stormwater quality facility(s) prior to receiving a Certificate of Occupancy.
8. Applicant shall cure all existing defects (if any) in the public sidewalk on the frontage of the property prior to Certificate of Occupancy.

Multnomah County Transportation Division

1. This Road Rules Variance is only effective on approval of the corresponding land use application with the City of Troutdale (LU-0014-2024).
2. This Road Rules Variance decision expires two (2) years from the effective date (Land Use decision plus any appeal periods), unless condition 3 is satisfied and/or the corresponding land use decision (LU-0014-2024) becomes ineffective.
3. The applicant will need to ensure that the sidewalks along the site frontage on SW 257TH Ave are 6 feet wide and curb ramps and slopes, particularly at the driveway entrance, meet current ADA requirements (MCRR 6.100 B; DCM Table 2.2.1).
 - a. Applicants are required to contact the County Transportation Engineer (row.permits@multco.us) to verify whether standards are met.

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- b. Applicant may be required to submit a “ROW-General” or “ROW-Construction” permit application via the County’s Permit Portal, for these frontage improvements, based on the County Transportation Engineer’s verification review.
- c. The “ROW-General” or “ROW-Construction” required for the new driveway entrance construction will also serve as a ROW Access/Encroachment permit required under MCCR 18.250. No additional permits will be required.

Mid County Lighting

1. Per the District’s Administrative rules, the applicant will be required to submit a Lighting Level Review to the Multnomah County Permit Portal with photometric calculations to assess the lighting levels for all public streets and intersections within their proposed project area frontage. We strongly encourage a review of our Lighting Level Review Instructions prior to submitting the form. If you have not created an account on the Permit Portal for a previous project, you will need to create an account before submitting the Lighting Level Review to the District. The current lighting level for all public streets must meet Districts standards outlined on page 9, Section 5.120 of our Administrative Rules. If District standards are not met, the applicant will need to enter into a Construction Permit with the District to bring the lighting levels to current District standards

Gresham Fire

Building permit plans shall include a separate “fire access and water supply plan” indicating all of the following:

1. Prior to applying for a building permit provide a fire flow test and report per Oregon Fire Code Appendix B. Fire flow for multifamily buildings varies based on construction type and square footage. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. **OFC 507.3 & B-101.1; OFC App B Table B105.1.**
2. Temporary addresses of 6” shall be provided at EACH construction entrance prior to ANY construction materials arriving on site. Prior to building finals, a 6” permanent address placard will be required per the Gresham Fire Addressing Policy. **OFC 505 & 1401**
3. A PUBLIC fire hydrant is required to be within 225 feet of the main entrance driveway. For building equipped throughout with an approved automatic sprinkler system, the furthest point on each building shall be no more than 600 feet from a hydrant. Show on the building plans where the nearest existing and new hydrants are located. **OFC Appendix C and 507**
4. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.
5. A fire hydrant shall be within 50 feet of the fire sprinkler system “FDC”. **OFC Appendix C 102.2 & NFPA 13E**
6. PIV and FDC shall be located no closer than 40’ to any structure. For buildings less than 40 ft (12 m) in height, a post indicator valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the post indicator valve. **NFPA 24 5.9.5.1 & 6.2.9(1)(a); GFD Underground Fire Supply Guide**
7. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches . The access roads shall be constructed and maintained prior to and during construction. The minimum width is 26’ wide for locations where buildings are over 30’ in height measured to the eave of a pitched roof. **OFC 1410, 503.2.1 & D103.1**
8. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer’s letter stating the access road meets those requirements at time of building permit submittal. **OFC, Appendix D, Section D102.1**

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9. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. **OFC 503.2.4**
10. "No Parking Fire Lane" signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. **OFC D 103.6**
11. If a gate is installed on a fire access road, it must meet the requirements of the Gresham Fire Gate Policy. **OFC 506.1**
12. Fire access roads exceeding 150' require an approved turnaround. Per the site plan, It appears that this fire access road measures at 150 feet and would not require a turn-a-round. **OFC, Appendix D, Section D103.+**
13. A KNOX box will be required at each fire sprinkler riser room. If temporary construction gates are used, a KNOX exterior padlock will need to be installed for the duration of its use. These can be purchased at knoxbox.com/greshamfd **OFC 506.1**
14. Property must have approved address numbers that are legible and visible at all times from the street fronting the property. Numbers shall be visible from both directions at the street entrance, this may require a two-sided sign at the street. **OFC 505.1**

GENERAL INQUIRIES

For more information, please contact Nik Ramstad at 503-674-7261 or nik.ramstad@troutdaleoregon.gov .

For building and trade permit inquiries please contact heather.jones@troutdaleoregon.gov



FILE NUMBER / NAME	LU-0014-2024 Cherry Park East Luxury Apartments		
APPLICATION TYPE	Type III Variance, Site Development Review		
PROJECT APPLICANT	Tracy Brown	PROPERTY OWNER	Mike Halstead
PROJECT LOCATION	1360 SW 257th Ave	TAX MAP / TAX LOT #	1N3E35AA -05717
COMPREHENSIVE PLAN DESIGNATION	High Density Residential	LAND USE ACTIVITY	Multi-Family Development
ZONING DISTRICT	HDR - High Density Residential	OVERLAY DISTRICT	None

PROPOSAL

The Applicant is seeking site development review and variance approval for a new multi-family housing development at 1360 SW 257th Ave. The proposed project includes 15 dwelling units and 43 off street parking spaces. The applicant is requesting two variances. The first variance is to reduce the northern, side yard setback by 25% (from 20 feet to 15 feet). The second variance is to reduce the size of the required private outdoor space for all upper level units by 30% (from 60 square feet to 42 square feet).

PROCEDURE

This application will undergo a Type III quasi-judicial procedure. [TDC 2.060] This procedure requires a Public Hearing and Planning Commission review in order to be adopted. The Planning Commission is the decision-making entity for this application and may approve, approved with conditions, or deny this application. Nearby property owners, relevant review entities, and other stakeholders have been notified accordingly. [TDC 2.075 - 2.090]

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Staff Response: This public comment does not refer to any specific code or approval criteria that staff can respond to.

FINDINGS OF FACT

- Planning Commission received public testimony from Staff, the Applicant, and members of the public at the October 09, 2024, October 30, 2024, and November 13, 2024 hearings.
- The Findings of Fact contained herein are derived from the specific decision criteria outlined in Section 6.900 and Section 6.1300 of the Troutdale Development Code and are hereby adopted as the Findings of Fact in this matter.
- The Final Order has been reached and [REDACTED] of the application [REDACTED] is hereby issued.

FINDINGS OF FACT–Site Development Review [TDC 6.900]

6.920 In order to approve a site development review application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the proposal is consistent with the applicable approval criteria (A) and (B).

A1. The application complies with all of the applicable provisions of the underlying zone and overlay zone(s), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards, or a variance or adjustment is granted.

3.114 High Density- Residential zoning district

FINDING 1: Multi-family development is an outright permitted use per TDC 3.120. **As such, this criterion is met.**

3.130(E)(1) Minimum lot size. For 15 to 37 dwelling units, the minimum lot area shall be 41,000 sq ft plus 2,000 sq ft for each unit over 15.

FINDING 2: The applicant is proposing 15 dwelling units, and the lot area of the subject parcel is 41,338 sq ft per Multnomah County records, and the applicant’s narrative. Based on the above provision, 41,000 square feet for 15 dwelling units meets the minimum lot area requirements of this code. **As such, this criterion is met.**

3.130(E)(2) Minimum lot width: sixty (60) feet at the front setback line.

Finding 3: The lot width at the front setback line of the subject property is approximately 230 feet in width. 230 feet exceeds the minimum lot width requirement of 60 feet. **As such, this criterion is met.**

3.130(E)(3) Minimum lot depth. Ninety (90) feet when there is approved street access.

Finding 4: The lot dept of the subject parcel is approximately 165 feet. 165 feet exceeds the minimum lot depth requirement of 90 feet. **As such, this criterion is met.**

3.130(E)(4) Minimum lot frontage: Twenty (20) feet.

Finding 5: The lot frontage of the subject parcel is approximately 230 feet. 230 feet exceeds the minimum lot frontage requirement of 20 feet. **As such, this criterion is met.**

CITY OF TROUTDALE | Findings of Fact & Final Order

3.130(E)(5) and (6) Minimum Density and Maximum Density. The density and lot size table of TDC3.130(E)(6) states that for 15 to 37 dwelling units, the minimum lot area is 41,000 square feet plus 2,000 square feet for each unit over 15.

FINDING 6: The applicant proposes 15 dwelling units on a 41,338 square foot lot, which is compliant with the above density requirements. **As such, this criterion is met.**

3.130(E)(7)(a) Front yard setback: minimum of twenty (20) feet.

Finding 7: The applicant's site plan demonstrates a 20 foot front setback from SW 257th Ave. **As such, this criterion is met**

3.130(E)(7)(b)(i) and (ii) Side yard setback: Adjoining the HDR zoning district or a non-residential district the minimum side yard setback is 5 feet. Adjoining a different residential zoning district, the minimum side yard setback is two times (for two story construction) or three times (for three story construction) the minimum required side yard setback of the adjoining residential district but not less than twenty (20) feet.

Finding 8: The subject property has two side setbacks, one to the north and one to the south. The southern side setback adjoins the HDR district, resulting in a side setback requirement of 5 feet. The applicant has provided a site plan that demonstrates 10 feet of space from the south property line to the closest structure. **As such, this criterion is met**

The northern side setback abuts the LDR-1 and MDR residential zones. The buildings adjacent to the MDR zones are three stories, and the building adjacent to the LDR-1 zone is two stories. The required side setback for the three story buildings is 3 times the MDR required side yard setback of 5, resulting in a 15 foot setback. Because the above provision states that the setback may be no less than 20 feet, the required setback of the three story buildings abutting the MDR zone is 20 feet. The two story building abuts both the MDR and LDR-1 zone. Per TDC section 17.090 Conflicting Regulations, when conditions imposed by this code contradict one another, the more restrictive provision shall govern. In this specific case, the LDR-1 zone offers the more restrictive requirement with a side setback of 10 feet. 2 times 10 results in a 20 foot setback. The required side setback for the three story and two story buildings is 20 feet. The applicant's site plans demonstrate a 15 foot setback., which does not meet the minimum required setback. The applicant has submitted a type III variance request as a part of this application. **As such, this criterion can be met upon variance approval.**

3.130(E)(7)(d)(e)(i) Rear yard setback. When adjoining a different residential district, the minimum rear yard setback is one and a half times (for two-story and greater construction) the minimum rear yard setback of the adjoining residential district but not less than 20 feet.

Finding 9: The subject property abuts the LDR-2 zone, which has a rear yard setback of 20 feet. Based on the above provision, one and a half times 20 results in a required rear setback of 30 feet. As demonstrated on the site plan, both buildings will be located outside of this 30 foot required rear setback. **As such, this criterion is met**

3.130(E)(8) Height Limitation. The maximum height of a structure shall be thirty-five (35) feet.

Finding 10: Based on the supplied plans, the highest proposed building height is 33 feet and 11.5 inches. 33 feet falls within the maximum height limit of 35 feet. **As such, this criterion is met**

A2 The proposal includes required upgrades, if any, to existing development that does not comply with the applicable land use district standards, pursuant to Section 5.300 Nonconforming Uses

Finding 11: The subject property currently does not have any nonconforming uses. **As such, this criterion is met**

A3 The proposal complies with all of the applicable site design and development standards of this Code, such as landscaping and parking.

8.030 Pedestrian Walkways. All industrial parks, commercial developments, and community service uses shall meet the following requirements for pedestrian walkways:

Finding 12: The proposed development is multi-family, and not an industrial park, commercial development, or community service use. **As such, this criterion is not applicable.**

8.040(B) Transit Facilities Standards. All commercial and community service development, and any industrial development designed to accommodate fifty (50) or more employees and located on parcels...

Finding 13: The proposed development is a multi-family development, the above provisions regarding transit facilities does not apply. **As such, this criterion is not applicable.**

8.060 Landscaping and Screening

8.060(A)(1) Minimum Basic Improvements. The minimum area of a site to be retained in landscaping shall be as follows: 25% for multi-family residential.

Finding 14: The submitted plans show that 31.5% of the site will be landscaped, which exceeds the above provision. **As such, this criterion is met.**

8.060(A)(2) For multi-family residential development and mixed-use development, usable recreation areas shall be provided for development containing more than five (5) dwelling units at the rate of two hundred (200) square feet per dwelling unit. Such areas shall be counted as part of the required landscaping percentage. Examples include, but are not limited to, playgrounds, exercise trails, swimming pools, etc.

Finding 15: The proposed development has 15 dwelling units. 15 times the required 200 square feet of usable recreation area results in 3,000 required square feet of usable recreation area. The provided plans show a total of 3,726 square feet of usable recreation area which exceeds the minimum requirement. **As such, this criterion is met.**

8.060(A)(3) Except for portions approved for parking, loading, or traffic maneuvering, a required setback area abutting a public street, and open area between the property line and the roadway in the public street, shall be landscaped. This landscaping shall be counted as part of the required landscaping percentage, except for that portion of the landscaping within the street right-of-way.

Finding 16: The submitted plans demonstrate that the required setback area abutting the public street (257th Ave) is to be landscaped. **As such, this criterion is met.**

8.060(A)(4): Site-obscuring shrubbery or a berm, wall, or fence shall be placed along the boundary of each classification of zone, i.e. residential, commercial or industrial, and around unsightly areas such as a trash or equipment storage area, or an outdoor industrial or commercial activity.

Finding 17: The applicant has stated that a 6 foot wooden fence will be constructed around the three sides of the property that abut residential zones. Any future fence shall be built in compliance with the standards set forth in TDC 5.050. Additionally, the applicant's site plans indicate that the trash area will be enclosed with wooden fencing and a latching gate. **As such, this criterion is met.**

8.060(A)(5): Landscaping that is required by a land use approval shall be irrigated to ensure the survivability of the landscaping.

