

## **ANNOTATED MINUTES**

*Thursday, October 27, 1994 - 9:30 AM  
Multnomah County Courthouse, Room 602  
1021 SW Fourth, Portland*

### **REGULAR MEETING**

*Chair Beverly Stein convened the meeting at 9:32 a.m., with Vice-Chair Tanya Collier, Commissioners Sharron Kelley, Gary Hansen and Dan Saltzman present.*

### **CONSENT CALENDAR**

**UPON MOTION OF COMMISSIONER HANSEN,  
SECONDED BY COMMISSIONER KELLEY, THE  
CONSENT CALENDAR (ITEMS C-1 THROUGH C-4) WAS  
UNANIMOUSLY APPROVED.**

### **COMMUNITY AND FAMILY SERVICES DIVISION**

- C-1      Ratification of Intergovernmental Agreement Contract 103535 Between Multnomah County and the City of Gresham, to Administer Gresham Community Development Block Grant (CDBG) Funds for Transitional Housing Services, Bilingual Case Management Services, and an Emergency Housing Voucher Program, for the Period July 1, 1994 through June 30, 1995*
- C-2      Ratification of Intergovernmental Agreement Contract 103755 Between the City of Portland and Multnomah County, Providing Payment to the County for Verifying the Eligibility of Low Income Households for the City's Water/Sewer Bill Discount Program, for the Period August 31, 1994 through June 30, 1995*

### **DEPARTMENT OF ENVIRONMENTAL SERVICES**

- C-3      ORDER in the Matter of the Execution of Deed D951106 Upon Complete Performance of a Contract to Greater Mt. Calvary Church of God*
- 94-206.**
- C-4      ORDER in the Matter of the Execution of Deed D951108 for Certain Tax Acquired Property to the Estate of Frank T. Damis, Charles D. Damis, Conservator*

**94-207.**

### **REGULAR AGENDA**

### **COMMUNITY AND FAMILY SERVICES DIVISION**

- R-1      *Ratification of Amendment No. 1 to Intergovernmental Agreement Contract 100535 Between Multnomah County and Portland Community College, Portland Employment Project, Adding State Funds to Provide Services for Developmental Disabilities Program Clients Participating in the Local Solutions Project, for the Period July 1, 1994 through June 30, 1995*

**COMMISSIONER KELLEY MOVED AND COMMISSIONER COLLIER SECONDED, APPROVAL OF R-1. COMMISSIONER SALTZMAN ADVISED HE WOULD ABSTAIN FROM VOTING DUE TO HIS POSITION ON THE PCC BOARD. AGREEMENT APPROVED, WITH COMMISSIONERS KELLEY, HANSEN, COLLIER AND STEIN VOTING AYE AND COMMISSIONER SALTZMAN ABSTAINING.**

**NON-DEPARTMENTAL**

- R-2      *Consideration on Whether to Hold a Hearing to Accept Evidence and Argument, or Decide Appeal on the Record, in the Matter of the Appeal of Lydia Mann from Hearings Officer Decision Revoking Appellant's Adult Care Home License*

**CITY ATTORNEY PETE KASTING, LEGAL COUNSEL FOR THE BOARD OF COMMISSIONERS, EXPLAINED THE PARTIES HAVE REQUESTED THAT THE BOARD DECIDE THIS MATTER ON THE RECORD AND ADVISED THE HEARINGS OFFICER RECORD WOULD BE DELIVERED TO THE OFFICE OF THE BOARD CLERK AND BE AVAILABLE THERE FOR BOARD INSPECTION. AT THE RECOMMENDATION OF CHAIR STEIN AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER COLLIER, IT WAS UNANIMOUSLY APPROVED THAT CONSIDERATION OF THIS ITEM BE CONTINUED TO TUESDAY, NOVEMBER 22, 1994.**

**DEPARTMENT OF HEALTH**

- R-4      *Second Reading and Possible Adoption of a Proposed ORDINANCE to Provide Fee Schedule Changes for the Environmental Health Section of the Department of Health*

**PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF THE SECOND READING AND ADOPTION. NO ONE WISHED TO TESTIFY.**

**ORDINANCE 803 UNANIMOUSLY APPROVED.**

- R-5      *Ratification of Intergovernmental Agreement Contract 201095 Between Multnomah County, on Behalf of CareOregon, and Oregon Health Sciences University, Providing Physician Services While CareOregon Clients are Patients at Oregon Health Sciences University*

**COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-5. DR. GARY OXMAN EXPLANATION. AGREEMENT UNANIMOUSLY APPROVED.**

**SHERIFF'S OFFICE**

- R-6      *Ratification of Intergovernmental Agreement Contract 800485 Between Multnomah County and Metro, Allowing Metro the Use of County's Law Enforcement Aircraft and Personnel for Aerial Surveillance Services at an Established Hourly Rate*

**UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, R-6 WAS UNANIMOUSLY APPROVED.**

**PUBLIC CONTRACT REVIEW BOARD**

*(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)*

- R-8      *ORDER in the Matter of Exempting from Public Bidding a Contract with Electric Light Wave for the Provision of Telecommunications T-1 Service*

**COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-8. ROGER BRUNO, BRIAN FOWLES AND JIM MUNZ EXPLANATION AND RESPONSE TO BOARD QUESTIONS. ORDER 94-208 UNANIMOUSLY APPROVED.**

- R-9      *ORDER in the Matter of Exempting from Public Bidding the Purchase of T-1 Lines and Service*

**UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, ORDER 94-209 WAS UNANIMOUSLY APPROVED.**

*(Recess as the Public Contract Review Board and reconvene as the Board of County Commissioners)*

**DEPARTMENT OF ENVIRONMENTAL SERVICES**

R-3      **C 11-94**      *Third Reading and Possible Adoption of a Proposed ORDINANCE Amending Comprehensive Framework Text Plan Policy 16 - B and MCC 11.15 Regarding the Regulation of Surface Mining and Nearby Surrounding Land Uses in Partial Fulfillment of Periodic Review Work Program Tasks Required to Bring Multnomah County's Land Use Program into Compliance with Statewide Planning Goal 5*

**PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF THE THIRD READING AND ADOPTION. CAROLYN COONS, SKIP ANDERSON AND ARNOLD ROCHLIN TESTIMONY, SUGGESTIONS AND REQUESTS FOR CLARIFICATION OF VARIOUS MATTERS. GARY CLIFFORD EXPLANATION AND RESPONSE TO BOARD QUESTIONS. UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, AN AMENDMENT TO SECTION MCC 11.15.9005 AND 11.15.90010 DELETING REFERENCES TO FEES WAS UNANIMOUSLY APPROVED. FOLLOWING MR. CLIFFORD EXPLANATION AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, AN AMENDMENT TO SECTION MCC 11.15.6765(F) REGARDING DEFINITION OF IMPACT AREA WAS UNANIMOUSLY APPROVED. FOLLOWING MR. CLIFFORD EXPLANATION AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, AMENDMENTS TO PLAN POLICY 16-B, STRATEGIES E & F AND MCC 11.15.6765(M) REGARDING DEFINITION OF SIGNIFICANT SITE WERE UNANIMOUSLY APPROVED. MR. CLIFFORD AND JOHN DuBAY EXPLANATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION CONCERNING EXEMPT MINING ACTIVITY. COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF AMENDMENTS TO PLAN POLICY 16-B, STRATEGIES H AND I AND MCC 11.15.6760 REGARDING REGULATION OF EXEMPT MINING ACTIVITY. MR. CLIFFORD RESPONSE TO BOARD QUESTIONS REGARDING RECLAMATION STANDARDS. CHAIR STEIN DIRECTED SHARON TIMKO TO ADDRESS ISSUE RAISED BY MR. ROCHLIN CONCERNING NEED FOR COMPREHENSIVE PLAN**

**AMENDMENTS REGARDING RESIDENTIAL ZONES. EXEMPT MINING ACTIVITY AMENDMENTS UNANIMOUSLY APPROVED. FOLLOWING EXPLANATION BY MR. CLIFFORD, COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF AN AMENDMENT TO MCC 11.15.7325(C)(1)(d) REGARDING TRANSPORTATION REQUIREMENTS. MR. CLIFFORD RESPONSE TO BOARD QUESTIONS. TRANSPORTATION REQUIREMENTS AMENDMENT UNANIMOUSLY APPROVED. FOLLOWING EXPLANATION BY MR. CLIFFORD AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, AMENDMENTS TO PLAN POLICY 16-B, STRATEGIES Q, MCC 11.15.7325(B) AND MCC 11.15.7325(C) REGARDING COUNTY REGULATION OF RECLAMATION WERE UNANIMOUSLY APPROVED. FOLLOWING MR. CLIFFORD'S EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BOARD COMMENTS AND DISCUSSION. UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, AMENDMENTS TO MCC 11.15.7325(C)(2)(a)&(b) AND 11.15.7325(C)(7)(a)&(b) REGARDING SCREENING OF MINE SITES AND SETBACKS FOR MINING ACTIVITY WERE APPROVED, WITH COMMISSIONERS KELLEY, HANSEN, SALTZMAN AND STEIN VOTING AYE AND COMMISSIONER COLLIER VOTING NO. FOLLOWING EXPLANATION BY MR. CLIFFORD AND UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, AN AMENDMENT TO MCC 11.15.7325(C)(6) REGARDING FISH AND WILDLIFE PROTECTION WAS UNANIMOUSLY APPROVED. FOLLOWING RECOMMENDATION OF MR. DuBAY AND UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT THE THIRD READING OF THE PROPOSED ORDINANCE BE APPROVED, AS AMENDED, AND A FOURTH READING BE SCHEDULED FOR THURSDAY, NOVEMBER 3, 1994.**

*Commissioner Hansen left at 10:40 a.m.*

**NON-DEPARTMENTAL**

**R-7      RESOLUTION in the Matter of Accepting the Supplemental 1994-95 Budget and Preparing the Approved Supplemental Budget for Submittal to the Tax**

*Supervising and Conservation Commission*

**COMMISSIONER KELLEY MOVED AND COMMISSIONER COLLIER SECONDED, APPROVAL OF R-7. DAVE WARREN, JIM MUNZ AND BRIAN FOWLES EXPLANATION AND RESPONSE TO BOARD QUESTIONS. MR. MUNZ TO PROVIDE COMMISSIONER KELLEY WITH ADDITIONAL INFORMATION. CHAIR STEIN DIRECTED THAT A DATA PROCESSING MANAGEMENT COMMITTEE UPDATE AND PROPOSAL BRIEFING BE SCHEDULED IN THREE OR FOUR MONTHS. RESOLUTION 94-210 UNANIMOUSLY APPROVED.**

**PUBLIC COMMENT**

**R-10      Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.**

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**Thursday, October 27, 1994 - 10:30 AM  
(Or Immediately Following Regular Meeting)  
Multnomah County Courthouse, Room 602  
1021 SW Fourth, Portland**

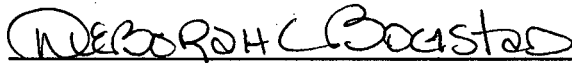
**BOARD BRIEFING**

**B-1      Fairview Village Project Overview. Presented by Rick Holt, Charles Haugh and Randy Jones.**

**RICK HOLT PRESENTATION AND RESPONSE TO BOARD QUESTIONS. FAIRVIEW CITY ADMINISTRATOR MARILYN HOLSTROM COMMENTS AND RESPONSE TO BOARD QUESTIONS.**

*There being no further business, the meeting was adjourned at 11:40 a.m.*

**OFFICE OF THE BOARD CLERK  
for MULTNOMAH COUNTY, OREGON**

  
**Deborah L. Bogstad**



# MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK  
SUITE 1510, PORTLAND BUILDING  
1120 S.W. FIFTH AVENUE  
PORTLAND, OREGON 97204

## BOARD OF COUNTY COMMISSIONERS

BEVERLY STEIN •	CHAIR •	248-3308
DAN SALTZMAN •	DISTRICT 1 •	248-5220
GARY HANSEN •	DISTRICT 2 •	248-5219
TANYA COLLIER •	DISTRICT 3 •	248-5217
SHARRON KELLEY •	DISTRICT 4 •	248-5213
CLERK'S OFFICE •	248-3277 •	248-5222

## AGENDA

### MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

#### FOR THE WEEK OF

OCTOBER 24, 1994 - OCTOBER 28, 1994

Thursday, October 27, 1994 - 9:30 AM - Regular Meeting . . . . . Page 2

Thursday, October 27, 1994 - 10:30 AM - Board Briefing . . . . . Page 4  
(Or Immediately Following Regular Meeting)

### FUTURE MEETING CHANGES/CANCELLATIONS

Tuesday, 11/15/94 - Cancelled/AOC Conference

Thursday, 11/17/94 - Cancelled/AOC Conference

Tuesday, 11/22/94 - 9:30 AM Regular Meeting Scheduled

Thursday, 11/24/94 - Cancelled/Holiday

Thursday Meetings of the Multnomah County Board of Commissioners are  
taped and can be seen by Paragon Cable subscribers at the following times:

Thursday, 6:00 PM, Channel 30

Friday, 10:00 PM, Channel 30

Saturday, 12:30 PM, Channel 30

Sunday, 1:00 PM, Channel 30

**INDIVIDUALS WITH DISABILITIES MAY CALL THE OFFICE OF THE BOARD  
CLERK AT 248-3277 OR 248-5222, OR MULTNOMAH COUNTY TDD PHONE 248-  
5040, FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.**

Thursday, October 27, 1994 - 9:30 AM

Multnomah County Courthouse, Room 602  
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**REGULAR MEETING**

**CONSENT CALENDAR**

**COMMUNITY AND FAMILY SERVICES DIVISION**

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**NON-DEPARTMENTAL**

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***Thursday, October 27, 1994 - 10:30 AM  
(Or Immediately Following Regular Meeting)***

***Multnomah County Courthouse, Room 602  
1021 SW Fourth, Portland***

**BOARD BRIEFING**

**B-1      *Fairview Village Project Overview. Presented by Rick Holt, Charles Haugh and Randy Jones. (45 MINUTES REQUESTED.)***

MEETING DATE: OCT 27 1994

AGENDA NO: B-1

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Presentation on Fairview Village

BOARD BRIEFING Date Requested: October 27 following Agenda  
Amount of Time Needed: 45 minutes

REGULAR MEETING: Date Requested: \_\_\_\_\_  
Amount of Time Needed: \_\_\_\_\_

DEPARTMENT: Nondepartmental DIVISION: Commissioner Kelley

CONTACT Commissioner Sharron Kelley TELEPHONE #: 248-5213

BLDG/ROOM #: 106/1500

PERSON(S) MAKING PRESENTATION: Rick Holt, Charlie Haugh, Randy Jones

ACTION REQUESTED

☒ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Two information binders are available which describe the project in detail. As currently conceived, the development will combine a mixture of nearly 600 residential units; a variety of affordable housing types; 10+ acres of retail and commercial space; 30,000-50,000 of office space; consistent architectural quality; pedestrian friendly streetscapes and pathways linking various areas of the village; over 50 acres of natural wetlands and forested land; a network of walking trails which will connect to the regional 40 mile loop trail system; a central market district; and a public square planned to include at least one sidewalk cafe.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Sharron Kelley

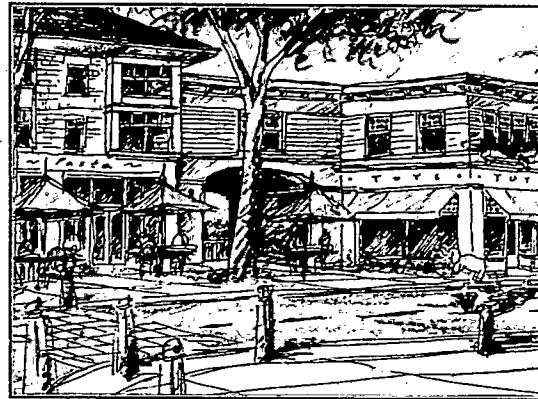
OR

DEPARTMENT MANAGER: \_\_\_\_\_

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/5222  
0516C/63

1994 OCT 10 PM 1:19  
CLATSOP COUNTY  
OREGON  
CLERK OF BOARD OF  
COUNTY COMMISSIONERS



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# FAIRVIEW

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# VILLAGE

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Fairview Village is a land-use plan patterned after American small towns built before the age of the automobile. Small towns encourage people to walk or bike to convenient retail stores that supply their basic necessities, reducing the number of necessary car trips. The increased pedestrian traffic enhances interaction among neighbors and promotes a strong sense of community. It is the goal of the Fairview Village development to promote pedestrian activity and engender this sense of community within the village in ways that remind us of traditional American towns.

Once completed, Fairview Village will provide a town center that serves both the Village and "Old Town" Fairview. The development will focus on a core of commercial and retail services, just a five minute walk from all residences of the Village and Old Town. The Village will include a variety of affordable housing types integrated with the town center by consistent architectural quality, pedestrian friendly streetscapes and pathways linking various areas of the village. The development anticipates over 50 acres of natural wetlands and forested land, and will include a network of walking trails which will connect to the regional 40 mile loop trail system.

Village residents will be reminded of traditional American towns by a number of significant details. The central market district will incor-

porate a gathering spot for the neighborhood, a public "square" planned to include at least one sidewalk cafe. The residential areas incorporate several neighborhood "pocket parks". A large public park is sited at the end of the main street, overlooked by office space and /or a community meeting facility and by a church or other place of worship. Finally, regarding public transportation, convenient and easy access to buses and light rail lines link the village to downtown Portland and other destinations.

Thus the plan is being created in a way that incorporates the transportation and economic realities of the 1990's. The project encourages pedestrian use, but the design does not neglect convenient access to the automobile. This design will encourage a safe and unobtrusive co-existence between the auto, the bicyclist and the pedestrian. Once our society is able to significantly reduce our dependence on the automobile, the project could evolve towards a more "car-less" future.

Holt & Haugh, Inc., a Portland land development and investment company, is developing this vision in the city of Fairview, Oregon. It is the aim of the company to show that a project that meets many public policy goals can be sponsored and completed quickly, effectively and profitably by the private sector.

## OVERVIEW

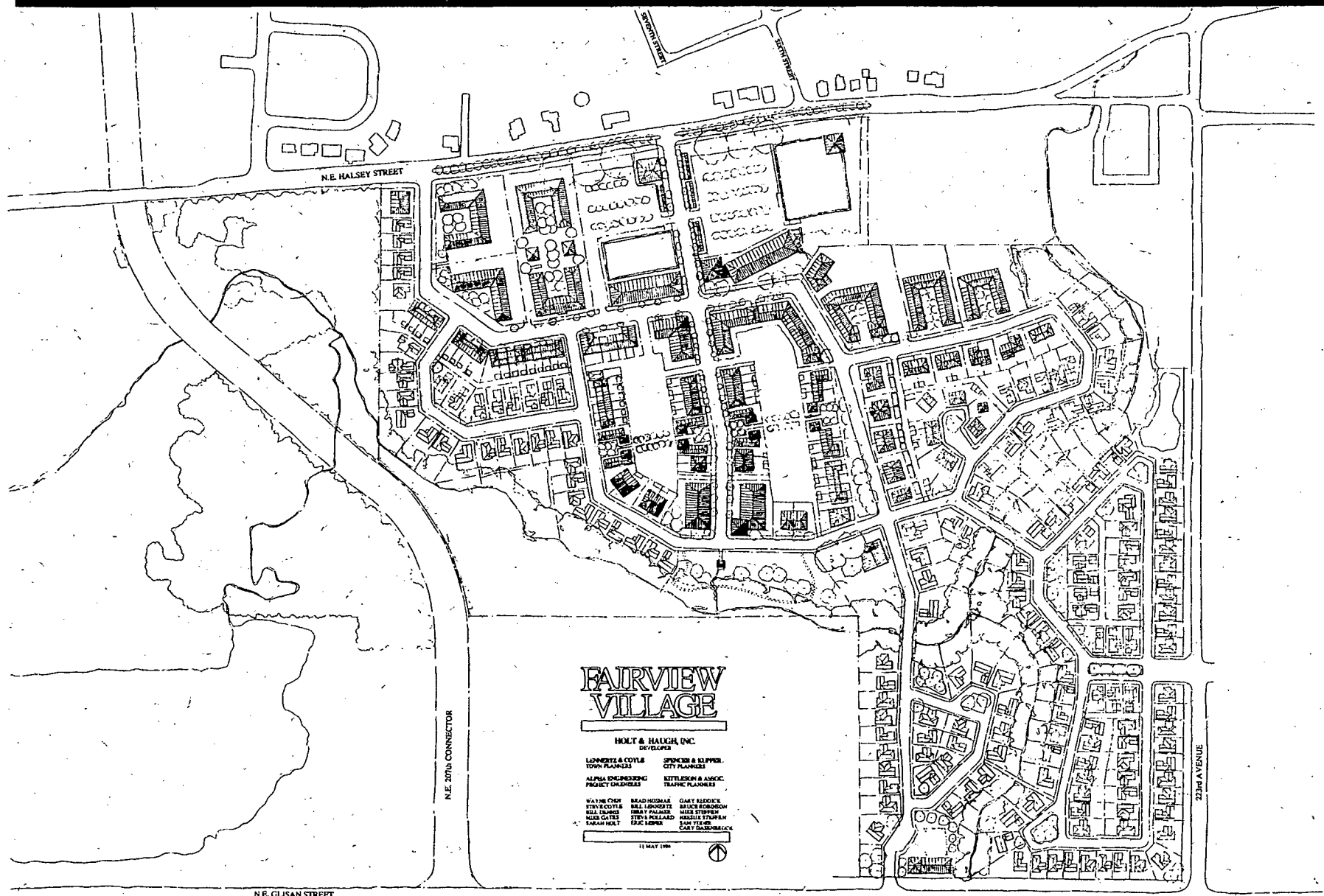
*"Rick [Holt's] vision has now become Fairview's vision."*

**MARILYN HOLSTROM**

*City Administrator  
City of Fairview  
Oregon*

*cover:  
FAIRVIEW VILLAGE  
Village Center*

**HOLT &  
HAUGH**



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The project is to be developed on the Tektronix land bordering the existing "Old Town" residential area of Fairview. The site will be directly accessible from Interstate 84 upon completion of the new 207th connector by early 1995. The site is bounded by NE Halsey to the north, NE Glisan to the south and NE 223rd to the East. The western edge of the property will be defined by the extension of the new 207th connector.

The development, as currently conceived, will combine a mixture of nearly 600 residential units, including single family residential, small lot attached single family, townhouse units and apartments. It will also include 10+ acres of retail and commercial space and 30,000-50,000 sq. ft. of office space. The project also anticipates apartment units and townhomes integrated within the retail core, creating an urban feel. The entire plan will be architecturally unified, with street views designed to terminate in architectural landmarks. It will be unified through enforcement of strong design standards for residential and retail construction as well as streetscapes, and also by providing landscaping design for the public roads which emphasizes pedestrian use and aesthetics.

Residential density will range from the relatively low density of single family homes at the periphery of the project to the higher density apartments and townhomes closer to the

public transit and shopping area. The heart of the village is a core of small retail shops and restaurants developed around a market square at the intersection of streets which would traditionally be named "Main and Market". A grocery, easily visible and accessible from NE Halsey, will provide the neighborhood with a convenient source for its everyday necessities, in addition to ample parking. Two office buildings overlooking the large village park, forest and wetlands will anchor the south end of the main street, thus creating what is traditionally referred to as the "Civic Square".

## **PROJECT DESCRIPTION**

*"[Fairview Village] can be an example of development that is not something to be feared by those living nearby; but is something that helps us strengthen the communities that we now have, that adds facilities that we want, that adds character rather than destroying quality, that gives us the chance to build cities and build neighborhoods that are even better than those we have today."*

**BOB STACEY**

*Senior Policy Advisor  
Office of the Governor  
State of Oregon*

*left:  
FAIRVIEW VILLAGE  
Charrette Plan*

*11 May 1994*



HOLT &  
HAUGH



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The automobile has allowed unprecedented individual freedom and convenience to the American consumer. The individual is allowed to drive great distances to satisfy the slightest whim, to seek opportunity whether it be nearby or far away. In addition to the obvious associated problems of congestion and pollution, however, automobiles have contributed to a society of increasingly isolated individuals. Tract development of the last few decades has also contributed to the decline of the sense of community. Tract housing is physically separated from retail and commercial areas. Garages dominate street facades and those same residential streets are of a width that encourages high speed and through traffic.

An increasing segment of the general public is vocal about its desire to return to a more traditional style of living - a quality of lifestyle in which neighbors know each other and the retailers who serve them. In this vein, Fairview Village has been designed to foster this enhanced sense of community.

Neighborhood streets are narrower than typical tract developments in order to slow traffic, thus enhancing safety and comfort for the pedestrian. Parallel street parking is encouraged to provide a buffer between pedestrians on the sidewalk and moving autos.

Architectural and landscape amenities on the

streets encourage foot traffic as well. A landscaping and architectural code has been defined for houses to require the majority of owners to locate garages towards the rear of each lot in order to decrease the dominance of garage doors along the street, creating more pleasing facade designs. Home designs which encourage residents to utilize their front yards - for instance by including front porches - will also be written into the code. Increased foot traffic and front yard uses will increase neighborhood interaction.

A public square, a community building, a neighborhood church, community parks and neighborhood retailers who know their customers personally - all support an environment in which neighbors interact and get to know each other. A strong sense of community is a proven deterrent to crime and enhances each resident's quality of life.

## **A SENSE OF COMMUNITY**

*"We see this serving as a model development promoting the goals of the transportation and growth management program throughout the state."*

**BILL ADAMS**

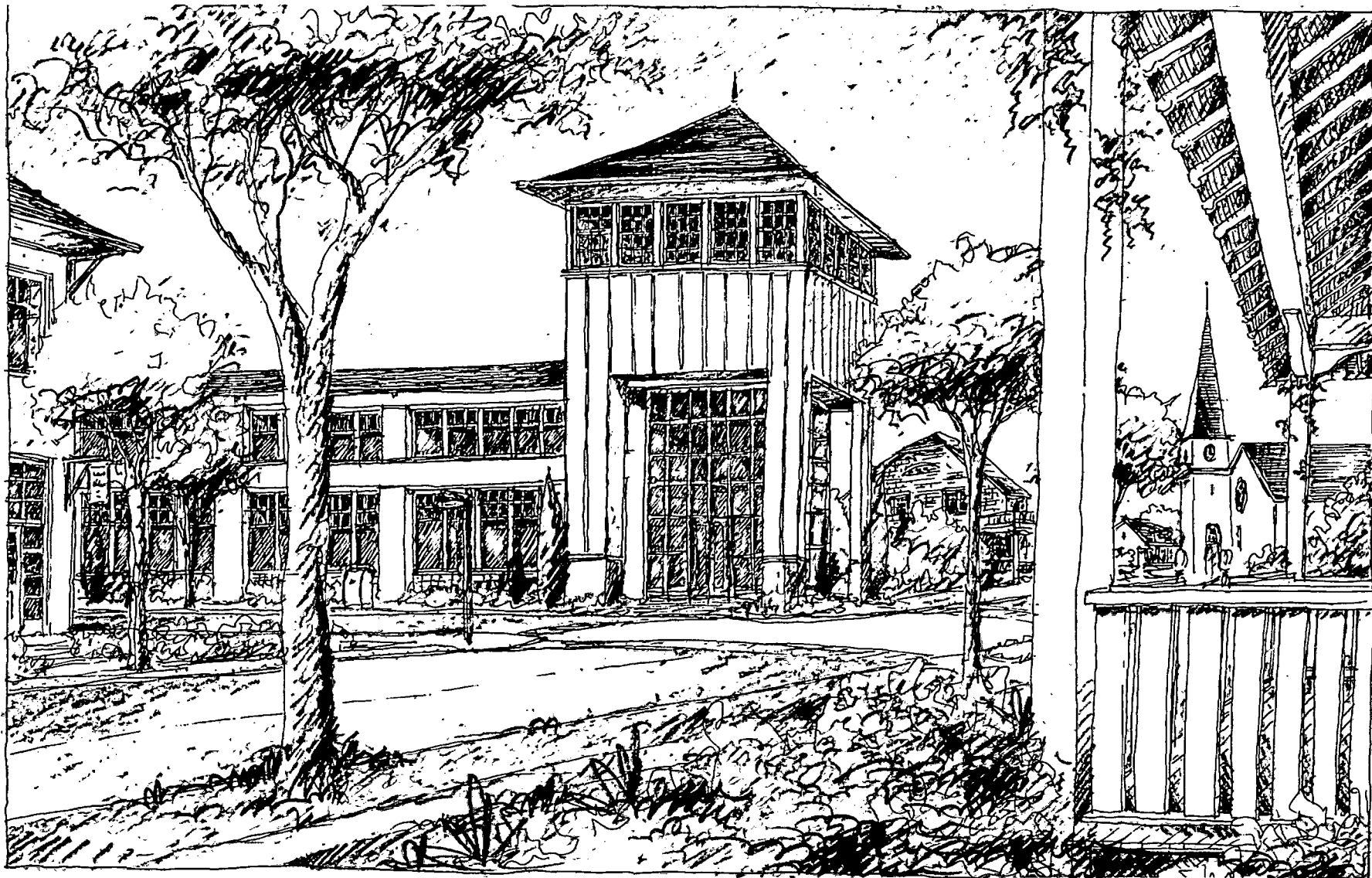
*Urban Growth Management  
Specialist  
Department Land Conservation/  
Development  
State of Oregon*