Finding 18: In the narrative, the applicant has indicated that the landscaping will either be irrigated by hand or via an underground system. In the event that the irrigation is to occur via an underground system, the applicant will acquire any necessary permits before installing such a system. **As such, this criterion is met.**

8.060(A)(6) and (7) At least seventy-five percent (75%) of the required landscaping area shall be planted with a suitable combination of trees, shrubs, or evergreen groundcover. Plant Material.

Finding 19: The submitted plans and applicant narrative demonstrate that at least 75% of the landscaping area shall in conformance with the two above provisions, however not all of the vegetation species are specified. A landscaping plan will be required at the time of building permit submittal to confirm compliance with these sections. **As such, this criterion can be conditionally met.**

8.060(A)(8) Landscaped areas may include architectural features or artificial groundcovers such as sculptures, benches, masonry, or stone walls, fences, rock groupings, bark dust (medium coarse), decorative hard paving, and gravel areas, interspersed with planted areas. The exposed area developed with such features shall not exceed twenty-five percent (25%) of the required landscaped area. Artificial plants are prohibited in any required landscaped area.

Finding 20: In the narrative, the applicant states that no artificial plant materials will be used in any required landscape areas. **As such, this criterion is met.**

8.060(A)(9) Existing trees with a six (6) inch DBH or greater shall be preserved except when removal is specifically authorized by the Site and Design Review Committee or in the development approval.

Finding 21: Tree removal is not a part of the applicant's proposal. **As such, this criterion is not applicable.**

8.060(A)(10) The area of the vegetation corridor on a site being developed counts toward the required landscape area.

Finding 22: The subject property contains no vegetation corridor. **As such, this criterion is not applicable.**

8.060(B)(1) Garbage and Recycling Container Enclosures. Screening: All enclosures for garbage and recycling containers must be screened from public view. Screening shall consist of six (6) foot high walls constructed of any of the following materials: cyclone fencing with slats, wooden fencing, concrete blocks, or materials other than the above mentioned as approved on a case-by-case basis.

Finding 23: The site plan shows a 10x16 sq ft trash and recycling enclosure that is constructed with wood fencing and a latching gate. The applicant's narrative and plans do not include details regarding the height of the fence. Per the above provision, the height of the garbage and recycling enclosure shall be six feet in height. **As such, this criterion can be conditionally met.**

8.060(B)(2) Gates. Gates must meet the following requirements: (a) Must have a latch or some type of device which will keep the gate shut after it is closed. The device can be stored above or below ground. (b) Must have a mechanism to keep gates open during trash removal. The device can be kept above or below ground. (c) Wheels are not required; however, the hinge must be adequate to support the weight of the gate.

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Finding 24: The site plan and narrative indicates that the garbage and recycling enclosure's gate will have a latching device that is compliant with this section. **As such, this criterion is met.**

8.060(B)(3) Base Material/Flooring. The entire base dimension must meet the following requirements: (a) Must be made out of concrete. Concrete shall have a nominal thickness of four (4) inches. Exceptions to the base materials may be approved by the Director where warranted. (b) Must be positively sloped to the drainage system.

Finding 25: The narrative and site plan indicate that the base material will be comprised of a concrete pad that is positively sloped to the AC paving of the parking lot that meets this requirement. **As such, this criterion is met.**

8.060(C)(1)(2)(3)(4) Installation and Performance Bond or Security Requirements.

Finding 26: The applicant acknowledges and understands the requirements of this section. **As such, this criterion is met.**

8.060(D) Guarantee. All landscape materials and workmanship shall be guaranteed by the installer and/or developer of time not to exceed two (2) years. This guarantee shall ensure that all plant materials survive in good condition and shall guarantee prompt replacement of dead or dying plant materials.

Finding 27: The applicant acknowledges and understands the requirements of this section. **As such, this criterion is met.**

8.150 Multi-Family Residential Projects and Dwellings

8.150(A) Approval Process. Multi-family residential projects and dwellings are subject to a Site Development Review land use application in accordance with Section 6.900 of this Code.

Finding 28: The proposed project is for a multi-family residential project and is being reviewed in accordance with Section 6.900 of the Troutdale Development Code. **As such, this criterion is met.**

8.150(B)(1) Design Standards. Building Entrances. The primary entrance to buildings that do not have residential units above or below other residential units shall face toward a public or private street, unless the lot configuration, site characteristics, onsite circulation, or other conditions make it impractical to face building's primary entrance to the street. Exception: A primary entrance is not required to face a street designated as an arterial.

Finding 29: The proposed construction has buildings with residential units above and below each other, and therefore the primary entrances do not have to face toward a public or private street. Additionally, the street from which the proposed development gains its access from is an arterial, which means the primary entrances do not need to face the street. **As such, this criterion is not applicable.**

8.150(B)(2) Building Separation. Multiple residential buildings on a single lot shall be separated at least fifteen (15) feet from one another.

Finding 30: Per the submitted plans, the two buildings are separated by more than 15 feet from each other. **As such, this criterion is met.**

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8.150(B)(3)(a) Pedestrian access and circulation. Private streets or driveways greater than twenty (20) feet in length and that serve more than one (1) dwelling unit shall have sidewalks on at least one (1) side that connect to the nearest public street.

Finding 31: The proposed development will have a driveway greater than 20 feet in length. Per the applicant's narrative and submitted site plans, a sidewalk that connects each dwelling unit to the nearest public street (SW 257th Ave). **As such, this criterion is met.**

8.150(B)(3)(b) Each primary entrance to a residential building shall be connected to a sidewalk onsite that connects to either a public street, private street, or driveway.

Finding 32: The proposed development does not have a 'primary' entrance, as each unit has direct access to the off street parking area. However, each entrance is connected to a sidewalk that connects to the public street (SW 257th Ave). **As such, this criterion is met.**

8.150(B)(3)(c) Onsite pedestrian circulation shall be continuous and connect streets abutting the site, ground level entrances, common buildings such as laundry and recreation facilities, parking areas, shared open space and play areas, abutting transit stops, and any pedestrian amenities such as plazas, resting areas, and viewpoints. There shall be at least one (1) pedestrian connection to an abutting street frontage for each two hundred (200) linear feet of street frontage.

Finding 33: The proposed pedestrian circulation is continuous, and connects the street abutting the site, all ground level entrances, recreation facilities, parking areas, and shared open space. There is a proposed pedestrian connection to the abutting street frontage. **As such, this criterion is met.**

8.150(B)(3)(d) Vehicle/pedestrian conflicts shall be minimized by providing pedestrian routes that are separated from parking lots, including onsite sidewalks that connect to garbage enclosures or recycling areas and mailboxes.

Finding 34: Per the proposed plans, pedestrian routes are separated from parking lots and connect to the garbage and recycling enclosure. **As such, this criterion is met.**

8.150(B)(4)(a) Architectural elements and building facades. Residential units shall be designed with vertical and horizontal offsets to break up rooflines, define private outdoor areas, allow greater views, and admit light and air to unit interiors. Large, blank walls shall be avoided. Windows and projecting walls shall be used to break up larger walls in order to establish visual interest. No wall of a residential building shall exceed a length of fifty (50) feet without a foundation offset of at least four (4) feet for a distance of at least (16) feet.

Finding 35: The proposed development defines private outdoor areas via fencing, and avoids large blank walls by use of foundation offsets. No residential building wall exceeds fifty (50) feet without an offset. **As such, this criterion is met.**

8.150(B)(4)(b) The wall of a building that faces a public street shall incorporate architectural features including, but not limited to, at least three (3) of the following: i. Porches. ii. Balconies. iii. Dormer windows. iv. Recesses/alcoves. v. Unique entry areas, such as porticos or atriums.

Finding 36: Per the submitted architectural elevations, the building faces that can be seen from the public street include balconies, unique entry areas, and recesses/alcoves. **As such, this criterion is met.**

8.150(B)(4)(c) The same level of architectural design and quality of materials shall be applied to all sides of the building.

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Finding 37: As shown on the submitted architectural plans, all sides of the proposed buildings maintain consistent design and quality of materials. **As such, this criterion is met.**

8.150(4)(d) The following window detail shall be incorporated into the building design. i. Windows shall account for at least fifteen percent (15%) of any rear or front building elevation no matter what the building's orientation on the lot is. ii. Windows shall account for at least 10% of any side building elevation no matter what the building's orientation is. iii. All windows shall have outer casings or frames.

Finding 38: Per the applicants narrative and submitted elevations, the front and rear building elevations have at least 15% window coverage, and all elevations have at least 10 % window coverage. All proposed windows have outer casings or frames. **As such, this criterion is met.**

8.150(B)(4)(e) Garages, carports, and accessory structures shall maintain the same level of design, aesthetic quality, and architectural compatibility as the residential structure(s).

Finding 39: As shown in the architectural plans, each garage features a comparable architectural quality to the residential structure. **As such, this criterion is met.**

8.150(B)(4)(f) Roofline offsets shall be provided at intervals of forty (40) feet or less to create variety in the massing of structures and relieve the effect of a single, long roof. Roofline offsets shall be a minimum four (4) foot variation either vertically from the gutter line, or horizontally.

Finding 40: Per the submitted elevations, the proposed structures have adequate roofline offsets to relieve the effect of a single, long roof. **As such, this criterion is met.**

8.150(B)(4)(g) The rooflines of attached dwellings shall be multi-gabled or have varied parapets over every unit's main entrance.

Finding 41: As shown in the architectural plans, the roofline of the attached dwellings is multi-gabled. **As such, this criterion is met.**

8.150(B)(4)(h) rooflines, porches, and doors shall have trim.

Finding 42: As shown in the architectural plans, all rooflines, porches, and doors contain trim as required. **As such, this criterion is met.**

8.150(B)(5)(a) Off-street parking. Parking lots may not be located between a multiple-family structure and the right-of-way the structure fronts on.

Finding 43: No off street parking is located between the right-of-way frontage, and the multiple-family structure. **As such, this criterion is met.**

8.150(B)(5)(b) If there is no parking lot or alley access to attached dwellings, and motor vehicle access is from the street...

Finding 44: The proposed development includes a parking lot. **As such, this criterion is not applicable.**

8.150(B)(5)(c) Side and rear yard setbacks for parking lots and/or garages shall be the same as the minimum building setbacks of the underlying zoning district or the same as the minimum building setback of any adjacent residential zoning district, whichever is more restrictive. Side and rear yard setbacks based on building height shall not be applied to parking lots or the access driveways.

Finding 45: The off street parking lot is located further than 20 feet – which is the required north side yard building setback from the northern side property line - and is located further than 10 feet – which is the required south side yard building setback from the south side property line.

The required rear yard setback of the base zone, disregarding the building height multiplier, is 20 feet (TDC 3.130(E)(e)). Because the base zone, and the adjacent zone’s required setback standards are the same, the rear parking lot setback shall be 20 feet. The site plan shows the parking lot to be located 20 feet from the rear property line, which is compliant with the above code provision. **As such, this criterion is met.**

8.150(B)(6)(a) Outdoor private space. Each ground level dwelling unit shall have an attached accessible outdoor private space of not less than sixty (60) square feet in area. Individual outdoor areas for ground level units must be visually screened from each other by walls, fences, or vegetation screening that is at least six (6) feet high and totally sight-obscuring.

Finding 46: The submitted plans display each ground level unit to have at least 330 square feet of private outdoor space, with a 6 foot wooden good neighbor fence to provide privacy. The units on the southerly portion of the lot have ~330 square feet of private outdoor space, and the units on the northerly portion of the lot have ~465 square feet of private outdoor space. **As such, this criterion is met.**

8.150(B)(6)(b): Each upper level unit shall have an attached outdoor private space, such as a balcony, of not less than sixty (60) square feet in area. The area shall be enclosed, screened, or otherwise designed to provide privacy from adjacent units by walls, building offsets, or similar sight-obscuring screening.

Finding 47: The submitted plans show the upper level units having 42 square feet of private outdoor space. The applicant has requested a variance a part of their application to reduce the requirement of upper level required outdoor space to 42 square feet. **As such, this criterion can be met upon variance approval.**

8.150(B)(7)(a) Recreation Areas. Recreation facilities or open space areas are required for attached dwelling developments that contain six (6) or more dwelling units on one (1) lot. Such recreational facilities and open space areas must be located on the development site or on a lot adjacent to the site. Common recreation areas, whether indoor, outdoor, or both, shall be provided at the rate of at least two hundred (200) square feet per dwelling unit. No more than fifty percent (50%) of the required recreation area may be in passive open space. Recreation facilities may include children’s play structures and play equipment and shall be located outside of bioswales, detention ponds, steep slopes, or a vegetation corridor as defined by in this Code. More than one (1) recreation area may be developed on the site. Any play structure exceeding ten (10) feet in height must comply with the underlying zoning district setbacks.

Finding 48: This development proposes more than 6 dwelling units attached to one another, and therefore this provision is applicable. The proposal includes 15 dwelling units, resulting in a required 3,000 square feet of required recreation facilities and open space. The submitted plans show a recreation area totaling 4600 square feet. The applicant is not proposing recreation area within bioswales, detention ponds, steep slopes, or within VECO. Based on the submitted site plan, 3,000 square feet, or 65% of the total recreation area is proposed to be passive open space. At the time of building permit submittal, the applicant shall amend the open space area to ensure no more than 50% of the total recreation area is passive open space. Additionally, any play structure than exceeds 10 feet in height shall comply with the base zone setback standards **As such, this criterion can be conditionally met.**

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8.150(B)(7)(b) recreation facilities or open space areas are not required for development within the area between Historic Columbia River Highway and 2nd street extended west to its intersection with 257th Drive from 257th Avenue to the SE Sandy Street right-of-way.

Finding 49: 1360 SW 257th Ave. is not within the above-described area. **As such, this criterion is not applicable.**

8.510 257th Avenue Corridor Standards. Applicability. These development standards apply to new development of properties abutting 257th Avenue between Stark Street and Sturges Drive/Cherry Park Road (North) which meet any of the following criteria: (1) Any vacant property (2) Redevelopment of any commercial or apartment site that expands the building footprint of an existing structure (3) Any underdeveloped site that undergoes development to a more intensive use (i.e., single-family dwelling to duplex).

Finding 50: The subject property is currently vacant, and therefore this section applies. **As such, this criterion is met.**

8.510(C)(1) The sidewalk on 257th Avenue shall be a minimum of nine (9) feet wide.

Finding 51: The subject property's right of way, including sidewalks, is under Multnomah County Transportation Department's jurisdiction. Please see Multnomah County ROW comments for sidewalk width requirements. **As such, this criterion is not applicable.**

8.510(C)(2) A minimum of five (5) feet in width adjacent to the sidewalk must be landscaped.

Finding 52: The submitted site plan show landscaping a minimum of 5 feet in width adjacent to the sidewalk. **As such, this criterion is met.**

8.510(C)(3) Fences along 257th Drive must be set back minimum of five (5) feet from the back of the sidewalk.

Finding 53: As demonstrated on the site plan, no fences are within 5 feet of the sidewalk. **As such, this criterion is met.**

8.510(C)(4) Within the required building setback area along 257th Avenue, the maximum height of a fence or a berm, or the combined height of both when a fence is placed upon a berm, shall be forty-two (42) inches.

Finding 54: No fence above 42 inches shall be located within the front setback area. **As such, this criterion is met.**

8.510(C)(5) Sight-obscuring hedges or landscaping shall not exceed a height of forty-two (42) inches from ground level. Trees separated by at least fifteen (15) feet are not subject to a height limitation.

Finding 55: As demonstrated on the site plan, no sight obscuring hedges or landscaping above 42 inches are proposed. Trees will be separated by at least 15 feet. **As such, this criterion is met.**

8.510(C)(6) Street trees shall be planted in sidewalk tree wells meeting City specifications and spaced every forty (40) feet. The developer of the property shall be responsible for planting tree varieties approved by the City, or in lieu of the developer planting the street trees, the developer of the property may pay an assessment to the City to provide for street tree planting.

Finding 56: As demonstrated on the site plan, street trees will be placed in accordance with city specifications. **As such, this criterion is met**

9.000 Off Street Parking and Loading

OAR 660-012-0430. Per the Climate Friendly and Equitable Communities Rules (OAR 660-012-000), the city may not require more than one off street parking space per unit in residential developments with more than one dwelling unit on a single legally established lot. Additionally, the city may not require parking for residential units smaller than 750 square feet.

Finding 57: The proposed development has 15 dwelling units, 6 of which are under 750 sq ft. Therefore, the minimum required off street parking for this development is 9 off street parking spaces. The submitted plans show 43 total parking spaces. 24 are standard spaces, 9 are compact spaces, 8 are garage spaces and 2 spaces are ADA. The 43 provided parking spaces exceeds the minimum requirement of 9. **As such, this criterion is met.**

OAR 660-012-0410. Electric Vehicle Charging. For new multifamily residential buildings with five or more residential dwelling units, and new mixed use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to serve 40% of all vehicle parking spaces.

Finding 58: The submitted plans currently show a vehicle charging station that can accommodate 2 vehicle spaces (4% of total parking) which does not meet the above requirement. At the time of building permit submittal, the applicant shall indicate that 40% of all vehicle parking spaces can comply with electrical service capacity for electric vehicle charging, as defined in ORS 455.417. **As such, this criterion can be conditionally met.**

9.045 Landscaping and Screening.

9.045(A) Except for a residential development which has landscaped yards, parking areas containing more than twenty (20) vehicle spaces shall include landscaping to cover not less than ten percent (10%) of the area devoted to parking facilities. The landscaping shall be uniformly distributed throughout the parking area and may consist of trees, shrubs, or groundcover.

Finding 59: per the submitted site plan and narrative, the parking area appears to have adequate landscape coverage to meet this requirement. The applicant shall submit a landscaping plan at the time of building permit submittal to detail the species intended to be planted. **As such, this criterion is met.**

9.045(B) Parking areas shall be divided into bays of not more than twenty (20) parking spaces in parking areas with twenty (20) or more spaces. Between, and at the end of each parking bay, there shall be planters which have a minimum width of five (5) feet and be at least seventeen (17) feet in length. Each planter shall contain one major structural tree and groundcover which has been deemed appropriate by the director. Truck parking and loading areas are exempt from this requirement.

Finding 60: The parking area contains no bays with more than 20 parking spaces. The proposed parking area contains the above required planters for the middle parking island. The parking located on the north, south, and east are surrounded by landscaping. The applicant shall submit a landscaping plan at the time of building permit submittal to confirm the proposed tree species is compliant with this code. **As such, this criterion can be conditionally met.**

9.045(c) Parking area setbacks shall be landscaped with major trees, shrubs, and groundcover as specified in Chapter 11, Landscaping and Screening, of this Code.

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Finding 61: The applicant's plans show that all parking area setbacks are landscaped however the majority of the plan does not indicate which types of trees, shrubs, or ground cover are to be used. The applicant shall submit a planting schedule at the time of building permit submittal. **As such, this criterion can be conditionally met.**

9.045(D) Wheel stops, bumper guards, or other methods to protect landscaped areas shall be utilized. No vehicles may project over a property line. No vehicle shall overhang a public right-of-way, or landscaped area unless adequate area is provided for safe pedestrian circulation.

Finding 62: The submitted plans include wheel stops to ensure that landscaped areas are protected. No vehicles will project over a property line, public right-of-way, or landscaped area. **As such, this criterion is met.**

9.045(E) Fences, walls, or hedges shall not be placed within front or street side setback areas except at the street side edge of parking lots when allowed within setbacks.

Finding 63: per the applicant's plans and narrative, no fences, walls, or hedges are proposed within the front yard setback. **As such, this criterion is met.**

9.045(F) Where parking adjoins a residential zoning district, there shall be a sight-obscuring screen which is at least eighty percent (80%) opaque when viewed horizontally from between two (2) and eight (8) feet above average ground level. The screening shall be composed of materials which are an adequate size so as to achieve the required degree of screening within three (3) years after installation.

Finding 64: The proposed parking lot abuts a residential zone to the east. Per the applicant's site plans and narrative, a sight obscuring good neighbor fence will be installed, along with landscaping materials to satisfy this requirement. **As such, this criterion is met.**

9.050 Paving

9.050(A) Parking areas, driveways, aisles, and turnarounds shall be paved with concrete, asphalt, or comparable impervious surfacing. Porous concrete, grasscrete, or comparable porous paving surfacing may be used in place of impervious surfacing to reduce stormwater runoff, when approved by the Director. Gravel and similar erodible surfaces are not acceptable.

Finding 65: All parking areas, driveways, aisles, turnarounds, and maneuvering areas will be paved with asphalt. **As such, this criterion is met.**

9.050(B) Approaches shall be paved with concrete surfacing constructed to City standards. If a street is not paved, the approach may be maintained to the same standard as the street until the street is paved.

Finding 66: The applicant has indicated in the narrative, and submitted plans, that the approach will be paved with concrete in accordance to city standards. **As such, this criterion is met.**

9.050(C) Temporary overflow parking in conjunction with community events, special events, events of citywide interest, or sporting events...

Finding 67: The applicant is not proposing temporary overflow parking. **As such, this criterion is not applicable.**

9.055 Drainage. Parking areas, aisles, and turnarounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.

Finding 68: The applicant has submitted a preliminary stormwater report. Per the conditions imposed by Public Works, the applicant shall submit a detailed stormwater management report demonstrating compliance with the PSWMM including supporting calculations at the time of building permit submittal. Additionally, shall submit an operation and maintenance plan for the stormwater quality facility(s) prior to receiving Certificate of Occupancy. **As such, this criterion can be conditionally met.**

9.060 Lighting. Artificial lighting shall be provided in all required off-street parking areas. Lighting shall be deflected so as not to shine directly into adjoining dwellings or other types of living units and so as not to create a hazard to the public use of a street. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Lighting fixtures shall also comply with the requirements of the Troutdale Municipal Code, Chapter 8.26.

Finding 69: A lighting plan will be required at the time of building permit submittal. **As such, this criterion can be conditionally met.**

9.070 Driveways

9.070(A) A driveway to an off-street parking area shall be improved from the public roadway to the parking area a minimum width of twenty (20) feet for a two-way drive or twelve (12) feet for a one-way drive, but in either case not less than the full width of the approach for the first twenty (20) feet of the driveway. The improvement shall be constructed to the standards for private drives.

Finding 70: The submitted plans show a 30 feet wide, two-way driveway, which exceeds the minimum requirement of 20 feet. **As such, this criterion is met.**

9.070(B) A driveway for a single-family or two-family dwelling...

Finding 71: The proposed development is not a single or two-family dwelling. **As such, this criterion is not applicable.**

9.070(C) Driveways, aisles, turnaround areas, and ramps shall have a minimum vertical clearance of twelve (12) feet for their entire length and width, but such clearance may be reduced in parking structures.

Finding 72: All driveways, aisles, turnaround areas, and ramps have vertical clearance exceeding the minimum requirement of 12 feet. **As such, this criterion is met.**

9.070(D) Parking lots more than three (3) acres in size...

Finding 73: The proposed parking area is significantly less than 3 acres in size. **As such, this criterion is not applicable.**

9.075 On-Site Circulation

9.074(A) Groups of more than three (3) parking spaces shall be permanently marked.

Finding 74: All parking spaces will be permanently marked as required. **As such, this criterion is met.**

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9.075(B) Except for a single-family or two-family dwelling, groups of more than three (3) parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner. No backing movements or other maneuvering shall be permitted within a street right-of-way other than an alley.

Finding 75: all parking spaces are provided with adequate aisles and turnaround areas. Each parking space has either 25, or 26 feet of unobstructed maneuvering area to turn around. All vehicles have enough space to enter the street in a forward manner, and no backing movements will occur in the street-right-of-way. **As such, this criterion is met.**

9.075(C) Pedestrian walkways, separation, and differentiation of materials in parking lots three (3) acres or larger intended for public use shall be provided pursuant to Section 8.030 of this Code.

Finding 76: the proposed parking lot is not three acres or larger. **As such, this criterion is not applicable.**

9.080 Bicycle Parking Facilities. Multiple-family developments; industrial, commercial and community service uses; transit transfer stations; and park and ride lots, shall meet the following standards for bicycle parking facilities.

9.080(A) Number/type

9.080(A)(1) The required minimum number of short-term bicycle parking spaces (stays of less than four (4) hours) shall be five percent (5%) of the total number of automobile parking spaces provided for the use. In no case shall less than one (1) bicycle parking space be provided even then no automobile parking spaces are being provided.

Finding 77: The applicant is proposing to provide 43 off street parking spaces, which means 3 short term bicycle parking spaces (rounded up from 2.15) are required based on the above provision. The submitted plans show a bike rack on the eastern portion of the lot that can accommodate up to 5 bicycles. **As such, this criterion is met.**

9.080(A)(2) The required number of long-term bicycle parking spaces (stays of more than four (4) hours and all-day/monthly) shall be three percent (3%) of the total number of vehicle parking spaces provided for the use and fractions rounded down.

Finding 78: the applicant is proposing to provide 43 off street parking spaces, which means 2 long term bicycle parking spaces (rounded up from 1.29) are required. The submitted plans show two long term bicycle parking spaces on the eastern portion of the lot. The applicant's narrative indicates that the long-term parking will be enclosed. **As such, this criterion is met**

9.080A(3) for transit centers, high-capacity transit stations, inter-city bus and rail stations, and park-and-ride lots...

Finding 79: the subject property does not have, nor is near, any of the listed transit hubs. **As such, this criterion is not applicable**

9.080(B) Location

9.080(B)(1) Bicycle parking shall be located on-site, convenient to building entrances, and have direct access to both the public right-of-way and to the main entrance of the principal use.

Finding 80: The proposed provided bicycle parking is located on-site, is convenient to building entrances, and has access the building main entrance and public-right-way through the parking lot. **As such, this criterion is met**

9.080(B)(2) for facilities with multiple buildings or parking lots, bicycle parking shall be located in areas of greatest use and convenience to bicyclists.

Finding 81: The location of the bicycle parking is in an area that's convenient and easily accessible for bicyclists. **As such, this criterion is met.**

9.080(B)(3) Bicycle parking may be provided within the public right-of-way...

Finding 82: The applicant is not proposed to provide bicycle parking in any right of way. **As such, this criterion is not applicable**

9.080(C) Parking Space Dimensions. Each required bicycle parking space shall be at least two and one half (2.5) feet by six (6) feet, and when covered, provide vertical clearance of at least seven (7) feet. An access aisle of at least five (5) feet wide shall be provided and maintained beside or between each row of bicycle parking. Vertical or upright bicycle storage structures are exempted from the parking space length standard.

Finding 83: As demonstrated on the submitted plans, the proposed bike rack complies with the above parking space dimensions and associated 5 foot access aisle. In the narrative, the applicant also indicates that long term bicycle parking will be accommodated for within the garages of the larger apartment units. **As such, this criterion is met.**

9.080(D) Parking Facilities. Bicycle parking facilities shall offer security. Long-term bicycle parking shall be in the form of a lockable enclosure, a designated bicycle storage area inside a building on-site, a covered rack, or another form of secure parking where the bicycle can be stored, as approved by the Director. Short-term bicycle parking shall be in the form of a stationary object (i.e., a "rack") or other approved structure, covered or uncovered, to which the bicycle can be locked. Bicycle racks shall be securely anchored to the ground or to a structure and shall be designed to hold bicycles securely by means of the frame. Bicycle parking facilities shall be constructed so as to not obstruct walkways.