*left:  
FAIRVIEW VILLAGE  
Neighborhood Lane*

*Steve Pollard  
Pollard-Hosmar Designers, Inc.*

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**HOLT &  
HAUGH**



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Rather than design Fairview Village on its own, Holt & Haugh, Inc. hosted a three-day "charrette". The charrette is an intensive design work session in which everyone with an interest in the project is encouraged to dream, design, and/or object to and re-design any aspect of the project. Architects, designers and engineers stay up each night to integrate the input from each day's sessions.

The Fairview Village design charrette was well attended by numerous City, County and State public officials, by environmental and citizen interest groups, as well as by the fire marshal, police and Tri Met. Experts in retail, commercial and residential development lent their wisdom, as did traffic and civil engineers. A half-dozen local architectural firms were represented by their best talent, and town planning specialists flew in from around the country to participate. The plan was continuously scrutinized, reworked and fine-tuned from the first session to the last.

The size and scale of the project was kept at a level which reflects the economic realities of the real estate market and the current size and capacity of the City. The overriding concern was to produce a plan which can be built and can be successful, rather than a plan which is brilliant in concept, but which could never be implemented.

The resulting design incorporated the best of the

participants' ideas into a coordinated master plan. The variety of viewpoints and different areas of expertise allowed inherent conflicts to arise. Conflict in a charrette process inevitably leads to dynamic problem solving, group creativity, consensus, and an end design which is far better than any plan which could be designed by any one individual.

## **VILLAGE DESIGN: Community Involvement**

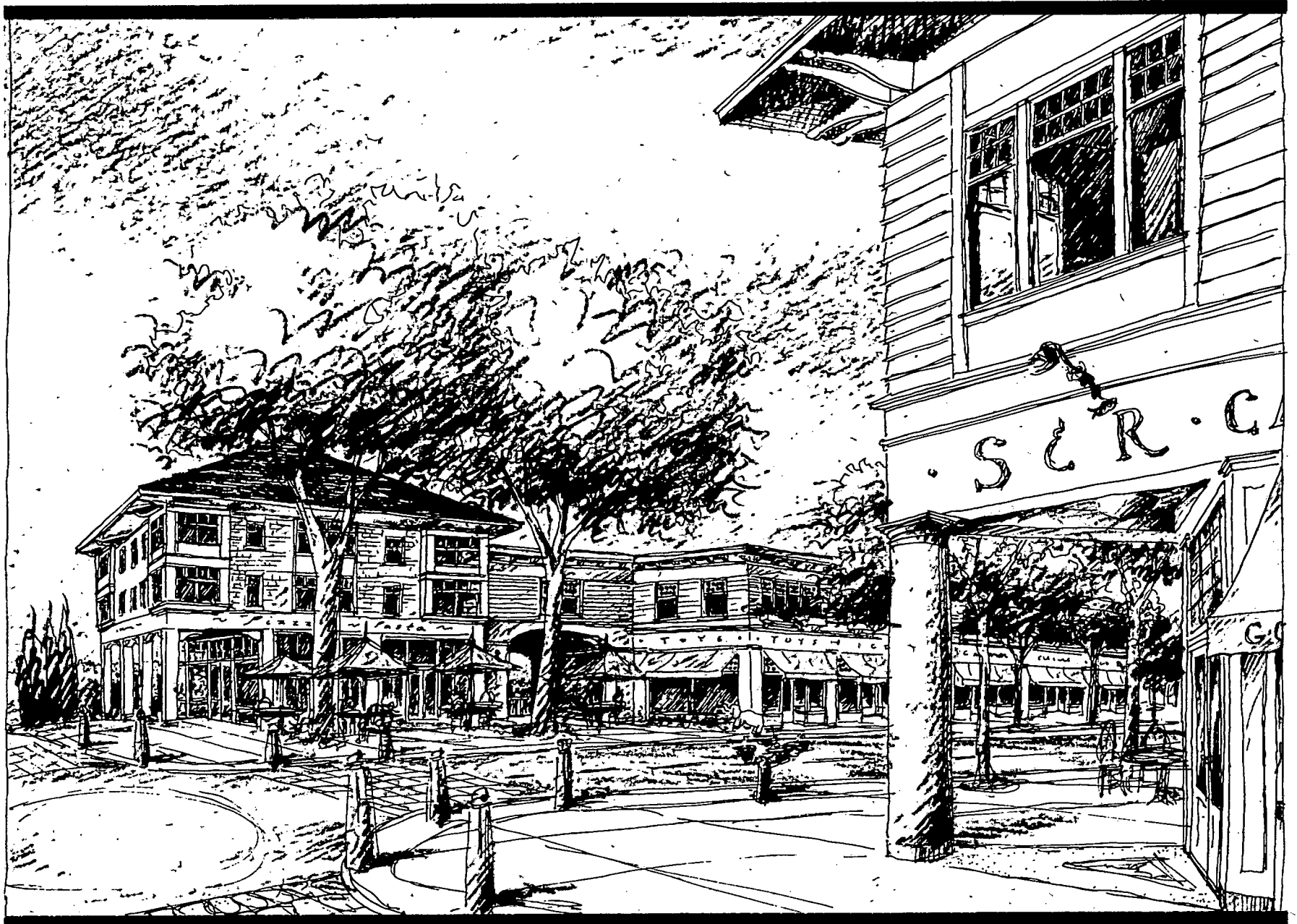
*"The best plans are those made by many hands."*

**BILL LENNERTZ**

*Town Planner  
Lennertz & Coyle*

**left:  
FAIRVIEW VILLAGE  
Town Green**

*Bill Dennis, Architect  
Boston, MA*



HOLT &  
HAUGH

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Fairview Village includes a traditional shopping center at the main entrance on NE Halsey. The center is to include a large (40,000-50,000 sq. ft.) grocery and a smaller second (20,000-30,000 sq. ft.) anchor retailer. These two retailers will provide essential goods to neighboring residents not available other than by automobile. The center will have adequate surface parking to allow for economic viability. In addition, being located at the periphery of the village, it will collect automotive traffic destined to main street retailers and deter excess vehicular traffic from venturing further into the project.

Adjacent to the neighborhood grocery is the retail center of the Village. A four corner retail square, formed by two and three story buildings fronting the sidewalk, will provide an intimate town center. The sunniest corner of the main street intersection will ideally boast a neighborhood sidewalk cafe or two, promoting the sense of a bustling and friendly town square. The small retail stores will benefit from the shopping center parking, but not view out over a "sea" of parking. The upper stories of the small retail may be offices or apartments - adding to the energy of the market square.

## ***BUILDING TYPES: Retail***

***"[Fairview Village] meets both transit and economic land use goals and will be the model for the 95% of communities not along the light rail corridor."***

**STEVEN L. PFEIFFER**

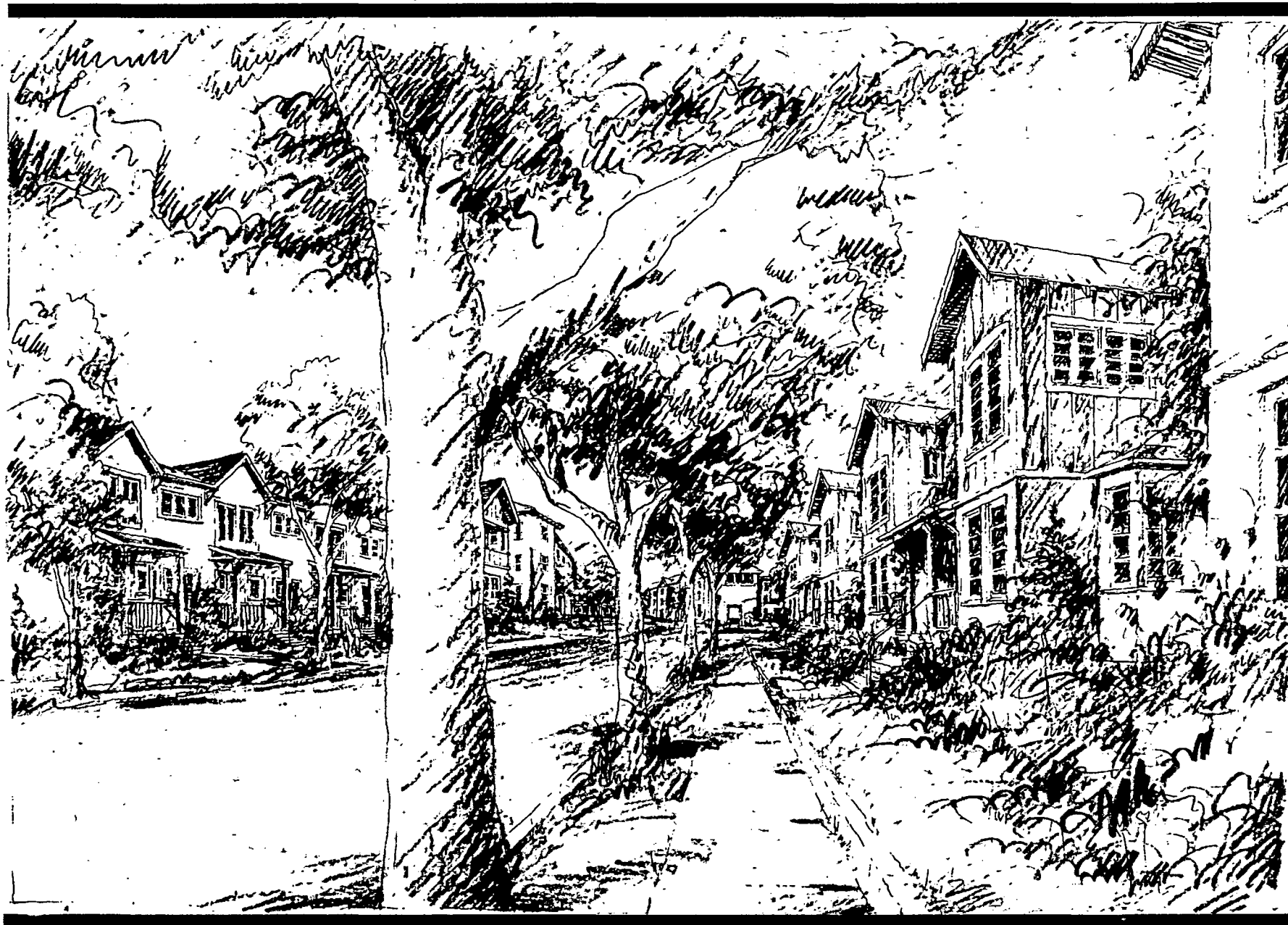
***Commissioner  
Land Conservation &  
Development Commission  
State of Oregon***

***left:  
FAIRVIEW VILLAGE  
Market District***

***Bill Dennis, Architect  
Boston, MA***

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**HOLT &  
HAUGH**



HOLT &  
HAUGH

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### **TOWNHOUSES:**

Townhouses will line "Main Street" and the two parallel adjacent streets, creating an urban feel adjacent to the town center and between the retail intersection and the office buildings. Parking will be hidden behind the homes, with no garages fronting the pedestrian friendly residential streets. The townhouses will have front porches onto the street sidewalks and front stoops on which to sit and interact with the community. Zoning will allow the first floor of the main street townhomes to be converted to retail or commercial uses, allowing the commercial/retail to evolve and grow as it is accepted.

### **APARTMENTS:**

A variety of apartment types will exist throughout the Village, including apartments over retail buildings and "garden" apartments. Typically, these garden apartments will be "U" shaped, as shown, so that residents' views are over a common green in the courtyard rather than parking lots or a street. The courtyard also promotes interaction among tenants and a sense of community. Apartments will generally be built at a density of 20-28 units per acre, but there may be an opportunity to create seniors' apartments or congregate care facilities of other densities as well. The variation of demographics - age and income levels - is an important dynamic in creating a community plan.