Finding 84: The submitted plans state that there will be a long term bicycle parking enclosure will be covered and lockable. The short term bicycle parking facilities, per the submitted plans, are to be an uncovered rack that can hold bicycles securely by the frame. **As such, this criterion is met.**

9.080(E) Signing. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility.

Finding 85: While not directly visible from the public right-of-way, the bicycle parking facility is directly visible from the parking lot and is in a convenient location. **As such, this criterion is met.**

9.085 Setbacks

9.085(A) Parking areas which abut a residential zoning district shall meet the building setback of the most restrictive adjoining residential zoning district.

Finding 86: per the findings of provision 8.150(B)(5)(c), all parking areas that abut a residential district meet the building setback requirements.. **As such, this criterion is met.**

9.085(B) Required parking shall not be located in a required front or side yard setback area abutting a public street except in industrial districts. For single-family dwellings, required parking may be located in front of a garage.

Finding 87: No required parking is located in required front or side yard setback areas. **As such, this criterion is met.**

9.085(C) In industrial districts...

Finding 88: The proposed development is not within an industrial district. **As such, this criterion is not applicable**

9.085(D) Parking areas shall be set back from a lot adjoining a street the same distance as required building setbacks. Regardless of other provisions, a minimum setback of ten (10) feet shall be provided along the property fronting on a public street in an industrial district. The setback area shall be landscaped as provided in this Code.

Finding 89: the western street frontage is the only side of the parking area that adjoins a street. The parking area is setback 20 feet from the street, which is the same as the required building setback. **As such, this criterion is met.**

9.095 Handicapped Parking Facilities. The required number of handicapped parking spaces shall be in conformance with the applicable provisions of the State of Oregon Structural Specialty Code.: ORS 447.233, Table 1106.2 Accessible parking spaces, states that for 26-50 total provided parking spaces, a minimum of 2 ADA spaces are required. Additionally, 1 van accessible space with an associated loading zone is required per 26-50 provided total parking spaces.

Finding 90: The submitted plans show 43 total off street parking spaces, with 2 ADA spaces and an associated access lane for van accessibility. **As such, this criterion is met**

9.110 Design Requirements for Off-Street Parking

9.110(A) Size

9.110(A)(1) The standard size of a parking space shall by 9'x18' (162s.f.)

Finding 91: As seen on the submitted plans, the proposed 24 standard parking spaces will be 9'x18', which is compliant with this provision. **As such, this criterion is met**

9.110(A)(2) The compact size of a parking space shall be 8'x16' (128s.f.). Up to the thirty-five percent (35%) of provided parking spaces may be compact spaces.

Finding 92: As shown on the submitted plans, the 9 proposed compact parking spaces will be 8'x16', which is compliant with the sizing standard above. 9 compact parking spaces makes up ~21% of the total provided parking spaces, which is below the maximum 35% allotment. **As such, this criterion is met**

9.110(A)(3) Handicapped parking spaces shall be in conformance with the State of Oregon Structural Specialty Code, Chapter 11 Accessibility.

Finding 93: The 2 ADA spaces are 9'x18', with an access aisle that is 8'x18'. The Oregon Structural Specialty Code refers to the Standards for Accessible Parking Places set forth by the Oregon Transportation Commission. This space dimensions are in line and compliant with the Oregon Transportation Commission's standards. **As such, this criterion is met**

9.110(A)(4) For parallel parking...

Finding 94: Parallel parking spaces are not included in this application. **As such, this criterion is not applicable**

CITY OF TROUTDALE | Findings of Fact & Final Order

9.110(B) Aisles shall not be less than (1) 25 feet in width for 90 degree parking (2) 20 feet in width for 60 degree parking (3) 20 feet in width for 45 degree parking (4) 12 feet in width for parallel parking on one side (5) 10 feet in width for parallel parking on both sides.

Finding 95: The site plan shows all drive aisles to be either 25 and 26 feet in width, which meets the minimum width standards listed in the above code provision. **As such, this criterion is met**

9.120 Off Street Parking Plan. A plan drawn to scale, indicating how the off-street parking and loading requirement is to be provided, shall accompany the application for a development permit. The plan shall show all those elements necessary to indicate that these requirements are being fulfilled, and shall include, but not be limited to (A) Delineation of individual parking spaces (B) Circulation area necessary to serve spaces (C) Access to streets, alleys, and properties to be served (D) Curb cuts (E) Dimensions, continuity, and substance of screening (F) Grading, drainage, surfacing, and subgrading details (G) Delineations of all structures or other obstacles to parking and circulation on the site (H) Specifications as to signs and bumper guards.

Finding 96: An off street parking plan has been submitted as a part of the application for development approval. The off-street parking plan includes the above A – H requirements. **As such, this criterion is met**

A4 The proposal meets all existing conditions of approval for the site or use, as required by a prior land use decision(s), as applicable.

Finding 97: There are no existing conditions of approval or prior land use decisions that apply to this proposed development. **As such, this criterion is met**

B2 If applicable design standards are to be adjusted, the proposed adjustment...

Finding 98: The applicant has applied for variances for all proposed adjustments to design standards. **As such, this criterion can be met upon variance approval.**

FINDINGS OF FACT– Variance [TDC 6.1300]

6.1325 The Planning Commission may grant a variance under the Type III procedure if the request involves expansion or reduction of a quantifiable provision in this Code by more than fifteen (15%); or if the request is referred to the Planning Commission in accordance with Section 6.1335 of this Chapter. The variance shall be granted only if the Planning Commission determines that the criteria in Section 6.1315 of this Chapter are met.

Request #1: The applicant has requested relief from the side yard setback requirement for the northern side yard. the TDC 3.130(E)(7)(b)(i) and (ii) minimum required side yard setback is 20 feet (see finding 8 for details on how this number was determined). **The applicant requests a 25% reduction in the standard and asks for a 15 foot minimum required side setback.**

- A. Special circumstances or conditions including, but not limited to, lot size, lot shape, topography, or size of shape of building, apply to the property, development, or to the intended use and are not typical of the general conditions in the surrounding area; and**

FINDING: The applicant indicates that the subject property is oddly configured with an appendage located at the southeast corner of the lot in such a way that constrains development. The appendage is roughly 3,000 square feet in area, and roughly 30 feet wide. The minimum required rear yard setback for this appendage (and the rest of the parcel) is 30 feet (3.130(E)(7)(d)(e)(i)). Because the width of the appendage is roughly the same size of the required setback, the parcel contains roughly 3,000 square feet of land that can not be used towards housing a structure or parking area. The southeastern appendage makes the subject property uniquely shaped in a matter that is atypical of the general conditions of the surrounding area and creates difficulties for development. **As such, this criterion is met**

- B. The variance authorized will not be injurious to adjacent properties or the surrounding neighborhood or otherwise detrimental to the public welfare; and**

FINDING: Within the narrative, the applicant affirms that reducing the northern side yard setback to 15 feet will not be injurious to adjacent properties, the surrounding neighborhood, or be detrimental to the public welfare. The applicant’s site plans indicate a wooden, 6 foot good neighbor fence to be installed along the border of the abutting parcels to the north, and an additional wooden 6 foot good neighbor fence to be installed at the boundaries of each ground level unit. Not only will these fences contribute to sight obscuration, but the fences reduce the sound that the tenants produce as well. With a 15 foot side yard setback, the proposed building will be at least 45 feet from nearest adjacent dwelling on the northern property line. A 5 foot reduction in the required northern side setback is not anticipated to be detrimental to the public welfare, nor be injurious to adjacent properties. **As such, this criterion is met**

- C. The variance authorized will be consistent with the general purpose and intent of the provision from which a variance is sought; and**

FINDING: The general purpose and intent of section 3.130(E)(7)(d)(e)(i) is to ensure that when HDR zoned properties abut differing residential zones, the abutting zone’s setbacks are considered in the determination of the subject property’s zone. If the variance is authorized, the proposed northern side setback is still greater than the side setback of the abutting zones. The abutting zones are LDR-1 and MDR, who have side yard setbacks of 10 feet and 5 feet, respectively. The applicant’s proposed setback of 15 feet is greater than the required setback standards of the adjacent properties to the north, which considers the setbacks of the northern abutting zones. **As such, this criterion is met**

- D. The variance is the minimum necessary to relieve a practical difficulty with full compliance and to avoid or minimize the resulting hardship.**

CITY OF TROUTDALE | Findings of Fact & Final Order

FINDING: In the narrative, the applicant notes that the subject property has site constraints via the southeastern appendage that require a reduction in the north property line side yard setback. The applicant states that they considered shifting the project south, but are unable to do so due to other setback requirements, minimum private outdoor space requirements, and the necessity to provide adequate parking for tenants. The variance is the minimum necessary to relieve the constraints imposed by the southeastern appendage. **As such, this criterion is met**

FINDINGS OF FACT– Variance [TDC 6.1300]

6.1325 The Planning Commission may grant a variance under the Type III procedure if the request involves expansion or reduction of a quantifiable provision in this Code by more than fifteen (15%); or if the request is referred to the Planning Commission in accordance with Section 6.1335 of this Chapter. The variance shall be granted only if the Planning Commission determines that the criteria in Section 6.1315 of this Chapter are met.

Request #2: The applicant has requested relief from the minimum required private outdoor space for upper level units. TDC 8.150(B)(6)(b) states that upper level units shall have 60 square feet of private outdoor space. **The applicant requests for a 30% reduction from this requirement and asks to provide 42 square feet of private outdoor space for upper level units.**

- A. Special circumstances or conditions including, but not limited to, lot size, lot shape, topography, or size of shape of building, apply to the property, development, or to the intended use and are not typical of the general conditions in the surrounding area; and**

FINDING: The applicant states that achieving the required 60 square feet of private outdoor space for each upper level unit is practically challenging to achieve. The applicant argues that the provided 42 square foot private outdoor space in the site plans are specifically designed to cantilever over the driveway in a safe, unobstructive manner. If the applicant were to achieve the 60 foot area, they have concerns related to the functionality of the garage below. The applicant further states that it is not practically possible to provide a 60 foot private outdoor space for the upper level units and therefore requests to provide 42 square feet of private outdoor space. **As such, this criterion is met**

- B. The variance authorized will not be injurious to adjacent properties or the surrounding neighborhood or otherwise detrimental to the public welfare; and**

FINDING: Per the site plans and applicant narrative, the decks impacted by this variance request are primarily visible from within the confines of the subject parcel. The applicant providing 18 square feet less of balcony will be, in no way, injurious to adjacent property owners nor detrimental to the public welfare. **As such, this criterion is met**

- C. The variance authorized will be consistent with the general purpose and intent of the provision from which a variance is sought; and**

FINDING: The general purpose and intent of the provision of providing private outdoor space is to provide an amenity for the tenants. Granting a 30% reduction in upper level private outdoor space will still achieve the general purpose and intent of this provision, as the amenity is still being provided in a practicable and usable fashion. Additionally, the proposed development is providing recreation open space that surpasses the minimum requirement. Staff believes that the outdoor space lost by granting this variance can be made up by the ample common outdoor space that is proposed to be provided.

- D. The variance is the minimum necessary to relieve a practical difficulty with full compliance and to avoid or minimize the resulting hardship.**

FINDING: Per the applicant’s narrative and explanation of the special circumstance, the requested variance is the minimum necessary to relieve the demonstrated practical difficulty. **As such, this criterion is met**

FINAL ORDER & DECISION

FINAL ORDER

Based upon the foregoing Findings of Fact, the Troutdale Planning Commission [REDACTED] the Variance and Site Development Review for Case File No. LU-0014-2024 1360 SW 257th Ave on the count of all decision criteria being met, subject to the conditions of approval as stated herein.

DECISION

The Planning Commission hereby adopts these Findings of Fact as stated and has voted to approve the Application as described in the Final Order above and subject to the conditions of approval as stated herein.

This decision shall expire two (2) years from the date of this Final Order.

YEAS:

NAYS:

ABSTAINED:

ABSENT:

Tanney Staffenson, Planning Commission Chair

Date

PROPOSED CONDITIONS OF APPROVAL

City of Troutdale Planning Division

1. Applicant shall be required to satisfy the comments made by review entities included in the corresponding staff report or shall work with Staff to reach an agreement between the parties.
2. The approval of case file LU-0014-2024 shall expire automatically two (2) years from the effective date of the decision unless the approval is enacted either through construction, establishment of use, or recordation of plat or survey within the specified time period. The effective date of the decision shall be the date of the Notice of Decision, unless such decision is appealed.
3. Per 8.060(A)(6) and (7), a landscaping plan shall be required at the time of building permit submittal.
4. Per TDC section 8.060(B)(1) further detail is needed regarding the garbage and recycling enclosure at the time of building permit submittal. Specifically, the applicant needs to specify the height of the fence surrounding the enclosure.
5. Per TDC 8.150(B)(7)(a), further detail is needed at the time of building submittal to ensure that no more than 50% of the required recreation area is passive open space, and to ensure that no play structure greater than 10 feet in height is located within the building setbacks
6. Per the requirements of TDC 9.060 and Troutdale Municipal Code 8.26, a lighting plan shall be required at the time of building permit submittal
7. Per the requirements of TDC 5.700 and the below Public Works comments, the applicant shall submit a detailed stormwater management report demonstrating compliance with the PSWMM including supporting calculations.
8. At the time of building permit submittal, the applicant shall indicate that 40% of all vehicle parking spaces can comply with OAR 660-012-0410.

City of Troutdale Public Works

1. Applicant shall abandon the existing water service to the site as directed by and in collaboration with City forces.
2. Applicant shall install the commercial water service assembly, meter, fire line, and fire backflow protection vault to serve the site. Installation will occur in the existing easement and will require a UTIL permit from the City. Applicant shall coordinate closely in advance with the affected resident.
3. The applicant shall decommission any existing private water wells on the site in accordance with Oregon Water Resource Department requirements.
4. Applicant shall decommission any existing underground storage and/or septic tanks on the property in accordance with DEQ requirements
5. Applicant shall submit with the building permit applications a detailed stormwater management report demonstrating compliance with the PSWMM including supporting calculations
6. All UIC's shall be registered (or permitted) through DEQ in accordance with DEQ requirements and may require pretreatment prior to infiltration.
7. The applicant shall prepare and submit an operation and maintenance plan for the stormwater quality facility(s) prior to receiving a Certificate of Occupancy.
8. Applicant shall cure all existing defects (if any) in the public sidewalk on the frontage of the property prior to Certificate of Occupancy.

Multnomah County Transportation Division

1. This Road Rules Variance is only effective on approval of the corresponding land use application with the City of Troutdale (LU-0014-2024).
2. This Road Rules Variance decision expires two (2) years from the effective date (Land Use decision plus any appeal periods), unless condition 3 is satisfied and/or the corresponding land use decision (LU-0014-2024) becomes ineffective.
3. The applicant will need to ensure that the sidewalks along the site frontage on SW 257TH AVE are 6 feet wide and curb ramps and slopes, particularly at the driveway entrance, meet current ADA requirements (MCRR 6.100 B; DCM Table 2.2.1).
 - a. Applicants are required to contact the County Transportation Engineer (row.permits@multco.us) to verify whether standards are met.
 - b. Applicant may be required to submit a "ROW-General" or "ROW-Construction" permit application via the County's Permit Portal, for these frontage improvements, based on the County Transportation Engineer's verification review.
 - c. The "ROW-General" or "ROW-Construction" required for the new driveway entrance construction will also serve as a ROW Access/Encroachment permit required under MCRR 18.250. No additional permits will be required.

Mid County Lighting

1. Per the District's Administrative rules, the applicant will be required to submit a Lighting Level Review to the Multnomah County Permit Portal with photometric calculations to assess the lighting levels for all public streets and intersections within their proposed project area frontage. We strongly encourage a review of our Lighting Level Review Instructions prior to submitting the form. If you have not created an account on the Permit Portal for a previous project, you will need to create an account before submitting the Lighting Level Review to the District. The current lighting level for all public streets must meet Districts standards outlined on page 9, Section 5.120 of our Administrative Rules. If District standards are not met, the applicant will need to enter into a Construction Permit with the District to bring the lighting levels to current District standards

Gresham Fire

Building permit plans shall include a separate "fire access and water supply plan" indicating all of the following:

1. Prior to applying for a building permit provide a fire flow test and report per Oregon Fire Code Appendix B. Fire flow for multifamily buildings varies based on construction type and square footage. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. **OFC 507.3 & B-101.1; OFC App B Table B105.1.**
2. Temporary addresses of 6" shall be provided at EACH construction entrance prior to ANY construction materials arriving on site. Prior to building finals, a 6" permanent address placard will be required per the Gresham Fire Addressing Policy. **OFC 505 & 1401**
3. A PUBLIC fire hydrant is required to be within 225 feet of the main entrance driveway. For building equipped throughout with an approved automatic sprinkler system, the furthest point on each building shall be no more than 600 feet from a hydrant. Show on the building plans where the nearest existing and new hydrants are located. **OFC Appendix C and 507**
4. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.
5. A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC". **OFC Appendix C 102.2 & NFPA 13E**
6. PIV and FDC shall be located no closer than 40' to any structure. For buildings less than 40 ft (12 m) in height, a post indicator valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far

from the building as the height of the wall facing the post indicator valve. **NFPA 24 5.9.5.1 & 6.2.9(1)(a); GFD Underground Fire Supply Guide**

7. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches . The access roads shall be constructed and maintained prior to and during construction. The minimum width is 26' wide for locations where buildings are over 30' in height measured to the eave of a pitched roof. **OFC 1410, 503.2.1 & D103.1**
8. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. **OFC, Appendix D, Section D102.1**
9. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. **OFC 503.2.4**
10. "No Parking Fire Lane" signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. **OFC D 103.6**
11. If a gate is installed on a fire access road, it must meet the requirements of the Gresham Fire Gate Policy. **OFC 506.1**
12. Fire access roads exceeding 150' require an approved turnaround. Per the site plan, It appears that this fire access road measures at 150 feet and would not require a turn-a-round. **OFC, Appendix D, Section D103.+**
13. A KNOX box will be required at each fire sprinkler riser room. If temporary construction gates are used, a KNOX exterior padlock will need to be installed for the duration of its use. These can be purchased at knoxbox.com/greshamfd **OFC 506.1**
14. Property must have approved address numbers that are legible and visible at all times from the street fronting the property. Numbers shall be visible from both directions at the street entrance, this may require a two-sided sign at the street. **OFC 505.1**

Attn: Nik Ramstad

7/12/24

Property variances for 1360 sw 257th ave troutdale

Hi Nik my name is Travis Perala I am writing this letter on behalf of all property owners that are directly connected to this property that have signed below because we do not want two of three variances the first is 25% on north side and 33% on east side. We do not want condensed housing pushed any closer and feel it would diminish our property values especially if they are rental or lease propertys

x [Signature] PL 1320 SW 257th Troutdale OR

x [Signature] PL 1320 WY Troutdale OR

x Colonne Newland 1460 S.W. 257, Troutdale, OR 97060

x ASmamaw MISIKIR 1957 SW WRIGHT PL 97060

x Jim Jones 1495 SW Wright Pl.

x

x

Travis 503 422 6112
503-422-6112 Please call if you can
Neighbor Behind you 7/12/24 signs

Property variances for 1360 sw 257th ave troutdale

~~Travis Perala~~
Hi ~~Nik~~ my name is Travis Perala I am writing this letter on behalf of all property owners that are directly connected to this property that have signed below because we do not want two of three variances the first is 25% on north side and 33% on east side. We do not want condensed housing pushed any closer and feel it would diminish our property values especially if they are rental or lease propertys

Anatoliy 7/15/24
1241 SW Wright PL
Troutdale OR
(503) 449-4415

From: [Nick Rector](#)
To: [Community Development](#)
Subject: LU-0014-2020 1360 SW 257th Dr - Project Comments - Notice of Public Hearing
Date: Tuesday, July 16, 2024 1:58:00 PM

Good afternoon,

In response to the Notice of Public Hearing I received in the mail, I have the below comments/questions on the matter. I plan to attend the hearing on the 14th of August to follow up with these inquires.

1. Per the Gateway Estates CC&Rs registered with Multnomah County, and what I had agreed to at time of closing on my property, the apartment complex on lot 17 was to be a “senior living” environment. Is that the case in this project?
2. What is the purpose of the 33% variance request on the eastside property line?
 1. ***I am respectfully strongly opposed to a granted variance on this side, as it would reduce the value of my home and property, along with my neighbors'. This would be way too close to my backyard property line.***
3. What is the site plan?
4. Will builder need access to the water easement on my property (lot 2) and will it be fully restored to the way it was after completion?
5. What does the “reduce the size of the private outdoor space required for upper level-level units by 30%” variance entail?
 1. Why the variance, because of reduced setback?
6. Is this a 3 story complex?
7. What is the floorplan?
8. Will a permanent fence or barrier be erected along the east side property line?

Thank you and I look forward to discussing this matter further.

Nick Rector
1455 SW Wright Pl
Troutdale, OR 97060
Gateway Estates - Lot 2 Property Owner
503-705-2271



CITY OF TROUTDALE ENGINEERING DIVISION

MEMORANDUM

DATE: July 16, 2024
FROM: Dylan Jay, Engineering Associate
TO: Planning
CC: File
Travis Hultin, PW Director & Chief Engineer
David Schaffer, Water & Streets Superintendent
Shawn Anderson, Wastewater Superintendent
Jona Jacobsen, Parks & Facilities Superintendent
Ryan Largura, Environmental Specialist

RE: Type II Site Development Review, File No. LU-0014-2024 (1360 SW 257th Dr Townhomes)

The Public Works Department has reviewed the Type II Site Development Review submittal for the 1360 SW 257th Dr townhomes. These comments are divided into two categories: general comments and proposed conditions. General comments are informational points to guide the applicant in the proper planning of public works infrastructure for this project, to inform the applicant of possible extraordinary issues and/or to provide the basis for findings. Proposed conditions are requirements that Public Works recommends be formally imposed on the developer in the final order. Note that references to the “City Standards” herein refer to the *Construction Standards for Public Works Facilities*.

General Comments/Findings

1. Any and all utility and transportation plans submitted with this application have been reviewed for the purpose of determining the feasibility of providing utility and transportation facilities for the project in accordance with City Standards. This land use approval does not constitute final approval of details, including but not limited to alignments, materials and points of access, connection or discharge, that are depicted or suggested in the application. The applicant is required to submit detailed construction drawings and/or plat drawings for the project, as applicable. The City of Troutdale Public Works Department will review plans, in detail, when they are submitted and approve, reject or require modifications to the plans or drawings based upon conformance with City Standards, the TDC and the professional engineering judgment of the Chief Engineer.
2. It is the opinion of the Public Works Department that the proposed 1360 SW 257th Dr. Townhomes can be developed in accordance with the requirements of the Troutdale Development Code (as it pertains to Public Works requirements) and Construction Standards, provided it fully addresses the comments and conditions contained herein, and can be approved.



CITY OF TROUTDALE ENGINEERING DIVISION

MEMORANDUM

3. Adequate water service is available to the site and the applicant has indicated the installation of a new commercial water service assembly on the existing 8" stub to the site from the main in SW Wright Pl.
4. Troutdale Municipal Code states that each lot shall be served by only one water service. Since a new service is being installed, the existing water service from the 257th Ave main shall be abandoned at the main, or as otherwise directed by Public Works. Water service abandonment requires a permit from Troutdale Public Works. Abandonment must be executed in collaboration with City forces. Permittee shall coordinate with the Troutdale Water Division (503.674.3300) not less than 72 hours in advance of commencing the abandonment. The applicant is encouraged to coordinate with Multnomah County to potentially execute this abandonment in concert with the County's upcoming 257th Avenue Improvement project. See proposed Condition 1.
5. It will be the developer's responsibility to install the commercial water service assembly, meter, and fire line, and fire backflow protection vault to serve the site. Installation of the water service will require a UTIL permit from the City. This installation will occur in an existing easement on a single-family residential lot behind the project site, and the developer will need to coordinate closely with the affected property owner. See proposed Condition 2.
6. Water system cross-connection (i.e. backflow) protection at the point of service (meter and/or fire vault) is required to protect public health. The type of backflow protection device required at the point of service is dependent on the fixtures, appliances and equipment connected to the onsite plumbing systems, point of use protections to be installed, and the nature of activities onsite. The applicant must consult with a Public Works Cross Connection Specialist (503.674.3300) to determine the type of backflow protection device to be installed at the point of service, and reflect the required device on the plans. Prior to receiving a CofO (Certificate of Occupancy or equivalent), the applicant will be required to arrange a joint backflow protection site visit and consultation with the Public Works Cross Connection Specialist and the Plumbing Official. They will jointly tour the facility with the owner to review backflow protection devices at points of use and the point of service. If backflow protection upgrades are necessary, they will consult with and advise the owner on the most cost-effective means to achieve compliance. If any upgrades are needed, they must be completed prior to receiving a CofO. The applicant may elect to install a Reduced Pressure Backflow Protection Device at the point of service (and reflect it on the plans), in which case the above consultation is unnecessary and the site tour is not required. Upon installation, the developer must have the devices tested by a certified backflow assembly tester and register the device(s) with Public Works.
7. The applicant will be required to decommission any known or discovered existing private water wells on the site (if any) in accordance with Oregon Water Resource Department requirements. See proposed Condition 3.
8. Sanitary sewer service is available to the site and the applicant has indicated connection to the existing stub to the site from the main in SW Wright Pl.
9. The applicant will be required to decommission any existing underground storage tanks present on the site prior to Certificate of Occupancy. Septic tank decommissioning requires a permit from



CITY OF TROUTDALE ENGINEERING DIVISION

MEMORANDUM

the DEQ Sanitarian, stationed with the Portland Bureau of Environmental Services.

Decommissioning of other tanks (e.g. fuel oil tanks, etc.) requires a permit from the DEQ UST Program. See proposed Condition 4.

10. The proposed project will result in more than 2,000 SF of new or redeveloped impervious area. Stormwater quality treatment will be required in accordance with the Portland Stormwater Management Manual (PSWMM). The applicant has submitted a conceptual Stormwater Management Report prepared by Firwood Design Group indicating 100% onsite retention of stormwater. A detailed Stormwater Management Report shall be included with the building permit submittal for review and approval by City staff. See proposed Condition 5.
11. The conceptual Stormwater Management Report proposes that drywells will be used for onsite infiltration. Drywells are class V injection wells under federal and DEQ UIC regulations. They therefore will require UIC registration (or UIC permit) through DEQ and may require pretreatment prior to infiltration. See proposed Condition 6.
12. The applicant is required to provide a Stormwater Quality Operations and Maintenance Plan in accordance with the PSWMM. The O&M plan must be reviewed and approved by Public Works prior to receiving a Certificate of Occupancy (or equivalent). See proposed Condition 7.
13. An erosion control permit will be required during construction. The site is less than one acre. Therefore, a local construction stormwater/erosion control permit, obtained through the City, shall be required prior to commencing ground disturbing construction on the site.
14. 257th Ave is a Multnomah County Road. Any requirements associated with improvements, ROW or easement dedications, or access on 257th Ave shall be the purview of the County.
15. A preliminary trip generation estimate was not included in this submittal. However, Public Works staff can estimate that the expected traffic generation for 15 townhome units will have minimal impact on City streets and will not require any further analysis to meet City code. A Traffic Impact Analysis may still be required by the County.
16. Troutdale Municipal Code specifies that abutting property owners are responsible for maintaining the sidewalk on their street frontages (including on County roads). The applicant will be required to cure any existing defects (if any) in the existing sidewalks on its frontages prior to obtaining a Certificate of Occupancy. Sidewalk repairs on 257th Ave will require a right of way permit from Multnomah County. This work may overlap with planned work in the County's upcoming 257th Avenue improvements project, and the applicant is encouraged to coordinate with Multnomah County Transportation. See proposed Condition 8.
17. System development charges will be due when building permits are issued for the homes. The SDC worksheet is available at <https://www.troutdaleoregon.gov/publicworks/page/system-development-charges>. Contact Public Works if needed for assistance in completing this worksheet and in determining any available credit on the property. System development charges will be adjusted for inflation on January 1st based on the Engineering New Record Construction Cost Index for Seattle, WA. Additionally, the City is in the process of conducting an SDC rate study, and the City Council may make additional adjustments to SDC rates accordingly. The building permit



CITY OF TROUTDALE ENGINEERING DIVISION

MEMORANDUM

issuance date determines applicable rates. Permits issued on or after the corresponding dates will be charged the rates in effect on that date.