## **BUILDING TYPES: Townhouses & Apartments**

*"The challenge to our design team was to create high density areas in the master plan that have architectural character, are intimate in scale and located on attractive neighborhood streets... We want density, but not at the cost of liveability."*

**RICK HOLT**

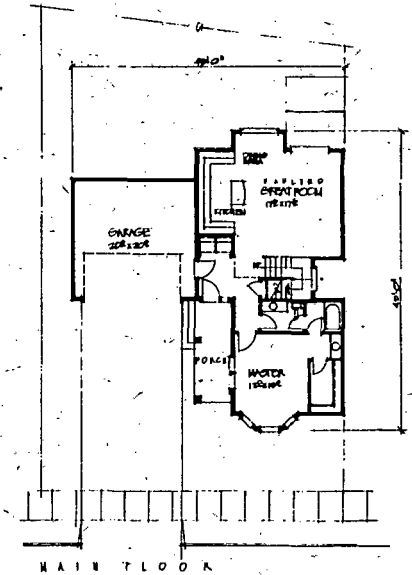
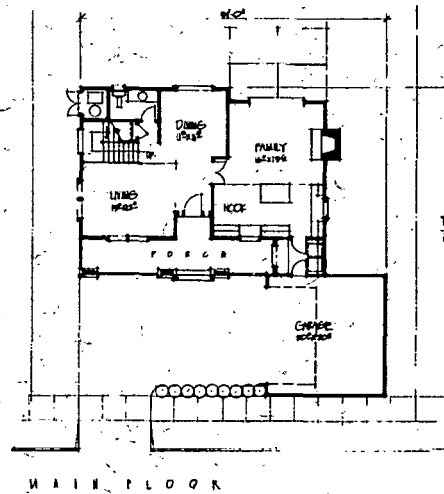
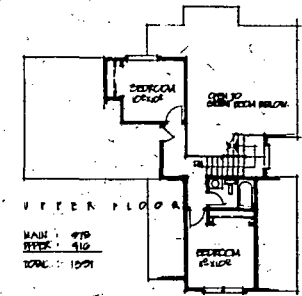
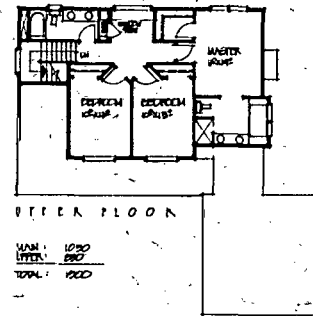
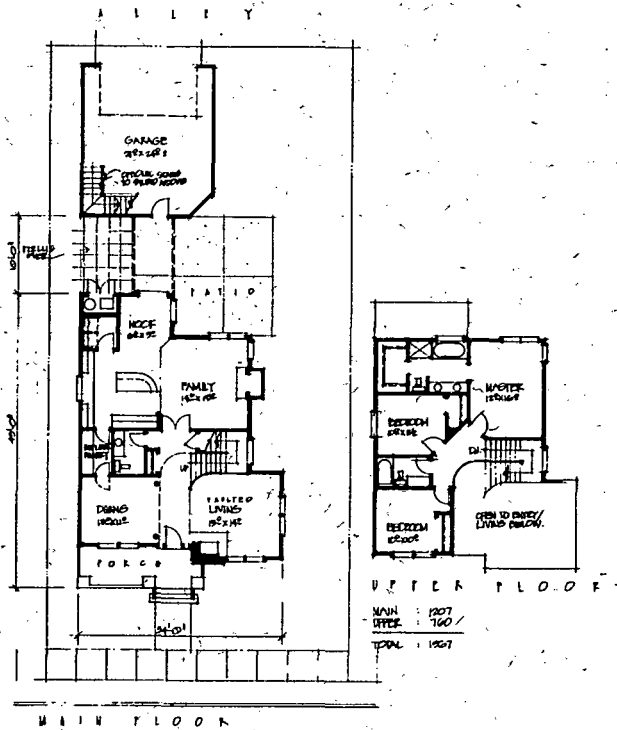
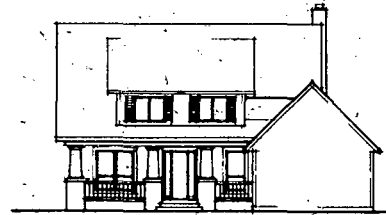
*Partner  
Holt & Haugh, Inc.*

*left:  
FAIRVIEW VILLAGE  
Townhouse District*

*Mike Steffen, Architect  
Portland, OR*

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**HOLT &  
HAUGH**



## HOUSING TYPES



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Single family residential lots will range in size from roughly 4,000 - 7,700 square feet. The lots are relatively small compared to those that have been traditionally sold in the Portland area due to physical constraints of the site and due to the general market trend caused by higher costs and the effects of the Urban Growth Boundary.

Homes built on the single-family lots will have design restrictions regarding such items as the pitch of the roof, the existence of front porches, and the location of garages. The homes should create an aesthetically pleasing and architecturally interesting appeal from the street, encourage residents to orient their activities toward the street, and de-emphasize the presence of garages by pushing them back from the front facade. Market acceptance will demand that they be of high quality, yet designed to be economically viable and of high quality.

A number of home sites will back up to wetlands or to Fairview Creek. The lots will extend to the center of the creek, but an environmental easement will restrict any development within 50 feet of the creek's center on each side. Having effectively limited the building footprint of the house, creative zoning - allowing some zero lot line setbacks for instance - will be created to allow adequate housing

sizes while preserving aesthetics.

The smaller lots may house duplexes, carriage homes, patio homes or other creative small lot configurations. Again, the emphasis will be placed on encouraging aesthetics and privacy with efficient land usage. The smaller lot homes will attract consumers seeking the affordability and ease of upkeep of a small lot and appeal to the growing preponderance of families to whom a large lot is not essential - "empty-nester" couples and the growing number of households headed by singles. The clustering of small lots will allow the creation of charming courts and plazas, all located within a 2 to 3 minute walk of the village center.

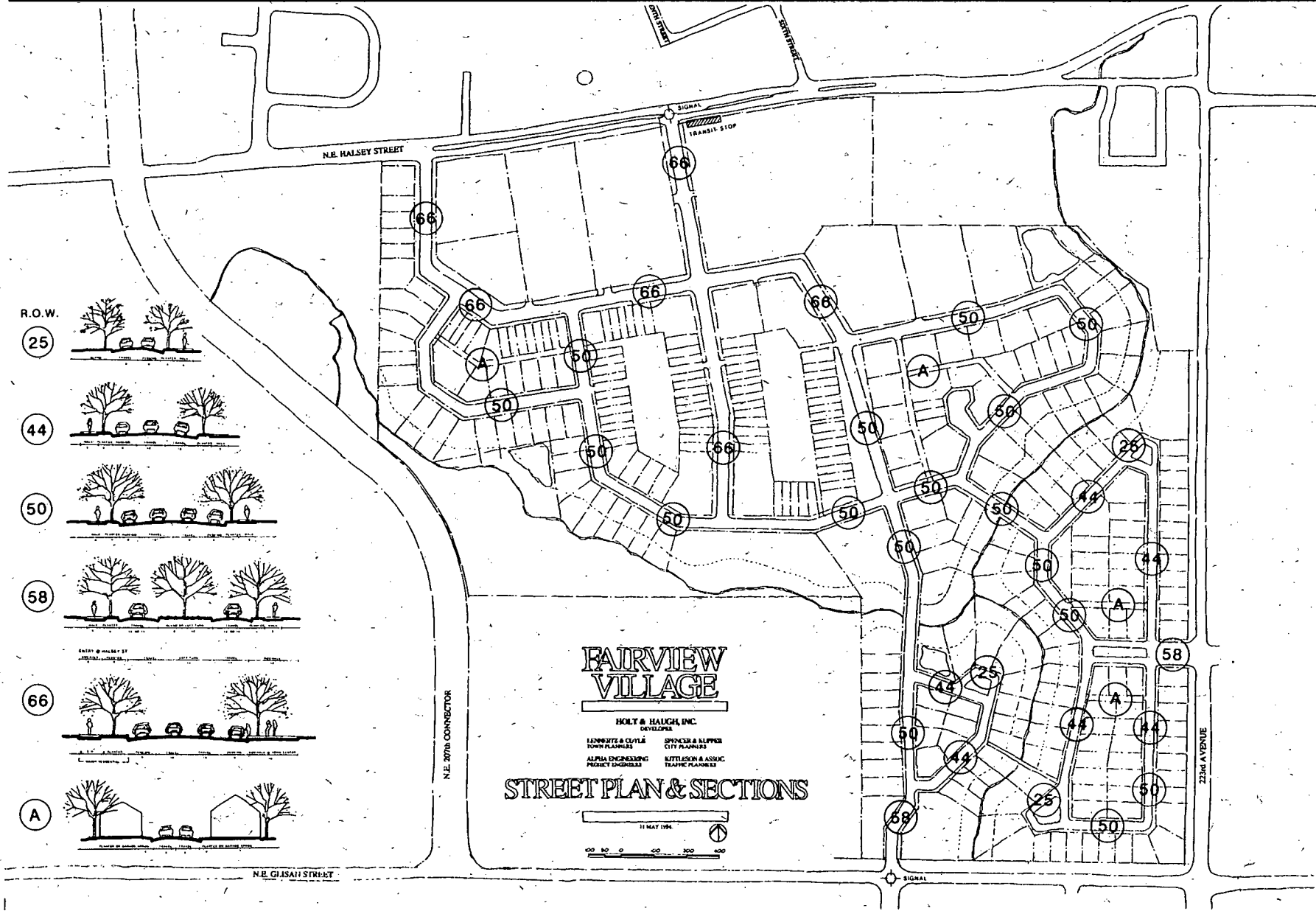
## **BUILDING TYPES: Single-Family Residential**

*"There is need...for prudent commitment to both sustained economic development as well as responsible environmental and resource protection. In our view, these are mutually dependent, not mutually exclusive."*

*National Institute for Urban Wildlife,  
1989*

*left:  
FAIRVIEW VILLAGE  
Housing Types*

*Steve Pollard  
Pollard-Hosmar Designers, Inc.*



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The attached map shows the proposed street sections for the village. In general, street widths are kept narrow in order to slow automobile traffic, while accommodating parallel parking and bicycle traffic. Streets have been designed with enough width to meet fire safety codes, but are narrow enough to preserve the pedestrian friendly feel and aesthetics. Narrow sections through retail areas will tend to enhance retail visibility. Much as slow traffic along NW 23rd in Portland allows drivers to momentarily window shop as they pass by.

An all-weather bus stop and special bus pull-out lane is planned near the intersection of the

main street and NE Halsey, and it will be within a five minute walk of virtually all residents of Old Town and Fairview Village. NE Halsey is a major east-west public transportation corridor and bus service at this location includes direct service to downtown Portland. A bus stop also currently exists on NE Glisan and NE 223rd with direct service to the light rail line in downtown Gresham. Relocating this stop to the main street/Halsey location would reinforce the intersection as the transportation hub of Fairview. This hub would be located next to a coffee shop or other comfortable accommodation to make waiting for the bus less daunting, especially on a cold winter morning.

## **TRANSPOR- TATION**

*"My hope is that in continuing to educate the public about neotraditional, transit oriented, pedestrian friendly environments, we'll be able to use Fairview Village as a prime example."*

**MEEKY BLIZZARD**

*Public Education Specialist  
1000 Friends of Oregon*

*left:*  
**FAIRVIEW VILLAGE**  
*Street Plan & Section*

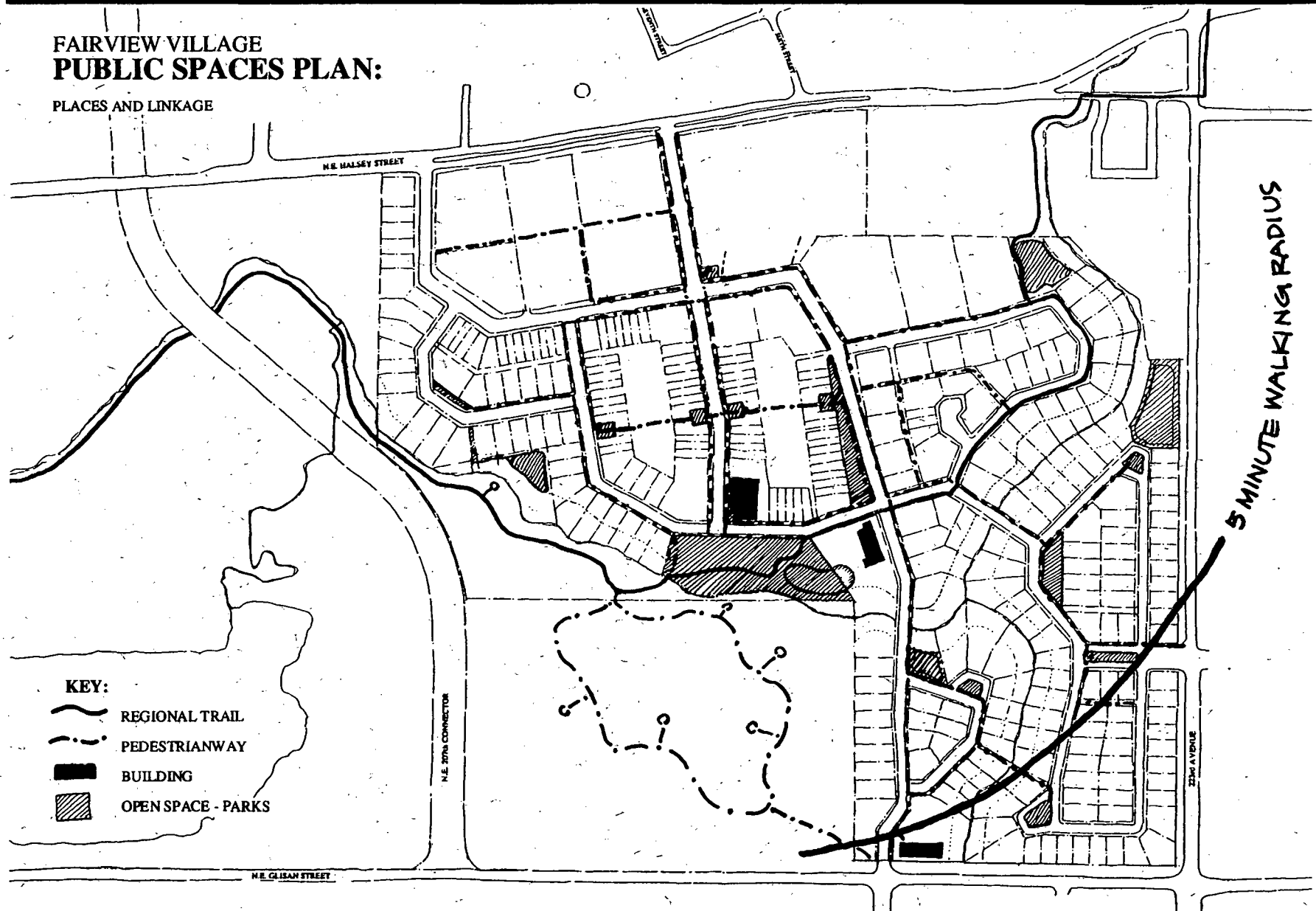
*Alpha Engineering  
Portland, Oregon*

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**HOLT &  
HAUGH**

# FAIRVIEW VILLAGE PUBLIC SPACES PLAN:

PLACES AND LINKAGE



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Areas for public meeting and neighborhood interaction are a high priority of the Fairview Village design. A picturesque public square, a community building, children's day care and a church or other place of worship are accommodated in the design. The park system will be extensive, with small pocket parks within the residential areas, and a major public park at the terminus of the main street. Additionally, the wetland and forest habitat will have a master trail plan designed.

The plan anticipates roughly fifty acres of the wetland-upland habitat for water quality benefits, wildlife habitat and recreational opportunities for residents of the City and the region. In addition, a degraded segment of Fairview Creek on the east side of the property will be restored and approximately 2.5 acres of ponds built to improve the quality of storm water going into Fairview Creek from the uplands of the development. A comprehensive natural resources educational program will be developed, specific to the site, that can be used to augment existing school curricula and community educational programs.

The benefits of combining open spaces with urban development were well stated in an architectural study of Reading, Pennsylvania written in the year 1919: "The most essential feature of a modern residential district in a city

of the size of Reading is its intimate connection with a large landscape park. A landscape park is a reservation of fine landscape, large enough to permit one to exercise his mind and body outdoors, with a feeling of being near nature and without striking upon private fences and private property rights, dusty roads and cheap structures continuously. Landscape in this sense means wide stretches of meadow, trees, hills and watercourses, accessible to the eyes and to the legs. Landscape parks are necessary to carry the possibility of country life into the immediate neighborhood of a city."

## **PUBLIC SPACES, PARKS AND CONSERVA- TION AREAS**

*"We're starting out with a design that embodies the public standards. It is only through these cooperative efforts that we can get large scale resource benefits for future and present residents."*

**KEN BIERLY**

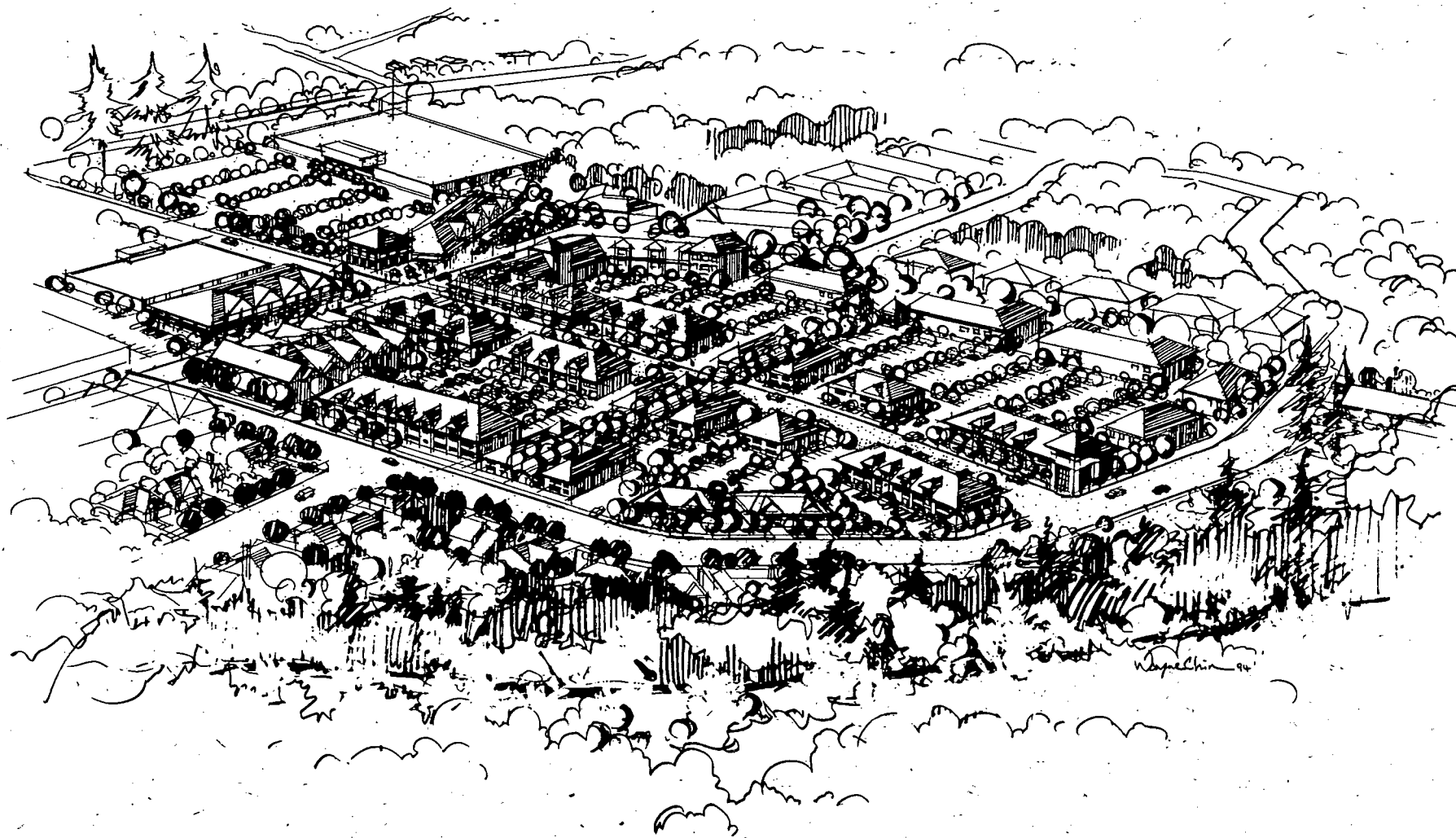
*Wetlands Program Manager  
Oregon Division of State Lands*

*left:  
FAIRVIEW VILLAGE  
Pedestrian & Public Spaces Plan*

*Randall A. Jones  
Holt & Haugh, Inc.*

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**HOLT &  
HAUGH**



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Holt & Haugh, Inc. focuses primarily on development of infill sites within Portland's Urban Growth Boundary (UGB). In many cases, these sites have highly desirable environmental characteristics which can enhance "livability", but are difficult to develop because of regulatory and engineering constraints.

Holt & Haugh, Inc. is able to undertake the development of these difficult sites by "stacking the deck" with qualified professionals. The company principals have over 30 years experience in real estate development. The in-house staff includes work experience in wetland science, ecology, botany, urban design, architecture, advertising, finance, banking and

accounting. It is this depth of experience that allows the company to successfully tackle the tough infill sites, and to achieve the level of excellence necessary to measure up to Oregonians' expectations.

If Portland is to realize the benefits of the UGB, yet maintain the quality of its neighborhoods, the infill sites not only need to be developed, but at a significantly higher density. The multitude of state mandated quality-of-life goals make large project development a multidimensional problem solving process. Holt & Haugh, Inc. welcomes the challenge and enjoys a narrowed field of competition as a result.

## **HOLT & HAUGH, INC.**

### **LAND DEVELOPMENT & INVESTMENT**

**Richard E. Holt  
Charles V. Haugh  
Sarah H. Holt  
Kennedy K. Cole  
Randall A. Jones**

**1200 NW Front Ave./Suite 620  
Portland, Oregon 97209**

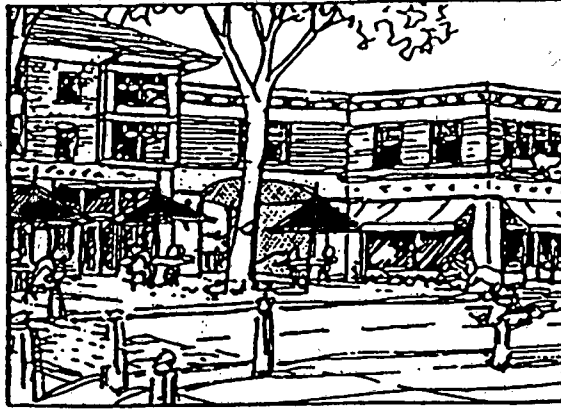
**503 / 222-5522  
FAX 222-6649**

**left:  
FAIRVIEW VILLAGE  
Perspective**

**Wayne Chin  
Soderstrom Architects**

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**HOLT &  
HAUGH**



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# **FAIRVIEW**

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# **VILLAGE**

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ADDENDUM TO THE  
PRESENTATION OF

# **FAIRVIEW VILLAGE**

**CITY OF FAIRVIEW  
MULTNOMAH COUNTY**

**GOAL STATEMENT**

**CMAQ GRANT APPLICATION EXCERPT**

**TRANSPORTATION ANALYSIS EXCERPT**

**LETTERS AND ARTICLES**

**ENVIRONMENTAL PORTFOLIO DESIGN**

**HOLT &  
HAUGH**

OCTOBER 27, 1994

# GOAL STATEMENT

## FAIRVIEW VILLAGE DEVELOPMENT

### GOAL STATEMENT

The Fairview Village development project is a master-planned community that offers a mixture of land uses in a pedestrian and mass-transit oriented neighborhood. FAIRVIEW VILLAGE has been designed with an 'eye' towards answering many of Fairview's, community needs. Once completed, Fairview Village will provide a town center that allows a joining of "Old Town" with the new town. This is accomplished by providing:

- a geographic focus on a core of commercial and retail services, with associated office space;
- a variety of affordable housing types -- apartments, townhomes, carriage homes, and single family homes -- adjacent to and integrated with the shopping and service core area;
- a large, integrated wetland-upland natural area reserve with a regionally-connected trail system, pocket parks throughout the residential areas, and pedestrianways linking residential to the village center and bus stops.

FAIRVIEW VILLAGE is distinguished from conventional subdivisions not only by having a core of office/commercial uses, but by an emphasis on walkability, livability, unified design, and community identity. These attributes are first enhanced by the geography of the land itself -- an arcing rim of high-quality wetland and stream corridors, a substantial existing transportation and utility network, proximity to scenic and recreation centers, and proximity to employment centers. Second, the planned attributes are achieved through unified project design -- street and landscaping, architectural unity in both residential and commercial zones, and a crafted integration of land uses.

FAIRVIEW VILLAGE stresses a reduction in the reliance on the automobile by providing: 1) pedestrian-friendly streetscapes (narrower interior streets, rear residential parking, landscaped sidewalks, and interesting building facades); 2) pedestrian-dedicated pathways linking the various parts of the Village; 3) a user-friendly bus stop servicing the Village and adjacent Fairview via Halsey Street; and 4) high density residential areas in juxtaposition to the Village center.

FAIRVIEW VILLAGE reserves nearly 50 acres of wetland-upland habitat for water quality benefits, wildlife use, and residents of the City and the region alike. A comprehensive natural resources educational program will be developed that can be used by teachers from elementary grades through high school.

# **CMAQ GRANT APPLICATION EXCERPT**

*Section 2. Describe How This Project Will Meet Transit Oriented Development Goals and Objectives (refer to criteria and program description to thoroughly respond) Applicant must state estimated percentage reduction of vehicle miles traveled and percentage of trips by alternative transportation modes.*

## **TRANSIT ORIENTATION - DESIGN ATTRIBUTES**

Many attributes of the project are designed to promote increased public transportation usage and fewer automobile trips by residents. The project has many direct improvements which will obviously benefit pedestrians - pedestrian paths and bridges, for instance, which promote the ease of access from residences to the commercial core and public transportation. Just as important are the subjective design elements which promote pedestrian and bicycle use through safety and aesthetic appeal.

Direct improvements include design elements which enhance the convenience of pedestrians, bicyclists, and public transit commuters within the community:

- The project includes a neighborhood shopping area in the retail core which will offer the basic daily necessities to residents: grocery, dry cleaning, coffee shops, banking, etc. Residents will no longer have a four mile automobile trip for basic necessities. The retail area will create over 400 jobs and the two office buildings will support 150-200 workers, allowing working residents to commute to work by foot.
- High density housing is clustered around the retail and commercial core, with less dense, single-family housing towards the periphery of the project. This insures that the maximum number of residents within the development have less than a five minute walk to the retail areas, public plazas, public transportation, and other amenities.
- All-weather bus shelters and bus turn-outs are located in the retail area allowing easy access for commuters. A coffee shop next to the bus stop will provide near-luxury waiting comfort and convenience for bus users. Discomfort while waiting may be one of the largest deterrents to public transit use.

## Section 2: Transit Goals

- Bus shelters and pedestrian friendly walkways along Glisan and 223rd Streets will allow easy access to the southward bus line at that corner which links residents to the amenities of downtown Gresham and a direct link to the growing Tri Met light rail system.

- The retail core is located as close as possible to the "old town" area of Fairview. A pedestrian path through old town and improvements to Halsey Street including a signal and landscaped median are designed to allow safe and easy pedestrian access to amenities for residents of the existing residential area. As a result, the new development will serve to lower vehicle miles traveled in the existing neighborhood as well. Inclusion of existing neighborhoods is a logical extension of good design, and is a departure from typical self-standing subdivisions.

- Pedestrian paths through the village shorten the distance for pedestrians from residences to work, transit, retail, and school. Two pedestrian-only bridges over creeks have been included to shorten the walk through neighborhoods. Alleys have been provided in some areas, also to create pedestrian paths to shorten walk distances. A special improved walking trail will be provided through the natural resource area which will allow children to walk to Reynolds School District buildings adjacent to the project.

- The developers hope to attract a number of public uses to the office facilities - including a post office, city offices, and/or a library. Such uses will provide pedestrian accessible uses at the project's core.