Proposed Conditions

1. Applicant shall abandon the existing water service to the site as directed by and in collaboration with City forces.
2. Applicant shall install the commercial water service assembly, meter, fire line, and fire backflow protection vault to serve the site. Installation will occur in the existing easement and will require a UTIL permit from the City. Applicant shall coordinate closely in advance with the affected resident.
3. The applicant shall decommission any existing private water wells on the site in accordance with Oregon Water Resource Department requirements.
4. Applicant shall decommission any existing underground storage and/or septic tanks on the property in accordance with DEQ requirements.
5. Applicant shall submit with the building permit applications a detailed stormwater management report demonstrating compliance with the PSWMM including supporting calculations.
6. All UIC's shall be registered (or permitted) through DEQ in accordance with DEQ requirements and may require pretreatment prior to infiltration.
7. The applicant shall prepare and submit an operation and maintenance plan for the stormwater quality facility(s) prior to receiving a Certificate of Occupancy.
8. Applicant shall cure all existing defects (if any) in the public sidewalk on the frontage of the property prior to Certificate of Occupancy.

1620 SE 190th Ave, Portland OR 97233-5910 • PH. (503) 988-5050 • Fax (503) 988-338

NOTICE OF DECISION

Case File: RRV-2024-0002

Permit: Road Rules Variance

Applicants: Mike Halstead

Owners: CHERRY PARK EAST LLC

Location: 1360 SW 257TH AVE TROUTDALE
Tax lot: 1N3E35AA -05717
Alternate Account: R308230850

Proposal Summary: Road Rules Variance for a new driveway access onto SW 257TH AVE, an Urban Major Arterial road within Multnomah County jurisdiction. The Road Rules Variance is required because the new access proposed does not meet access spacing standards set out in County standards (MCRR 4.300).

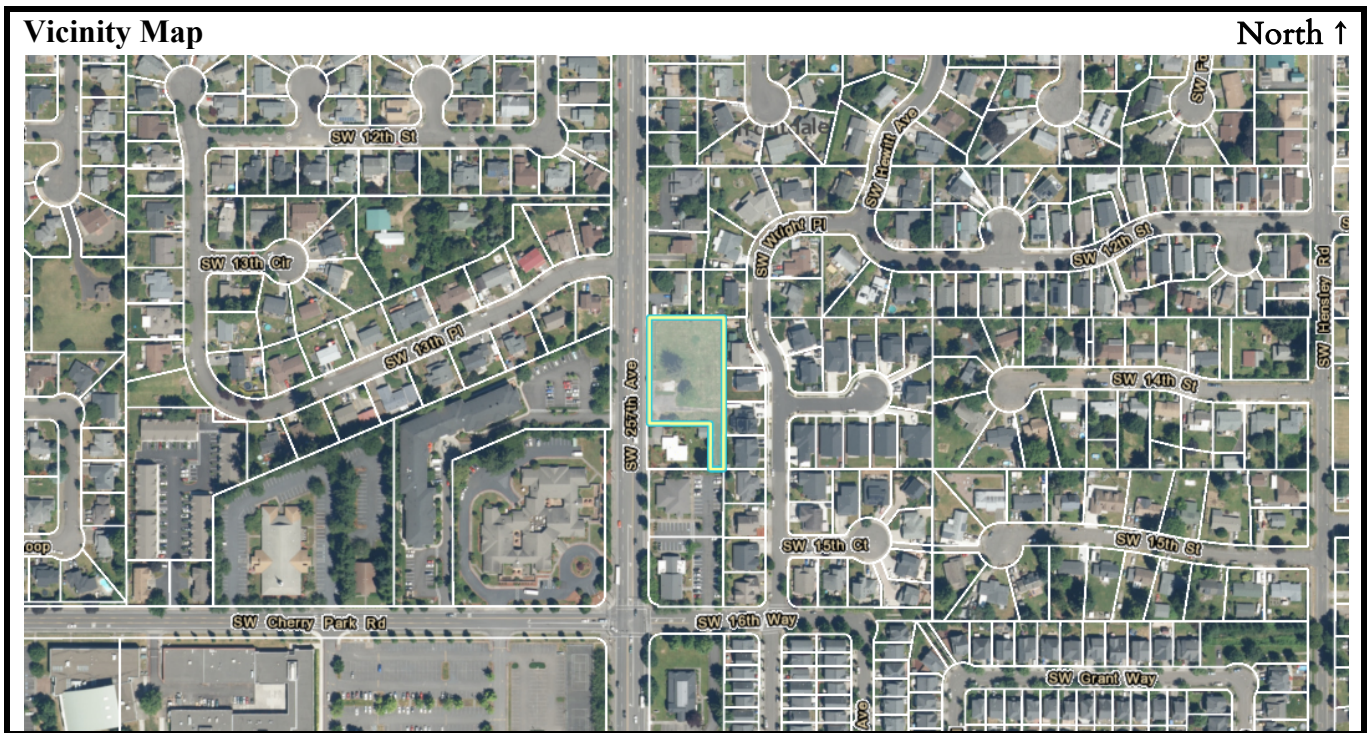
Decision: **Approved with conditions**

This decision is final at the close of the appeal period, unless appealed. The deadline for filing an appeal is August 30, 2024 at 4:00 pm.

Opportunity to Review the Record: The complete case file, including the County Engineer Decision containing Findings, Conclusions, Conditions of Approval, and all evidence associated with this application is available for review at the Transportation Planning & Development office. Copies of all documents are available at the rate of \$0.35/per page. For further information, contact Graham Martin, Senior Planner at row.permits@multco.us

Opportunity to Appeal: An appeal requires a \$250.00 fee and must state the specific legal grounds on which it is based. To obtain appeal forms or information on the procedure, contact the Transportation Planning & Development office at 1620 SE 190th Avenue (Phone: 503-988-3582). This decision is not appealable to the Land Use Board of Appeals until all local appeals are exhausted.

Issued by:	Graham Martin, Senior Planner
For:	Jon Henrichsen, PE, County Engineer
Date:	August 16, 2024



Applicable Approval Criteria:

For this application to be approved, the proposal will need to meet applicable approval criteria below:

Multnomah County Road Rules (MCRR):

Multnomah County Road Rules (MCRR):

- 16.200 General Variance Criteria
- 16.225: B - Access Spacing

Copies of the referenced Multnomah County Road Rules (MCRR) sections and Design and Construction Manual (DCM) can be viewed at the following links:

MCRR: <https://multco.us/file/70143/download>

DCM: <https://www.multco.us/file/119688/download>

Scope of Approval

Approval of this Road Rules variance is based on the submitted written narrative(s) and plan(s). This application and approval is for the variance to Multnomah County Road Rules section 4.000. No work shall occur under this Road Rules variance other than that which is specified within these documents. It shall be the responsibility of the property owner(s) to comply with these documents and the limitations of approval described herein.

Conditions of Approval

The conditions listed are necessary to ensure that approval criteria for this Road Rules Variance are satisfied. Where a condition relates to a specific approval criterion, the code citation for that criterion follows in parenthesis.

1. This Road Rules Variance is only effective on approval of the corresponding land use application with the City of Troutdale (LU-0014-2024).
2. This Road Rules Variance decision expires two (2) years from the effective date (Land Use decision plus any appeal periods), unless condition 3 is satisfied and/or the corresponding land use decision (LU-0014-2024) becomes ineffective.
3. The applicant will need to ensure that the sidewalks along the site frontage on SW 257TH AVE are 6 feet wide and curb ramps and slopes, particularly at the driveway entrance, meet current ADA requirements (MCRR 6.100 B; DCM Table 2.2.1).
 - a. Applicants are required to contact the County Transportation Engineer (row.permits@multco.us) to verify whether standards are met.
 - b. Applicant may be required to submit a “ROW - General” or “ROW - Construction” permit application via the County’s Permit Portal, for these frontage improvements, based on the County Transportation Engineer’s verification review.
 - c. The “ROW - General” or “ROW - Construction” required for the new driveway entrance construction will also serve as a ROW Access/Encroachment permit required under MCRR 18.250. No additional permits will be required.

Findings of Fact

FINDINGS: Written findings are contained herein. The Multnomah County Road Rules (MCRR) criteria are in **bold** font. Staff analysis and comments are identified as ‘**Staff:**’ and address the applicable criteria. Staff comments may include a conclusionary statement in *italic*.

Project Description:

Road Rules Variance for a new driveway access onto SW 257TH AVE, an Urban Major Arterial road within Multnomah County jurisdiction. The Road Rules Variance is required because the new access proposed does not meet access spacing standards set out in County standards (MCRR 4.300).

Transportation Standards

MCRR 4.000 Access to County Roads

MCRR 4.100 *Application for New or Reconfigured Access:* Applicants for a new, altered or reconfigured access onto a road under County Jurisdiction are required to submit a site plan. Applicants may be required to provide all or some of the following:

- A. Traffic Study-completed by a registered traffic engineer;**
- B. Access Analysis-completed by a registered traffic engineer;**
- C. Sight Distance Certification from a registered traffic engineer; and**
- D. Other site-specific information requested by the County Engineer including a survey.**

Staff: The applicant has proposed to construct a new access onto SW 257TH AVE. The road is classified as an Urban Major Arterial road. The proposed access is shown on the applicant’s site plan (Exhibit A.1). All required information has been submitted.

MCRR 4.150 *Transportation Review of Existing Access:* The alteration, expansion or other change in use of any building, structure or land will require review by the County Engineer to ensure that access is consistent with these and other County rules and standards. A property owner or other party proposing an altered, expanded or other change in use of any building, structure or land may be required to provide all or some of the following:

- A. Traffic Study-completed by a registered traffic engineer;**
- B. Access Analysis-completed by a registered traffic engineer;**
- C. Sight Distance Certification from a registered traffic engineer; and**
- D. Other site-specific information requested by the County Engineer including a survey.**

Staff: *Criterion not applicable.*

MCRR 4.200 *Number of Accesses Allowed:* Reducing the number of existing and proposed access points on Arterials and Collectors and improving traffic flow and safety on all County roads will be the primary consideration when reviewing access proposals for approval. One driveway access per property is the standard for approval pursuant to the Multnomah County Code. Double frontage lots will be limited to access from the lower classification street. Shared access may be required in situations where spacing standards cannot be met or where there is a benefit to the transportation system. If more than one access is desired, a land use application must be submitted in compliance with applicable Multnomah County Codes.

Staff: The applicant proposes one new access from the subject property onto SW 257TH AVE. This meets the number of accesses allowed per this criterion. *Criterion not met.*

MCRR 4.300 Location: All new access points shall be located so as to meet the access spacing standards laid out in the Design and Construction Manual.

Staff: Any accesses on SW 257TH AVE will be required to meet the access spacing standards for Urban Major Arterial roads [MCRR 4.300; MCDCM Table 1.2.5]. Access spacing shall be 394 feet or greater from other accesses and shall have a setback of 197 feet from intersecting streets. The proposed access is 317 feet from neighboring driveways. The proposed access does not meet this standard. *Criterion not met.*

Applicant has applied for a Road Rules Variance from this standard. See Section 16.000 below.

MCRR 4.400 Width: Driveway, Private road and Accessway widths shall conform to the dimensions laid out in the Design and Construction Manual.

Staff: For a Residential use (multiple dwelling), a new or reconfigured driveway must be 20 to 35 feet wide (MCDCM Table 1.2.4). The proposed driveway will be 30 feet wide (Exhibit A.1). *Criterion is met.*

MCRR 4.500 Sight Distance: All new or altered access points to roads under the County's jurisdiction must have a minimum sight distance equal to the standards in the Design and Construction Manual and AASHTO's A Policy on Geometric Design of Highways and Streets.

Staff: Multnomah County Road Rules Section 4.500 states that access points to roads under the County's jurisdiction must have a minimum sight distance equal to the standards in the County Design and Construction Manual or AASHTO's *A Policy on Geometric Design of Highway and Streets*.

The posted speed limit on SW 257TH AVE is 40 mph. According to MCRR 4.500, and AASHTO standards, an access onto County roads shall have a stopping sight-distance of 455 feet or greater for speeds 40 mph.

The applicant's traffic engineer states that intersection sight distance is 605 feet to the north and 624 feet (Exhibit A.1). *Criterion met.*

MCRR 4.600 County Road Projects: When the County conducts a public works project that includes frontage or other improvements to a County Road, the following conditions are applicable:

- A. Driveway drops will be in their existing location, or in an alternative location that can be constructed to meet the standards of the Design and Construction Manual unless the permit specifies a non-standard improvement.**
- B. Only one driveway drop per frontage will be constructed by the County unless permits for multiple driveways exist or a Variance Request for an additional driveway is granted by the County Engineer. The location of consolidated access points will be determined by the County Engineer. Undeveloped parcels will not have any driveway drops constructed by the County unless an access is already permitted or a Variance Request for a driveway is granted by the County Engineer.**

C. Driveway drops will be constructed to meet the standards of the Design and Construction Manual unless the permit specifies a non-standard improvement.