Many design elements of the Village do not have an easily quantifiable effect on pedestrian and transportation use. The development team will invest in infrastructure outside of this grant request in order to accomplish these more subjective elements. Achieving the following will increase residents' inclination to leave their vehicles at home:

- The project has been designed to have very "walkable" neighborhood streets. Strict landscaping and home design standards will create a very pleasing area to stroll. The utilization of alleys in many parts of the development will keep driveways and their inherent danger to pedestrians at a minimum. Street crime is deterred by the focus on homes with front porches and usable front yards - neighbors will know their neighbors better and will be more

## Section 2: Transit Goals

vigilant of unusual activity. Narrow streets will slow traffic increasing safety and allowing the integration of bicycles into the flow of traffic. Parallel parking will be allowed - further shielding sidewalks from traffic.

- Numerous recreational amenities exist, allowing residents to stay at home rather than drive to other regions. Those who walk for exercise will enjoy the pleasant streets which are laid out in loops rather than cul-de-sacs. The project include a large central park for outdoor recreation as well as a number of smaller pocket parks within the neighborhood, allowing children to walk or bike to the nearest park and remain within shouting distance of their parents at home. Four ponds will be created, two protected creeks run through the project, and a fifty acre forest and wetland park with walking trails will allow adults and children to observe and enjoy Oregon's natural heritage within the development.

- The retail core will include twelve foot wide landscaped sidewalks, encouraging a busy, pedestrian mall. A public square adjoining a restaurant will allow outdoor dining during good weather and become a community meeting place. The area will be attractive for use by residents rather than traveling to other regional facilities by automobile.

- The project is designed to foster the existing strong sense of community within the city of Fairview. The neighborhoods and retail core encourage interaction due to heavy pedestrian usage. The Main Street with wide sidewalks terminated by a public park will encourage civic gatherings, parades, charitable events, etc. In all, the project is designed to enhance the quality of life within the Village for all residents of Fairview, allowing citizens to enjoy satisfying their needs and desires within the Village without having to drive to seek it elsewhere.

### TRANSIT ORIENTATION - TECHNICAL DISCUSSION

A primary objective of the concept and design of Fairview Village, is to reduce the dependence on automobile use for work-related and non work-related travel by project area residents. This objective is attained by locating residential and nonresidential land uses close together in a grid-like, interconnecting street system and including an extensive focus on and crafted design of bike and pedestrian facilities as viable auto-alternatives.

## Section 2: Transit Goals

The result is a community design that provides a high degree of accessibility between residential areas and a centrally located district containing mixed commercial/retail uses. The mixed-use design calls for higher intensities of land use than seen in conventional, new suburban developments and is based on the following guiding principles:

- Land use planning to reinforce transit.
- Reduce the number of auto trips and regional/local vehicle miles traveled by creating aesthetic and functional opportunities to walk, bike, and use transit.
- Protect the natural environment and community character by reducing the need for roadway expansions (widths and lengths).
- Reduce air pollution and conserve energy resources.
- Provide housing types to serve diverse households.
- Foster a more vital, interactive, and secure community.

This form of development combines proximity of uses and the walkable/bikable nature of these projects resulting in more internalization or "capture" of trips within each project, and also provide designs that encourage travel other than the private motor vehicle in turn resulting in fewer vehicle trips originating at each source. Good design of auto-alternative project elements, such as aesthetically pleasing streetscapes and shorter pedestrian crossings, ensures the use of those facilities. In addition, closer community ties and social interaction between residents allowed by the mixed-use character is projected to result in increased ridesharing.

As part of the Oregon Transportation Planning Rule, the State's four largest metropolitan areas are required to adopt a target for reducing vehicle miles of travel (VMT) per capita by 20 percent over the next 30 years. This must include goals for increased ridesharing and use of other modes of transportation.

Based on extensive transportation analyses completed to date specifically for the proposed mixed-use project, it is evident that Fairview Village will help reduce VMT per capita. Fairview Village will be subdivided as a "suburban village" and zoned for entry level housing, single family homes, apartments, retail, and limited commercial development. This type of integrated, mixed-use development does not produce as many vehicle trips as would a typical, conventional suburban neighborhood development since many person trips are made via walking, biking, and/or transit.



## Section 2: Transit Goals

### Vehicle Miles Traveled (VMT) Reduction

Data from the Metro LUTRAQ model was used to compare the number of trips made by a mixed-use community neighborhood versus a typical suburban neighborhood type development. The model shows that approximately 23 percent fewer daily vehicle trips per household are made by a mixed-use community neighborhood, such as Fairview Village, than by a typical suburban development. In terms of the retail uses, approximately 10 percent fewer daily vehicle trips are expected by mixed-use community developments such as Fairview Village than by a conventional style development.

### Modal Split Analysis

In terms of modal split, the mixed-use community/conventional development comparison is highlighted by a marked difference in the level of walk/bike use (12% vs. 4%, respectively for all trips). The mixed-use approach also results in a higher overall level of trips made by walking, biking, transit and shared-auto (combined) as opposed to single-occupant auto trips -- approximately 10 percent difference as compared to conventional developments. It is very important to note that while the LUTRAQ model is a valid generic approach to making these analyses, ultimately the actual levels of use within the different mode categories are achieved by the quality and scope of the individual mixed-use development and its alternative mode elements. Common among those professional people having input to the design of the Fairview Village master plan to date is the opinion that the LUTRAQ model modal-split estimates may be low (i.e., alternative transportation use will be higher in Fairview Village than the model suggests).

Such reductions in VMT and modal split ratios as a result of the Village build-out can be gained, not in 30 years, but in three to five years (the construction plan and schedule calls for the Village to be completed within three years).

### Other Studies

Other studies and mixed-use residential projects have reached similar conclusions. In Florida, a 43 percent reduction in VMT for local trips in Traditional Neighborhood Developments (TND) has been documented versus typical suburban development. A San Francisco Bay Area study

## Section 2: Transit Goals

demonstrated an overall VMT reduction of 50 percent for mixed-use communities versus conventional suburban areas in the Bay Area. A New Hampshire study found a 50 percent reduction in average daily trips (ADT) for mixed-use residential development over the ITE's trip generation manual. More locally, 1000 Friends of Oregon, in their study of the westside bypass alternative emphasizing mixed-use development, forecast that the LUTRAQ alternative would generate 14 percent less VMT than the Bypass alternative.

### Transit Service and Project Orientation

Tri Met bus service is currently available along NE Halsey (northern boundary of the Village) and at NE 223rd and Glisan (SE corner of the Village). Halsey Street is served by line 24 and 223rd and Glisan by line 23. The Halsey Street service is direct to the Gateway Transit Station. Both east-bound and west-bound service is described by Tri Met as an important local collector, with stops at 223rd and Halsey averaging 15-20 minutes between buses. This existing level of service is significant to Fairview Village and to the existing area of Fairview. Half-street capital improvements along Halsey and a signalized intersection at Halsey and "Main Street" (with cross-walks and signage) are planned, as are pedestrian connections to "old town."

Enhancing and expanding transit opportunities for residents of Fairview Village and of old town Fairview is extremely important. Both bus service lines should experience substantial increases in ridership as a result of the implementation of Fairview Village. To accommodate and encourage transit use a bus turnout is planned on the Village side of Halsey Street (see attached map and schematic). The facility will be combined with an all-weather shelter. The bus pullout will be designed to Tri Met standards and will minimize any delays in service. Lastly, much attention has been paid to lot layout and building orientation at the Halsey frontage and how the design impacts perception and orientation toward the transit station. For example, buildings have been drawn toward Halsey Street so that potential shoppers are drawn in, are more inclined to walk to the retail core, and to use the transit station. Also planned, as part of the Village concept, is an adjacent or nearby coffee shop riders will benefit from – encouraging bus use.

While NE Halsey Street is the primary transit orientation of Fairview Village, bus service to Gresham and Light Rail Transit is available at NE 223rd and Glisan. This stop is 5 to 7 minutes from the MAX station at

## Section 2: Transit Goals

Eastman Parkway and Division Street. This short time interval maximizes the potential for intermodal transit by Village residents. The stop at 223rd and Glisan is also adjacent to the single family area of Fairview Village and will be connected to the Village via sidewalks along NE 223rd and along Glisan extending to the Village exits. Like the interior Village streets, use of these pedestrianways will be enhanced by walkable, lighted sidewalks.

*The link to light rail is an important feature of this development, but possibly more important in fostering new T.O.D. projects, Fairview Village is **not** on the light rail corridor. Fairview Village will become the model for the development of 95% of land in the tri-county area; land that is **not** on light rail.*

### Air Quality

Reductions in VMT and increases in alternative transportation use as documented in similar mixed-use developments, as suggested strongly by the results of the LUTRAQ modeling, and as expected as a result of Fairview Village (including LRT connection) will incrementally improve air quality measures. Reductions in total number of trips will result in air quality improvements because there will be less cold-engine starts (a major air quality concern).

The total distance traveled to basic services will be reduced. The provision within the Village of many basic community needs (commercial, retail, and public) will serve the existing, surrounding community as well. These reductions in community-wide VMT are additive to both internal VMT reductions (Village only) and to increases in air quality.

Lastly, air quality protection and enhancement is attained through slower traffic speeds because of narrow streets and mixed auto-bike travel lanes, increases in pedestrian/bike trips for services because of pleasing streetscapes (vegetation, wide sidewalks, narrow street crossings), trails and pedestrianways interconnecting within the Village and linking the Village to nearby schools and neighborhoods. These elements of the Village plan are possible only through quality design and advance planning.

# **TRANSPORTATION ANALYSIS EXCERPT**

## Introduction

### Fairview Village - A Mixed-Use Community Development

The proposed Fairview Village is a master planned development on a 137 acre parcel of land located in the city of Fairview, Oregon. Approximately 52 acres will be dedicated to wetlands and forested park. The property was formerly owned by Tektronix, Inc. and is currently zoned for manufacturing.

As shown in Figure 1, the property is bordered by N.E. Halsey to the north, N.E. 223rd to the east, N.E. Glisan to the south, and partially by N.E. 207th on the west. The 207th connector is currently under construction from I-84 to N.E. Halsey Street and will be extended in the near future along the west side of the development to connect with N.E. Glisan Street. The 207th connector will serve as the primary thoroughfare from east Multnomah County to Portland via I-84.

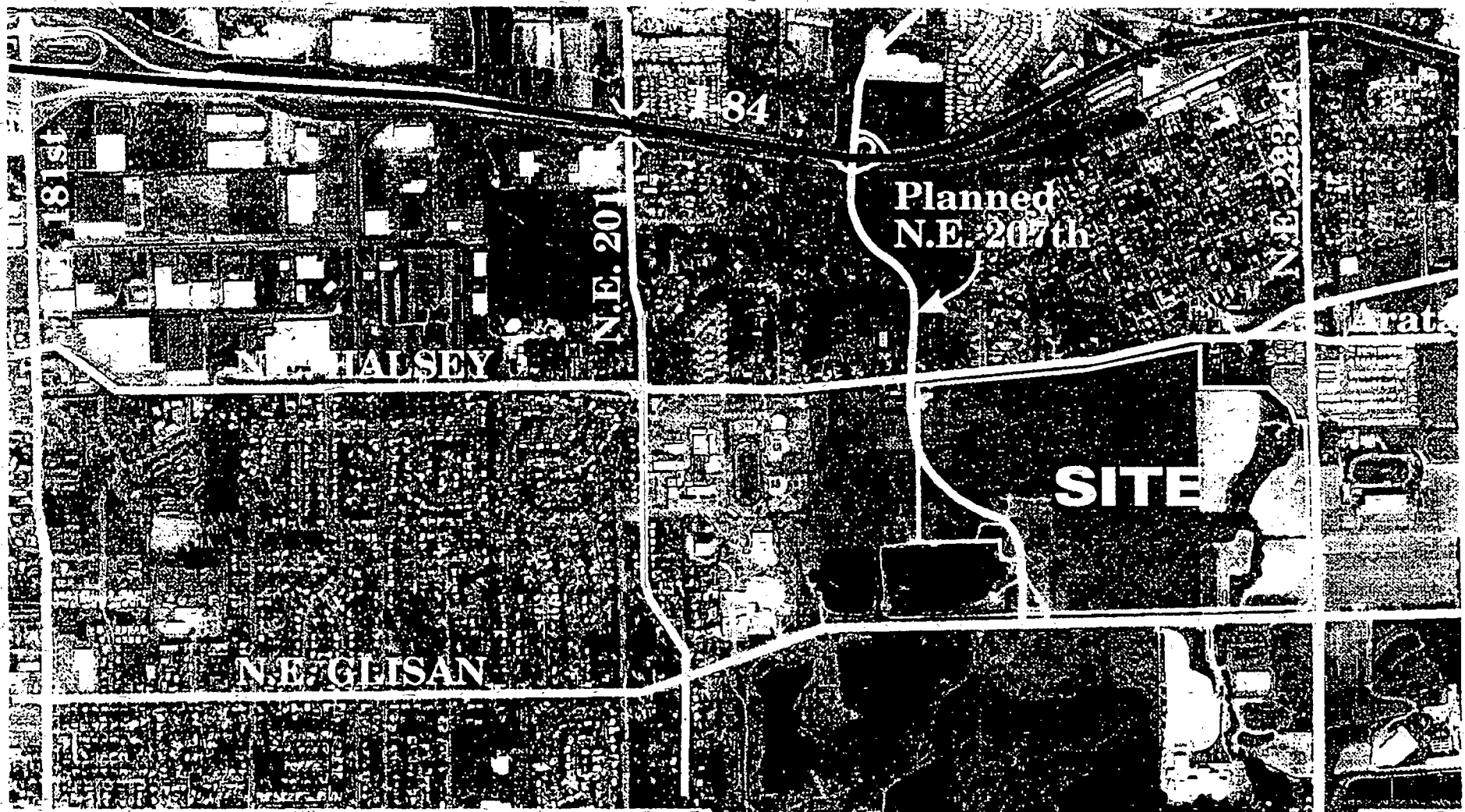
Fairview Village will be subdivided as a "suburban village" and zoned for entry-level housing, larger single-family homes, apartments, and limited commercial development. This type of development does not produce as many vehicle trips as a typical suburban neighborhood development because many person trips are made walking, biking, or using transit. The following section is a brief overview of mixed-use community development.

### Background on Mixed-Use Community Developments

In recent years there has been much interest in the design and study of mixed-use community developments, such as Fairview Village. In fact, the Institute of Transportation Engineers (ITE) has established a Technical Committee (5P-8) to study and report on the traffic and transportation aspects of these neo-traditional neighborhood design projects, how they differ from other forms of development, and what might be good or bad about them from transportation/land use perspectives.

In this report, the project is referred to as a mixed-use community development. These types of developments have also been referred to as traditional neighborhood developments (TNDs), neo-traditional neighborhood developments (NTNDs). In California, this general form of development has also been termed "Pedestrian Pockets" and "Transit Oriented Development" (TOD). In some cases, these projects have also been proposed as "new towns," although few will actually become separate governmental units.

Many design characteristics shared by these developments are relevant to their study for trip generation purposes. Most importantly, these projects are intended to be walkable environments that are less dependent on the private automobile. To this end, the streets are laid out in connected patterns (i.e., no, or very few, dead end streets); the buildings are generally limited in size, and buildings incorporating mixed uses are built close to each other so that various types of housing (including single-family detached and small apartment buildings) are found near corner stores, restaurants, offices, and retail stores. Less important characteristics that are common to these mixed-use community developments include: that the streets are considered to be one part of a complex public space containing traffic, parking, sidewalks, street trees, lighting, signage and buildings; that the travelled parts of the streets are often narrower than is typical for other forms of development; and that on-street parking is typically provided.



A fundamental design principle of mixed-use community development is maximizing pedestrian travel for routine neighborhood trips, and a corresponding downgrading of the priority given to vehicular traffic. To accomplish this objective, the mixed-use land design calls for land uses to be integrated, with differing land uses located in proximity, often with no buffer areas.

A primary objective of mixed-use community development is to reduce the dependence on automobile use for work-related and nonwork-related travel by project area residents. This objective is attained by locating residential and nonresidential land uses close together in a grid-like, interconnecting street system and including an extensive network of separate bikepaths and pedestrian walkways. The result is a community design that provides a high degree of accessibility between residential areas and a centrally located district containing mixed commercial/retail uses. The mixed-use design concept calls for higher intensities of land use than typically seen in new suburban developments and is based on the following guiding principles:

- Use land use planning to reinforce transit.
- Reduce the number of auto trips and regional vehicle miles traveled by creating opportunities to walk, bike, and use transit.
- Protect the natural environment and community character by reducing the need for roadway expansions.
- Reduce air pollution and conserve energy resources.
- Provide housing types to serve diverse households.
- Foster a more vital, interactive, and secure community.

Proponents of these forms of development have hypothesized that the combination of proximity of uses and the walkable/bikeable nature of these projects will result in more internalization or "capture" of trips within each project, and also that the design provisions that encourage travel by other than the private motor vehicle might also result in the generation of fewer vehicle trips generated at each source.

One proponent of the mixed-use community development is 1000 Friends of Oregon. This organization has launched a national research project to identify and analyze alternative development patterns to auto-dominated sprawl. This project has received funding many agencies and entities, including:

Federal Highway Administration

U.S. Environmental Protection Agency

The Nathan Cummings Foundation

The Energy Foundation

Tri-County Metropolitan Transportation District of Oregon

Metropolitan Service District

The demonstration project, "*Making the Land Use Transportation, Air Quality Connection*" (LUTRAQ) (Reference 1), focuses on changes in land use, transportation improvements and transportation "demand management" policies. The solution is being offered as an alternative

to the construction of the proposed \$200 million Westside Bypass freeway in Washington County. This transportation impact analysis will rely heavily on the published results from the LUTRAQ demonstration project and others like it to identify trip generation characteristics of mixed-use developments.

Other studies have identified mixed-use community development trip characteristics. Fehr & Peers Associates, Inc. in Lafayette, California has been studying such developments in the San Francisco Bay Area. White Mountain Survey Company, Inc. in Ossipee, New Hampshire has been studying the City of Portsmouth, New Hampshire, which, in many respects, is an "historic" traditional neighborhood development. And Glatting Lopez Kercher Anglin, Inc. in Orlando, Florida is studying Winter Park, Florida.

Recently, Calthorpe Associates compiled several of these studies into a report entitled "*Transit-Oriented Development Impacts of Travel Behavior*" (Reference 2). Although many of the research projects are still being conducted, the preliminary findings indicate a consistent trend. The Florida study (Reference 3) shows a 43% reduction in vehicle miles of travel (VMT) for local trips in TNDs, versus typical suburban developments, resulting from their interconnected street patterns. The Bay Area study (Reference 4) shows an overall VMT reduction of 50% for TOD communities, versus newer suburban areas in the Bay Area. In addition, the New Hampshire study (Reference 5) found a 50% reduction in average daily trips (ADT) for TNDs over the rate cited in ITE's *Trip Generation Manual*. In comparison, 1000 Friends of Oregon, in their study of the Westside Bypass (Reference 1), found that the LUTRAQ alternative would generate 14 % less VMT than the Bypass alternative.

As part of the Oregon Transportation Rule, the state's four largest metropolitan areas are required to adopt targets for reducing VMT per capita by 10% over the next 20 years. This must include goals for increased ridesharing and use of other modes of transportation. It is evident that the proposed Fairview Village will help reduce VMT.

### Less Use of the Automobile

The previous section indicates that mixed-use community developments rely less on the automobile than suburban developments. The Bay Area study (Reference 4) on mixed-use community developments estimated changes in travel patterns based on the potential reduction in trip generation rates as a function of lower auto ownership rates among mixed-use community development residents. The study found that the total daily trip generation rate for a "standard suburban" household (11.03 trips/household) was 23% higher than for the rate for mixed-use developments (9.0 trips/household). The "auto-driver" mode was used for 68% of all trips in the suburban areas, but only 49% in the mixed-use community developments. Therefore, auto use for all trips was about 60% higher for the suburban areas (7.1 trips/day/household) than in the mixed-use community developments (4.4 trips/day/household). The study identified the trip characteristics of residents of mixed-use community developments versus typical suburban subdivisions on the basis of home-based, work-based, and non-home-based trips.

Modal split estimates for both the typical suburban developments and the mixed-use community development are shown in Table 1. It is noted that Portland's LUTRAQ demonstration project for the Westside Bypass was modelled with the aid of these data and other similar data. These local data have been used for this Fairview Village study because they are more



representative of the benefits that can be expected by locating a mixed-use community development in suburban environment rather than an urban environment.

**Table 1**  
**Mode Split Estimates**

	Home-Based Work		Home-Based Nonwork		Work-Based Other		Nonhome-Based		All Trips	
Mode <sup>1</sup>	Mixed-Use	Typical Suburban	Mixed-Use	Typical Suburban	Mixed-Use	Typical Suburban	Mixed-Use	Typical Suburban	Mixed-Use	Typical Suburban
Auto Driver	65%	75%	56%	66%	77%	86%	66%	72%	62%	71%
Auto Passenger	19%	14%	23%	25%	10%	12%	28%	27%	22%	22%
Transit	9%	8%	5%	3%	2%	1%	1%	1%	5%	3%
Walk/Bike	7%	3%	16%	6%	11%	1%	5%	0%	12%	4%

<sup>1</sup> Total may not equal 100% due to rounding of individual values.

Table 1 illustrates that the commute mode split (HBW) shows a similar level of transit ridership between the two plans, but the mixed-use development is expected to result in a greater number of walk/bike trips (predominantly by those who work and live in the same community) and a higher level of carpooling as a result of the centralized town center and park-and-ride space available. Non-commute trip types show a marked difference in the level of walk/bike use, but little difference in transit ridership and carpooling.

In summary, this section has alluded to research demonstrating that mixed-use developments such as Fairview Village do not possess the same trip generation characteristics as typical suburban developments. This transportation impact analysis has incorporated trip-generation characteristics of this mixed-use community developments, while maintaining procedures and methodologies found in standard traffic impact analyses.

## Scope of Report

The purpose of this analysis is to determine the transportation-related impacts of the proposed Fairview Village, located south of Halsey, north of N.E. Glisan Street, west of N.E. 223rd Avenue, and basically east of the 207th connector. Fairview Village will be located on a 137 acre parcel that is currently zoned for manufacturing. The developers are applying for a rezone of the property for mixed-use community development. The specific issues addressed in this report include:

- Existing land use and traffic conditions in the project study area.
- Trip characteristic estimates for the proposed residential, commercial, and office developments.
- Near-term traffic impact of the proposed development at key intersections within the study area.
- Twenty-year forecast traffic impact of the proposed development at key intersections within the study area.
- Mitigation analysis for impacts related to background traffic and project-related traffic.

# **LETTERS AND ARTICLES**



July 8, 1994

Larry Brown  
Portland Development Commission  
1120 SW 5th Avenue, Room 1100  
Portland, OR 97204

Dear Mr. Brown:

I am writing to support the application of Fairview Village for CMAQ-TOD funding.

As a participant in the Fairview Village charrette last May, I was impressed with both the design process and the final product. By involving a wide range of interested parties -- public officials, citizen interest groups, emergency service personnel, environmentalists, Tri-Met, traffic and civil engineers, development interests, architects, and experienced town planners -- the development team of Holt and Haugh has created a plan that successfully integrates community needs, regional vision, and the economic realities of the real estate market.

The result is a plan that not only looks good in architectural renderings but has a good chance of financial success.

I urge you to approve Fairview Village for CMAQ-TOD funding.

Sincerely,

Meeky Bizzard  
Public Education Specialist

cc: Randy Jones, Holt and Haugh



## National Trust for Historic Preservation

1785 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
(202) 673-4000 / FAX (202) 673-4038

September 6, 1994

Mr. Rick Holt  
Holt & Haugh Land Development & Investment  
1200 NW Front Avenue  
Suite 620  
Portland, OR 97209

Dear Mr. Holt:

Thank you for your recent letter and concept booklet on Fairview Village in suburban Portland, Oregon. The National Trust is highly supportive of Oregon's land use planning efforts, and has long maintained that projects such as yours can generate profit for the private sector while meeting public policy goals. I commend your efforts to develop livable, sustainable communities within the framework of Oregon's land use planning laws. I am impressed by your concept for Fairview as a community which combines various housing types and densities with retail and commercial space while still maintaining open space and protecting wetland areas. I am especially supportive of the pedestrian focus of the community, which will help foster a sense of community.

I am confident that projects such as Fairview Village represent the future for American communities. We as a nation cannot afford the economic and social consequences of unplanned sprawl. Your efforts to create new livable communities nicely complements the Trust's own efforts to preserve and revitalize our existing communities.

I have forwarded a copy of the concept booklet to the Trust's Western Regional Office in San Francisco, which provides field services to nine western states, including Oregon. Please note that Anthony Veerkamp, Field Representative, is the regional office staff person who handles Oregon issues. I encourage you to contact him at 415-956-0610 if you have questions about National Trust services.

Finally, I am glad you enjoyed reading my presentation to the Los Angeles Town Hall. Good luck in this and future endeavors.

With best wishes.

Sincerely,

Richard Moe



June 29, 1994

Mr. Rick Holt  
Holt & Haugh  
1200 NW Front Avenue Suite 620  
Portland, Oregon 97209

RE: Fairview Village Concept Plan

Dear Rick,

Thank you for sending me a copy of the Fairview Village concept plan. I was very impressed by the designs for all the components. I was even more impressed by the way in which you have embraced an alternative urban vision and the regulatory system it is intended to foster. Once Fairview Village is built and successful (which I am sure it will be) I suspect it may have greater national significance than Seaside Florida, because it is built for a broader segment of the public.

If you can afford to send me other copies of your concept plan, I will share them with interested persons and organizations inside and outside Oregon. I urge you to send a copy to Richard Moe, the President of the National Trust for Historic Preservation. I enclose a copy of his remarks to Town Hall Los Angeles, reprinted in the June-July Surface Transportation Policy Project Bulletin. I also recommend sending a copy to Mike Houck, at his new home address, 2433 NW Quimby, Portland, Oregon 97204. Mike is a prominent advocate for urban green spaces who has many contacts at the national level.

Let me know if there is some way (within our modest resources) we can help you succeed.

Sincerely,

Robert Liberty  
Executive Director

cc Keith Bartholomew  
Mecky Blizzard

CITY  
OF

# FAIRVIEW

300 HARRISON ST., P.O. BOX 337  
FAIRVIEW, OREGON 97024  
(503)665-7929 FAX 666-0888

July 1, 1994

Larry Brown  
Portland Development Commission  
1120 SW 5th Ave  
Portland, Oregon 97204

Dear Mr. Brown:

I am pleased to be able to submit a grant application for the Transit Oriented Development Program in partnership with Multnomah County and Holt & Haugh, Inc., proposed developers for the Fairview Village project.

The City of Fairview is a low-to-moderate income community which has placed a high priority on the retention of a "small-town quality of life" as our city grows and matures. We require potential developers to respond to this priority by developing a plan that will ensure and encourage this way of life. Our citizens value the ability to retain and enjoy open spaces and parks as well as a pedestrian-friendly way of life.

The Fairview Village proposal is designed to mirror the image of Fairview as it is today and would hope to be in the future. It reflects an emphasis on a pedestrian-friendly way of life that values the ability for each resident to enjoy the area on foot or bicycle while lessening the dependence on the automobile. It provides methods whereby residents of both the old and new areas of Fairview can intermingle. It will offer a centrally-located bus stop/facility that will encourage all residents of the city to use transit for their travel needs.

We are very excited about the potentials of this new community within our city and the values that it will add. We encourage you to review this application in a favorable light and to provide the needed financial assistance that is requested in order to enable this project to move forward.

We would be pleased to provide any additional information or to speak with you about this project.