Staff: *Criterion not applicable.*

MCRR 4.700 Existing Nonconforming Accesses:

A. Access locations that were previously approved through a prior land use decision but for which there is no record of an access permit having been granted by the County, are accepted as Existing Non-Conforming Accesses (ENCA). An ENCA is treated as any other accepted non-conforming use and may be subject to waiver of right if the non-conforming use is disrupted for a period of two (2) years or longer.

B. It is the burden of the applicant to show prior land use approval for the ENCA, including the final approved decision of the requisite land use jurisdiction; the following must be met for a valid ENCA:

- 1. Does not qualify for any alteration, replacement or expansion of the existing conditions.**
- 2. Must be reviewed and approved for potential stormwater impacts.**
- 3. Must be reviewed and approved by the local fire district.**

C. An ENCA must obtain an access permit once it is determined to meet these provisions.

Staff: *Criterion not applicable.*

MCRR 5.000 Transportation Impact

MCRR 5.100 To determine if a Transportation Impact is caused by a proposed development, the County Engineer will determine the number of new trips generated by a site by one of the following methods:

- A. Calculations from the most recent edition of the Institute of Transportation Engineers' Trip Generation (ITE); or**
- B. A site development transportation impact study conducted by a professional engineer registered in the State of Oregon and accepted by the County.**

MCRR 5.200 The County Engineer will use the information obtained pursuant to sub-section 5.100 and/or the frontage length of the subject property to determine the pro-rata share of the requirements set forth in Section 6.000. The County Engineer determination of pro-rata share of improvements will expire twelve months from the date of the County Engineer's determination or after the associated land use permit is granted or closed. If expired, a review process and new determination will be required.

MCRR 5.300 Except where special circumstances require the County Engineer to make an alternate determination, any new construction or alteration which will increase 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 shall be found to have a *Transportation Impact*. A minimum increase of 10 new trips per day is required to find a transportation impact.

Staff: The Multnomah County Road Rules defines a Transportation Impact as the effect of any new construction or alteration which will increase 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 [MCRR 3.000]. A

minimum increase of 10 new trips per day is required to find a transportation impact. Any one of these qualifying criteria is sufficient to deem a “transportation impact.”

The applicant’s narrative (Exhibit A.1) includes site generation trips, based on the latest ITE Trip Generation Manual. This is shown in the following table:

1630 SW 257th Avenue: Trip Generation Calculation Summary							
	Morning Peak Hour			Evening Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
15 Attached Single-Family Homes	2	5	7	5	4	9	108
- 1 Detached Single-Family Home	0	-1	-1	-1	0	-1	-10
Net New Trips	2	4	6	4	4	8	98

98 net new trips per day increases the number of trips to/from the site by more than 20%. *The proposed development on a vacant lot generates a transportation impact.*

MCRR 6.000 Improvement Requirements

MCRR 6.100 Site Development: All subject parties with respect to any property proposed for development, including but not limited to the owner of the site and the applicant (if different than the owner), will be responsible for improvements to the right-of-way for any said development of the property which is found to cause a Transportation Impact, those improvements shall include:

- A. Dedication of Right of Way Requirement:** The subject parties are responsible for a pro-rata share, as determined by the County Engineer, of right-of-way and easement dedications necessary to bring the affected, existing, created or planned public streets and other facilities within and abutting the development to the current County standard. The dedication of the required easements and right-of-way may be conditions of approval of Design Review or any other development permit related to the proposal.

Staff: As there is a transportation impact, per MCRR 5.000, the applicant may be required to dedicate Right of Way (ROW) to meet the proportionate share of meeting County Transportation standards if it is below the minimum width standard (MCRR 6.100 A; MCDCM Table 2.2.2).

The County standard ROW width for a Major Arterial facility is 80 feet (DCM Table 2.2.2). At the property’s frontage on SW 257TH AVE, the current ROW width is 80 feet. No additional Right of Way is required.

Criterion not applicable.

- B. Frontage Improvement Requirements:** Frontage Improvement Requirements: In addition to easement and right-of-way dedication requirements, a prorata share may include half-street improvements along all of the site’s County Road frontage(s). Right of Way improvements shall satisfy the standards of the County Design and Construction Manual based upon the functional classification of the road(s). The commitment to improve the

affected streets or other facilities to the required standards shall be conditions of approval of Design Review or any other development permit related to the proposal. Half-street improvements can include all of the following:

- a. Street widening/improvement**
- b. Utility cut restoration**
- c. Curb and sidewalk**
- d. Driveway relocation/replacement/removal**
- e. Traffic controls**
- f. Drainage facilities**
- g. Lighting facilities**
- h. Bicycle facilities**
- i. Signal conduit facilities**
- j. Street trees**
- k. Other appropriate facility or right of way requirements as required by applicable statutes, codes and regulations.**

Staff: As the proposal generates a transportation impact, frontage improvements may be required to meet DCM cross-section standards and current ADA requirements.

The applicant will need to ensure that the sidewalks along the site frontage are 6 feet wide (DCM Table 2.2.1) and curb ramps and slopes, particularly at the driveway entrance, meet current ADA requirements. Applicants are required to contact the County Transportation Engineer (row.permits@multco.us) to verify whether standards are met.

Applicant will be required to submit a ROW - General or ROW Construction permit application via the County's Permit Portal, for the driveway access and any additional frontage improvements, based on the County Transportation Engineer's verification review.

As conditioned, criterion met.

- C. Required Submissions by Subject Parties. Subject parties shall submit to the County Engineer the following: engineered plans, traffic studies, traffic analysis, reports, surveys or similar documents as requested or required by the County Engineer under this Subsection 6.100 or as may additionally be required under Section 18.**

Staff: The applicant has submitted sufficient information for the Road Rules Variance application to be deemed complete. *Criterion is met.*

- D. Transportation Demand Management Options that address strategies to reduce travel demand generated by the proposed development.**

Staff: *Criterion not applicable.*

MCRR 6.200 Land Division:

- A. Right-of-way and easement dedications needed to meet County standards may be required as a condition of all land divisions, whether by partition or subdivision.**
- B. To the extent a land division has been lawfully approved through a land use decision of the appropriate jurisdiction, and such land division impacts a Public Road under County jurisdiction, and there was no assessment in the record of said decision regarding a**

Transportation Impact caused by the decision or the potential development of any affected parcel in a partition or lot in a subdivision, and further provided the County will not have the opportunity as a part of the Right of Way Use Permit Approval Process under Section 18 of these Rules to review the proposed development, the County will require improvements because of the land division as a part of the Section 18 Permit. Land Divisions that create flag lots will be required to make frontage improvements along the entire length of the parent lot.

- C. The County Engineer may allow deferral of this improvement requirement until development of the flag lot(s) occurs. When further reviews or approvals will be necessary before development can occur, the County Engineer may allow deferral of those improvement requirements and not apply them to land division proposals.

Staff: *Criterion not applicable.*

6.250 Lot-Line Adjustments: Right-of-way and easement dedications needed to meet County standards may be required as a condition of a lot-line adjustment. Lot-line adjustments that would result in a reduction of the County road frontage of a lot planned for development or redevelopment may be conditioned to provide right of way and easement dedications, as well as deed restrictions committing the owner to improve the reconfigured lot's frontage to County standards.

Staff: *Criterion not applicable.*

6.300 Zone Change: A Transportation impact study over the 20-year planning horizon will be required for all zone changes that would allow more intensive use of a site than allowed by the site's existing zoning. Improvement requirements for zone changes will be based upon, but not bound by, the needs identified in the transportation impact study.

Staff: *Criterion not applicable.*

MCRR 11.000 Local Access Roads

MCRR 11.100 Improvement Requirements:

- A. For any proposed development where access is to be through a Local Access Road and the development is found to have a Transportation Impact, the owner, applicant or other party responsible for the development (the "Developer") shall be required to improve or cause to be improved the Local Access Road to standards as further provided in this Section.
- B. Right of way and or easement dedications shall be required where the existing right of way is of a substandard width or condition.
- C. The County Engineer may impose requirements for right of way improvements as necessary to address factors including but not limited to: traffic safety, traffic conditions, bicycle access, pedestrian access and vegetation.
- D. Developer shall make required improvements at the County Engineer's request if the transportation impact warrants additional road improvements. Such additional improvements shall not extend beyond the nearest intersection with the publicly maintained road. Improvements will be constructed in a manner consistent with the standards provided in the Design and Construction Manual.

E. All costs relating to Local Access Road improvements shall be borne by the Developer including all administrative and other costs incurred by the County including but not limited to the oversight, review, inspection, etc[.], with respect to design, installation, and construction of any improvements on any Local Access Road under County jurisdiction. County shall not begin any work under this Section unless and until an adequate deposit as determined by the County Engineer has been received by the County to cover these costs.

F. Notwithstanding any required improvements or other installations done in the public right of way of a Local Access Road under this Section 11 of these Rules, the County does not maintain such Local Access Road.

Staff: A Local Access Road is a public road under Multnomah County jurisdiction that is outside a city and is not a county road, state highway, or federal road. The subject property has no frontage or access via a Local Access Road. *Criteria not applicable.*

18.250 Access/Encroachment Permit:

A. An Access/ Encroachment Permit (A/E Permit) shall be required for the following activities within the right-of-way:

- 1. New or altered access to roads under County jurisdiction. An access is considered altered when a change in the development that it serves has a Transportation Impact as defined in section 6.000 of these rules;**
- 2. New or reconstructed driveway approaches, private road approaches, curb cuts, or sidewalks;**
- 3. Structures in the right-of-way, such as signs, posts, fences, flags, non-standard mailboxes, etc.; or**
- 4. Any other minor physical alteration of the County right-of-way, including but not limited to any altered landscape design, vegetation planting or placement.**

Staff: The applicant is proposing a new access onto SW 257TH AVE, a public road under Multnomah County’s jurisdiction. Therefore, the applicant will be required to obtain an Access / Encroachment Permit as a condition of approval to this road rules variance. *As conditioned, this criterion is met.*

Road Rules Variance Findings

MCRR 16.200 General Variance Criteria: In order to be granted a variance, the applicant must demonstrate that:

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

Applicant: The subject property has frontage only on SW 257th Avenue and must therefore take access via this Major Arterial roadway. Since the existing driveways to the north and south of the site are already closer than the county’s access spacing standards, it is not possible to locate a new driveway which would meet the access spacing standard. These conditions do not apply to other property in the same area. Accordingly, this criterion is met.

Staff: The subject property has a single available frontage (SW 257TH AVE) to create an access to a ROW. The proposed access is adequately located on the site's frontage to accommodate the site design. No other location along the site's frontage would meet the access spacing standard for the road classification, consequently special circumstances are required in order to provide a legal access to the site.

Criterion met.

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

Applicant: Absent approval of an access driveway for the subject property, it would not be possible to develop the site with uses permitted outright in the underlying zoning. Development of the property is a substantial property right. Accordingly, this criterion is met.

Staff: The right to develop the site is a substantial property right of the applicant. Given the special circumstances (discussed above), denying access on the frontage would remove the applicant's substantial property right and extraordinary hardship would result from strict compliance with the standards.

Criterion met.

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

Applicant: Having established that a new access driveway is necessary to serve any development within the subject property, the proposed development places the driveway near the center of the site. This accomplishes two purposes. First, it maximizes the access spacing between the proposed site access and the existing off-site driveways to the north and south. And second, it allows a single parking area which will serve the proposed townhome units to be centered between the two buildings so that a single access driveway can efficiently serve all the proposed dwelling units.

The nearest driveways to the north and south will be an existing driveway serving a private home on the east side of SW 257th Avenue centered 163 feet north of the proposed access, and an existing driveway serving the Cherry Park Plaza Assisted Living Home on the west side of SW 257th Avenue centered 103 feet south of the proposed access. (The nearest driveway to the south on the east side of SW 257th Avenue is centered 154 feet south of the proposed access.)

The proposed access plan represents an improvement as compared to existing conditions for the subject property since the site currently has two curb cuts on the east side of SW 257th Avenue, and since both of the existing driveways are south of the proposed driveway location and are therefore closer to the Cherry Park Plaza driveway than the proposed site access. Accordingly, approval of the proposed driveway location will reduce the number of curb cuts along SW 257th Avenue and increase the access spacing, thereby moving in the direction of conformity both in number of accesses and

spacing of accesses.

As described in the prior Gateway Estates Traffic Impact Study prepared by Lancaster Engineering, the most significant safety and operational problem that can arise at closely spaced T-intersections consists of conflicts between opposing major-street left-turn movements. These conflicts occur when the paths of vehicles making left turns cross each other. When simultaneous left turns occur and the paths cross, the turning vehicles (as well as any vehicles following them) both need to stop to avoid a collision, causing the movements to “bind” in a way that would require at least one vehicle to back up in order to clear the travel path of the opposing vehicle before the binding condition can be relieved and normal traffic flow can be restored.

This potential binding problem on the major street occurs only in instances where the direction of driveway offset causes the turning paths to cross. However, the proposed offset alignment with the Cherry Park Plaza driveway is in the direction in which the left-turn movement paths do not cross. As such, this problem cannot arise between these driveways. Additionally, since the driveway to the north is on the same side of the roadway, binding cannot occur between these driveways. While the direction of offset from the proposed driveway and SW 13th Place is in the direction in which binding can occur, the driveway and roadway are spaced approximately 234 feet apart, with plenty of room for the simultaneous turning movements to occur without binding. Based on examination of all potential conflicts between left turning drivers entering the site and drivers entering nearby driveways and roadways, all drivers will be able to make left turns into the proposed site access without creating safety or operational conflicts with either through traffic on SW 257th Avenue or other vehicles accessing the existing roadways and driveways.

Drivers turning right into the proposed site access will also have no conflicts with the closely spaced driveways. Accordingly, the proposed site access can safely and efficiently accommodate vehicles entering the site without negatively impacting the appropriate development of adjoining properties.