Sincerely,  
CITY OF FAIRVIEW

*Ted Hockaday*  
Ted Hockaday  
Mayor

Tektronix, Inc.  
P. O. Box 500  
Beaverton, Oregon 97077-0001  
503 627-7111  
503 627-5139 Fax

**Tektronix**

M/S 22-070  
503 627-5989  
503 627-5653 Fax

July 1, 1994

Mr. Rick Holt  
Mr. Charles Haugh  
Holt and Haugh, Inc.  
1200 NW Front Avenue  
Suite 450  
Portland, Oregon 97209

Gentlemen;

Having just completed review of the Fairview Village development plan, I would like to offer my congratulations to all who worked so hard to create this model community. The blending of residential, retail and open spaces in a manner that protects natural resources, promotes a sense of community and encourages pedestrian use, required a bold new vision. It is evident that Holt & Haugh have that vision and have succeeded in molding it into a plan that uniquely meets the needs and enhances the quality of life of the people of Fairview.

Tektronix is very pleased to have the opportunity to participate in a project that will provide so many positive benefits for our neighbors. It is nice to see our surplus property being developed in this manner. Please do not hesitate to call on us if we can be of any assistance as your vision becomes reality.

Sincerely,



Frank C. Blount  
Corporate Real Estate Manager

# CITY OF GRESHAM

## OFFICE OF THE MAYOR & CITY COUNCIL

Gussie McRobert, Mayor

Jack Gallagher, Council President

Jack Gallagher, Councilor, Position 1  
Cathy Keathley, Councilor, Position 3  
Bonnie Gusto, Councilor, Position 5

Lisa Barton-Mullins, Councilor, Position 2  
Chris Boffano, Councilor, Position 4  
David Behner, Councilor, Position 6

July 28, 1994

The Honorable Judy Wyers  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Wyers:

I want to express concern about the inclusion of the Tektronix site in Fairview in the current greenspaces acquisition program. This site has been approved by the City Council as a mixed use development aimed at helping the city meet its Rule 12 requirements.


Metro was the only agency which did not attend a planning charrette held in Fairview this spring to address the concerns of the community. The development drew rave reviews from Bob Stacey, Senior Policy Advisor of Governor Barbara Roberts as well as Bill Adams, Urban Growth Management Specialist, Oregon Department of Land Conservation and Development and Steve Pfeiffer, Land Conservation and Development Commission. It is inappropriate for Metro to ignore the invitation to participate in the charrette and then list the entire site as greenspaces.

The development has been designed to protect more than 50 acres of wetlands and urban forests and will have a trail network which will link with the 40 Mile Loop.

I urge the Council to not include the Tektronix site in the proposed greenspaces measure.

Thank you.

Sincerely,



GUSSIE McROBERT  
Mayor

c: Metro Council  
Gresham City Council  
Fairview City Council  
Bonnie Kraft, Gresham City Manager





June 20

Rick-

Thanks for providing me a copy of your Farview Village plan, and kudos for a great piece of work. You've shown that a creative and inclusive design process can yield impressive results. I look forward to seeing these concepts take physical form as the project gets underway.

Please keep me posted. I plan to circulate your plan here, but some on-site exposure to our planners, transportation folks, etc. is another step I'd like to take soon.

Great job!

*Charlie*

# Oregon

August 12, 1994

Mayor Ted Hockaday and City Council Members  
City of Fairview  
P. O. Box 337  
Fairview, Or. 97024

TRANSPORTATION &  
GROWTH  
MANAGEMENT  
PROGRAM

RE: Fairview Village

Dear Mayor Hockaday and Councilors:

We are aware that the city is considering an application for a Comprehensive Plan and Zoning Ordinance amendment to allow the development of "Fairview Village". We enthusiastically endorse this project for its innovative design and approach.

Fairview Village represents a positive change in the way that communities develop. It has the benefit of being a large parcel so that a broad mix of uses can be planned. But it is the neighborhood scale and the pedestrian-friendly design that really makes it work. It will allow for easier use of transit and other travel modes because of its design. And, it also has the added benefit of a "town center" and park that Fairview residents can visit.

We believe this project can be the model for others throughout the region, not only by its design, but by the way it is developed. The developers, Holt & Haugh, have a vision and are willing to take a risk on this project. Your city administration, through Marilyn Holstrom and her staff, have been very supportive in working with the developer. We hope that the Fairview City Council also has the vision and courage to take a "new road" towards better development.

We have followed this project with great interest since it was first proposed. We hope that as you look at the details, you continue to see the overall benefits of Fairview Village.

Very truly yours,

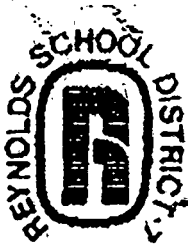
  
John C. Kelly  
Manager

FAIRVIEW\GIS\SUPPORT\LET

Post-It® brand fax transmittal memo 7671		# of pages > 1
To <i>Randy Jones</i>	From <i>John</i>	
Co.	Co. <i>Fairview</i>	
Dept.	Phone #	
Fax #	Fax #	



1175 Court Street NE  
Salem, OR 97310-0590  
(503) 373-0050  
FAX (503) 362-6705



REYNOLDS SCHOOL DISTRICT  
ADMINISTRATION OFFICES  
1204 N.E. 201ST AVENUE  
TROUTDALE, OREGON 97060-2499  
(503) 661-7200  
FAX NO. 667-6932 or 661-6404

STRESSING THE ABCs: ACADEMICS, BASICS, CREATIVITY

July 1, 1994

Marilyn Holstrom, City Administrator  
City of Fairview  
City Hall, 300 Harrison  
Fairview, Oregon, 97024

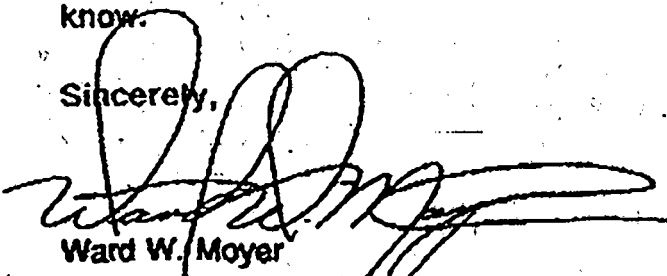
Dear Marilyn:

The purpose of this letter is to advise you that the Reynolds School District fully endorses and completely supports the Fairview Village proposal. We have been involved with the early planning and development of the project and have been included each step of the way.

The Fairview Village proposal makes sense. The plan effectively uses the land available in the best possible manner. Along with the new 207th Avenue connector to be completed in 1996, the area between Halsey and Glisen will be an excellent addition to the City of Fairview.

If we can answer questions or offer additional support, please let me know.

Sincerely,



Ward W. Moyer  
Executive Director of  
Business Services

Your Public Schools...there's no better place to learn



Com  
ne  
f

# METROEAST

## Session produces vision for new section of Fairview

■ Planners, architects, artists and others come together to plot out a village with 610 housing units surrounding 14 acres of shops

By WEB RUBLE  
of The Oregonian staff

When the proposed housing-shopping community is done someday, they'll call this week's drafting marathon the 72 hours that changed the face of Fairview.

So predicts William Lennertz, a principal in the Lennertz & Coyle architecture/town planning company, which conducted "a charette" process this week that birthed a startling artistic plan for Fairview Village.

It'll be a village-style complex of

610 housing units surrounding 14 acres of shops on Fairview's largest undeveloped property — 137 wooded and swampy acres west of Multnomah Greyhound Park and east of the 207th Avenue exit ramp and connector from Interstate 84 now under construction.

Fifty-two acres would remain undeveloped — primarily along the western and southern fringes of the property — yielding 41 acres of wetland and 11 acres of park.

The village will be built over a few years as builders bid to construct its different facets. In the meantime,

Fairview will adopt ordinances that will force builders to conform to the village's original environmental design and prevent a developer from building a sprawling discount store.

The multimillion-dollar proposal of Holt & Haugh Inc. is certain to change the life and appearance of Fairview, most agreed, and may even be the new focal point of the town that dates to 1890.

City Administrator Marilyn S. Holstrom said it certainly would put a "wow" on the old town of 3,500 people that for a decade has been trying to leap to the 21st century.

Rick E. Holt, Charles Haugh and dozens of planners, architects, artists, police, fire marshals and kibitz-

ers argued, wrangled and cajoled to produce a plan and conceptual design for the community that will look away from the noisy, trafficked streets of Halsey and Glisan and 223rd Avenue and look into what developers promise to be the beauty of itself.

Holt said the housing/commercial center will be transportation- and pedestrian-oriented and accommodate people of diverse income and age. It'll have shops, apartments, town houses and single-family homes. It'll have walkways and pathways, a few streets and alleys for children.

It'll have its own mart center and a village green commanded by a 45-foot tower. Its top floor will pro-

vide mountain and gorge views and show how a 50-foot, no-build buffer protects Fairview Creek.

Holstrom said the resultant village design blends the north part of the development with Fairview's Old Town. Holt said the population of the village will be between 1,200 and 1,800. Holstrom said it would bring Fairview's population to between 4,700 and 5,300.

The next step for Holt & Haugh will be achieving municipal approval.

Holstrom emphasized that the City Council and Planning Commission purposely did not attend the three days of planning so they could have a fresh look at the project when it comes before the city.

# The Oregonian

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FRIDAY, NOVEMBER 26, 1993

## Who'll be first?

*The challenge to Portland-area retailers is to develop the new suburban transit-oriented store*

If the Portland area doesn't come up with ways to stop the growing problem of air pollution, then government measures to reduce it will become more draconian.

Just look at Washington state, where employers have to crack down on the number of employees who drive their cars to work alone, or southern California, where the need to cut air pollution even includes limits on backyard barbecuing.

Government officials and commercial and industrial interests here have been discussing how government-imposed design standards might be used to help trim the growth in car trips.

Those standards would govern building orientation and design — such things as how much parking there would be, whether it would be in the front or the back and how the building would relate to sidewalks and transit stops.

The idea is not to prevent people from driving their cars to the local supermarket, but to make it easier for the minority of people who want or need to walk or take a bus to be able to do so. Even a small increase in the number of people who walk or use transit for shopping and work trips can add up to a significant reduction in pollution and congestion.

Business interests of all stripes have a big stake in meeting that challenge:

- If stores can help make it easier for some customers to get there on foot or by bus, then it's less likely their other customers will be forced to

cut down their car use.

- Trimming congestion also makes it less likely that future shoppers will desert stores in order to do their shopping from mail-order houses.

- Meeting federal air-pollution standards is crucial for industrial expansion.

So far, though, Portland-area businesses and developers have been reluctant to become trend-setters. Stores geared solely to driving customers make money, they say. Why experiment with something new?

Because pollution, development patterns and economics are forcing people to change. Development patterns that leave people with no options except driving probably won't work in the 21st century.

Lots of locations in this area are ideally suited to putting a new store design to the test. One good one is on the western edge of the Peterkort property at the westside light rail system's Sunset Transit Station.

The supermarket and related shops planned there could capitalize on the anticipated high use of that transit station. Instead, site plans filed recently show a typical shopping center surrounded by an expanse of parking lot.

Managing metro-area growth in the next decade will take the cooperation not just of the affected governments, but also from business and industry, their employees and customers.

This region needs one of those forward-thinking businesses to step up to the challenge and show everyone else how to do it.

## True utilities oversight

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## LETTERS

### Furse voted her c

To the Editor: In t 17, "It's Nafta or nev assassination of Rep. E was inappropriate for y tone, calling her "a

For her to have v American Free Tr have been a violatic which she has condu important, the princi elected to Congress. disagree with how : her for a decision th rather than pork bar

JJ

### New Jersey's rece of governor make

To the Editor: Ec "purchasing" black disturbing. Howeve factors before rush percent of black v their ballots in fa Regardless of pos: fact cannot be chal

# **ENVIRONMENTAL PORTFOLIO DESIGN**

## PURPOSE

To provide information to residents of Fairview on the history of the Fairview Village site and adjacent natural resources from both a human and natural perspective, the present characteristics and values of the natural resources of the site, and recommendations for educational programs available at the site.

## BACKGROUND

This portfolio has been expressly requested by Ms. Marilyn Holstrom, City Manager, City of Fairview, with the idea that through conservation and education the natural resources of Fairview Village will be more highly appreciated and wisely used for this generation and those to follow.

## REPORT STRUCTURE

### A. History of the Site

#### 1. Natural History

- a. Geology
- b. Landform development: The *Bretz Floods* and the Columbia River Gorge
- c. Vegetation Patterns

#### 2. Human/Land Use History

- a. Native American Settlement
- b. Agriculture
- c. Development and Urbanization

### B. Natural Resources Characteristics

#### 1. Landforms

#### 2. Topography

#### 3. Climate

- a. Regional Climate
- b. Local Weather
  - Wind
  - Precipitation
  - Snow
  - Comprehensive Data Table

#### 4. Hydrology

- a. Fairview and Clear Creek Streamflow
- b. Erosion Potential and Sedimentation
- c. Water Quality

#### 5. Soils

#### 6. Vegetation

- a. Community Types
- b. Species Composition

#### 7. Wetlands

- a. Definition
- b. Locations

## FAIRVIEW VILLAGE ENVIRONMENTAL PORTFOLIO

### B. Natural Resources Characteristics (continued)

- 8. Wildlife
  - a. Mammals
  - b. Birds
- 9. Fisheries

### C. Natural Resource Values

- 1. Wetlands
  - a. Ecological Functions
  - b. Social Values
- 2. Wildlife
  - a. Observed Species List
  - b. Potential Species List
- 3. Fisheries
- 4. Education
- 5. Recreation

### D. Educational Program Recommendations

- 1. Wetlands
  - a. *The Wonder of Wetlands*
  - b. Field Modules
  - c. Classroom Modules
- 2. Wildlife
  - a. Identification
  - b. Habitat Requirements
- 3. Climatology
  - b. Field Modules (temp., wind, rain)
  - c. Classroom Modules (e.g., scale models)
- 4. Hydrology
  - a. Streamflow Measurement
  - b. Water Quality Sampling and Analysis
- 5. Recreation
  - a. Orienteering
  - b. Other
- 6. Maintenance and Monitoring
  - a. Trail Litter Patrol
  - b. Wetland Hydrology
  - c. Day Use Numbers