In addition to examining the major street turning movements which have priority over drivers turning from site access driveways onto SW 257th Avenue, some consideration must be given to the vehicles exiting from the proposed site access. Both nearby existing driveways will be visible from the proposed site access location, thereby allowing drivers exiting from the closely spaced driveways to see each other and yield appropriately.

Another potential conflict can arise at offset intersections between vehicles making simultaneous left turns into a center median. In this instance, if a driver exits the proposed development by turning left (south) into the center median of SW 257th Avenue at the same time as a driver makes an eastbound left turn from the Cherry Park Plaza driveway into the median, the two vehicles would be facing each other within the center two-way left-turn lane.

Since both driveways serve relatively low volumes of exiting traffic, such simultaneous left turns would not be expected to occur frequently. Further, in order for both turning movements to occur at the same time, it would be necessary for traffic to be clear in all four through travel lanes along SW 257th Avenue (i.e. the southbound lanes must be clear for the vehicle to exit the Cherry Park Plaza driveway into the median, and the northbound lanes must be clear at the same time in order for another driver to exit the proposed development into the median simultaneously). However, if all four through lanes are clear of conflicting traffic, the turning drivers can turn directly into their intended through travel lanes on SW 257th Avenue rather than stopping within the center median. Further, even if such a conflict occurred within the median the 100-foot spacing between the access locations is sufficient to allow both vehicles to enter the median, stop facing each other, and wait for a gap in traffic before exiting the median into the adjacent through travel lane. Lastly, since the

proposed site access will be spaced farther from the Cherry Park Plaza driveway than the existing curb cuts, there will be more space to accommodate these movements under the proposed plan than under the existing site layout. This improvement directly results from the fact that the proposed development plan moves toward conformity with the county's access spacing standards.

Based on the detailed analysis of all entering and exiting movements at the proposed driveway location, the proposed site access will not be materially detrimental to the public welfare or injurious to other property in the vicinity and will not adversely impact the appropriate development of adjoining properties. As such, this approval criterion is also met.

Staff: The applicant has proposed a new access in a central location on the site's frontage. No other location along the site's frontage would meet the access spacing standard. The proposed access will not be detrimental to public safety, as County Transportation concurs that drivers will be able to make left turns for ingress and egress to/from the site via the center turn lane on SW 257TH AVE. The proposed access meets all other access standards (see section 4.000 above).

Criterion met.

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

Applicant: The conditions which lead to the need for this variance were created by existing development surrounding the subject property. As such, the circumstances of this hardship are not of the applicant's making, and this criterion is met.

Staff: The only available access to a ROW is the site's frontage with SW 257TH AVE. The road classification and the corresponding access spacing standards for that road classification are not feasible at any point along the site's frontage. This is not of the applicant's making.

Criterion met.

16.225 Access Variance Standards: Exceptions to access standards may be made by the County Engineer when spacing or other safety considerations make non-standard access acceptable. In addition to the variance requirements of Section 16.200 of these Rules, the applicant will be required to demonstrate that the proposed variance will not negatively impact the safety or capacity of the transportation system for a variance to be granted. The following are examples of variances that may be considered along with specific criteria that must be addressed before such a variance can be granted.

- A. Multiple Access Points:** The County Engineer may allow multiple access points when all spacing standards can be met, or under the exceptions allowed under the criteria identified below so long as the additional access(es) will not negatively impact the safety or functionality of the transportation system and a single access point cannot reasonably serve a site. Movement restrictions, such as right-in, right-out, may be placed on accesses to protect the safety and/or functionality of the transportation system. The County Engineer may approve and allow a dual access variance if the applicant meets all of the following criteria:

1. **The property in question is zoned commercial, industrial, farm or resource lands and the proposed use is in conformance with all applicable laws, planning and zoning codes and regulations.**
2. **Proposed access points are at least 150 feet apart on any same right of way frontage.**
3. **The applicant has submitted adequate traffic studies and other reports and information under Subsection 4.100 that indicate the creation of two access points will not present an unsafe condition or unduly interfere with the movement of traffic, including bicycles and pedestrians.**
4. **Except has provided in this subsection all other aspects of the applicant's dual access proposal are in compliance with these Rules and the DCM.**
5. **Applicant must comply with all the requirements of Section 16 of these Rules.**

Applicant:

Staff: *Criterion not applicable.*

- B. Access Spacing: If it is not feasible to access a site and meet the access spacing standards, access may be located so as to provide the best access spacing possible. The County Engineer may require additional measures to mitigate sub-standard access spacing, such as a median or other restrictions.**

Applicant: It has been previously established that it is not possible to meet the access spacing standards while providing any form of vehicular access to the subject property. However, in addition to this conclusion the code requires an evaluation to determine “the best access spacing possible.”

The proposed development plan accommodates two proposed buildings within the site. These are located on each side of the proposed site access alignment, with shared internal parking and circulation centrally located between the buildings.

To develop the site efficiently, any proposed site access must provide for on-site circulation and parking for all the proposed dwelling units (regardless of the number of buildings and/or dwelling units within the site). This could be accomplished by placing the site access at the center of the site as currently proposed, or by placing the site access at the north or south end of the site. However, placing the site access at the north or south end of the site would result in decreased access spacing as compared to the proposed development plan. Additionally, using a single access for circulation and parking for the site that is located at one end of the site would result in inefficient access for the proposed townhome units.

Since relocating the proposed site access away from the center of the property would result in negative impacts both to on-site circulation and access and access spacing along SW 257th Avenue, it is recommended that the site access be centrally located within the site as currently proposed.

Based on the operational and safety analysis conducted per MCC 16.220(C) above, the proposed site access can safely and efficiently accommodate all entering and exiting turning movements. As such, no turning movement restrictions or medians are recommended in conjunction with the proposed development.

Staff: This criterion requires the applicant to demonstrate that if access to a site is not feasible, an access can be located so as to provide the best spacing possible. As noted by the applicant, and staff responses in the general variance criteria above, no alternative ROW is available to the subject property. The access is considered to provide the best possible location for the proposed site design and with the exception of the access spacing standard, which is based on road classification, all other

access standards are met, including sufficient sight distance (MCRR 4.500) and a center turn lane exists for safe access and egress from the proposed development.

Criterion met.

C. Sight Distance: If it is not feasible to provide enough sight distance to meet County/AASHTO standards, the site’s access must be located so as to provide the most sight distance possible. The County Engineer may require additional measures to mitigate sub-standard sight distance.

Applicant:

Staff: *Criterion not applicable.*

D. Notwithstanding any other provision in this Section 16, no variance shall be approved in a public right of way under County jurisdiction that would allow for the installation, placement, or construction of any item of any kind in the “clear zone” of the said public right of way. For purposes of these Rules the phrase “clear zone” shall have the same definition as used and applied in the AASHTO standards.

Applicant:

Staff: *Criterion not applicable.*

16.250 Local Access Roads Variance Standards: The County Engineer will consider a variance from the improvement standards for a Local Access Road in the Design and Construction Manual if the topography or other features of the site make compliance with the improvement standards infeasible. Any variance issued under this Section must meet the criteria of section 16.200 of these rules as well as the minimum requirements of the local police, fire and emergency service providers, any applicable Building Code Requirements, any applicable Land Use Code requirements and meet any other applicable environmental requirements.

Applicant:

Staff: *Criterion is not applicable.*

16.310 Completeness, Timelines, Public Notice, Decision:

E. Public notice of an application for a variance to these Road Rules shall be as follows:

1. For variance applications not in conjunction with a proposed development requiring a land use decision:

a. Notice of the application and invitation to comment shall be mailed to the applicant, the applicable recognized neighborhood association, and all property owners within 100 feet within the urban growth boundary or within 750 feet outside of the urban growth boundary. The County Engineer will accept comments for 14 days after the notice of application is mailed.

Staff: A 14-Day Opportunity to Comment was mailed to neighboring property owners in accordance with MCRR 16.310. Three sets of comments were received. One set pertained to Land Use Planning and the commenter was encouraged to submit these to the City of Troutdale. The other set of comments raised concerns regarding:

- Increased volume of traffic on SW 257TH AVE
- Speeding on SW 257TH AVE

- Property values
- Reporting regarding crashes in the vicinity of Reynolds High School, as well as congestion.
- Comments on SW 257TH AVE Corridor Capital Project

Staff: Please see staff response to MCRR 16.000 criteria above which address the approval criteria of the proposal. Additional information is provided below which respond generally to the sets of comments provided by the neighbor:

- Traffic increases: County Transportation requires mitigation where increased volume of traffic will negatively affect the transportation system. In this case, the land use proposal has not been found to require any off-site improvements.
- Speeding: Speeding is not within the scope of this proposal; speeding is a matter for law enforcement. Signs (school and speed limit) are placed within the requirements of MUTCD and set by the approval process by Oregon Department of Transportation.
- Property values: Transportation has no remit over property values.
- Crashes: Safe ingress and egress were evaluated as part of the proposed access review (see approval criteria above).
- SW 257TH AVE Corridor Capital Project - suggested alternative access location to help deliver project goals Ingress and egress was evaluated as part of the proposed access review and specific road rules variance approval criteria.

This decision was drafted and will be mailed in accordance with MCRR 16.310. *Procedures met.*

Conclusion

Based on the findings, narrative, and other information provided herein, this application, as conditioned, satisfies applicable approval criteria required for a variance to allow the subject property access on SW 257TH AVE. Any changes to the scope of the project must be reviewed for transportation impact to County facilities.

Exhibits

‘A’ Applicant’s Exhibits

‘B’ Staff Exhibits

‘C’ Procedural Exhibits

‘D’ Comments Received

Exhibits with a “*” after the exhibit # have been included as part of the mailed decision. All other exhibits are available for review in Case File RRV-2024-0002 at the Transportation Planning and Development Program office.

Exhibit #	# of Pages	Description of Exhibit	Date Received/ Submitted
A.1	1	Site Plan	1/24/2022
A.2	1	Road Rules Variance narrative	1/24/2022
‘B’	#	Staff Exhibits	Date
B.1	3	Transportation Planning Review form and Memo, EP-2023-17206	8/17/2023
‘C’	#	Administration & Procedures	Date
C.1	1	Complete Letter (Day 1)	7/11/2024
C.2	3	Opportunity to Comment	7/19/2024
C.3	17	Administrative Decision	8/16/2024
‘D’	#	Comments Received	Date
D.1	1	Perala comments	7/23/2024
D.2	1	Newland comments	8/1/2024

Department of Community Services
Mid-County Street Lighting Service District No.14
<https://multco.us/mid-county-lighting-district>



TO: KrisAnn Washington, City of Troutdale Planning Administrative Assistant

FROM: Chet Hagen, District Administrator

DATE: June 28, 2024

SUBJECT: LU-0014 -2024 Cherry Park East Luxury Apartments Comments

KrisAnn:

Per the District's Administrative rules, the applicant will be required to submit a Lighting Level Review to the [Multnomah County Permit Portal](#) with photometric calculations to assess the lighting levels for all public streets and intersections within their proposed project area frontage. We strongly encourage a review of our [Lighting Level Review Instructions](#) prior to submitting the form. If you have not created an account on the Permit Portal for a previous project, **you will need to create an account** before submitting the Lighting Level Review to the District.

The current lighting level for all public streets must meet Districts standards outlined on page 9, Section 5.120 of our [Administrative Rules](#). If District standards are not met, the applicant will need to enter into a [Construction Permit](#) with the District to bring the lighting levels to current District standards.

Chet Hagen

Chet Hagen
District Administrator

PROJECT #: LU-0014-2024

Mike Halstead Townhomes;

1360 SW 257th

Troutdale, OR 97060

FROM: Mike Rider

DATE: 10/02/24

FIRE COMMENTS: 15 Apartments

NOTE: Building permit plans shall include a separate "FIRE ACCESS AND WATER SUPPLY PLAN" indicating all of the following

1. Prior to applying for a building permit provide a fire flow test and report per Oregon Fire Code Appendix B. Fire flow for multifamily buildings varies based on construction type and square footage. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. ***OFC 507.3 & B-101.1; OFC App B Table B105.1.***
2. Temporary addresses of 6" shall be provided at EACH construction entrance prior to ANY construction materials arriving on site. Prior to building finals, a 6" permanent address placard will be required per the Gresham Fire Addressing Policy. ***OFC 505 & 1401***
3. A PUBLIC fire hydrant is required to be within 225 feet of the main entrance driveway. For building equipped throughout with an approved automatic sprinkler system, the furthest point on each building shall be no more than 600 feet from a hydrant. Show on the building plans where the nearest existing and new hydrants are located. ***OFC Appendix C and 507***
4. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.
5. A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC". ***OFC Appendix C 102.2 & NFPA 13E***
6. PIV and FDC shall be located no closer than 40' to any structure. For buildings less than 40 ft (12 m) in height, a post indicator valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the post indicator valve. ***NFPA 24 5.9.5.1 & 6.2.9(1)(a); GFD Underground Fire Supply Guide***
7. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches . The access roads shall be constructed and

maintained prior to and during construction. The minimum width is 26' wide for locations where buildings are over 30' in height measured to the eave of a pitched roof. **OFC 1410, 503.2.1 & D103.1**

8. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. **OFC, Appendix D, Section D102.1**
9. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. **OFC 503.2.4**
10. "No Parking Fire Lane" signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. **OFC D 103.6**
11. If a gate is installed on a fire access road, it must meet the requirements of the Gresham Fire Gate Policy. **OFC 506.1**
12. Fire access roads exceeding 150' require an approved turnaround. Per the site plan, It appears that this fire access road measures at 150 feet and would not require a turn-a-round. **OFC, Appendix D, Section D103.+**
13. A KNOX box will be required at each fire sprinkler riser room. If temporary construction gates are used, a KNOX exterior padlock will need to be installed for the duration of its use. These can be purchased at knoxbox.com/greshamfd **OFC 506.1**
14. Property must have approved address numbers that are legible and visible at all times from the street fronting the property. Numbers shall be visible from both directions at the street entrance, this may require a two-sided sign at the street. **OFC 505.1**