



**TO:** Chris Deffebach, Metro  
Brian Harper, Metro

**FROM:** Lindsey Nesbitt, Senior Planner

**DATE:** February 26, 2009

**SUBJECT:** City of Fairview Local Aspirations Report

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The City of Fairview is a great small town full of history and vision. Fairview celebrated 100 years of incorporation in 2008. The history of Fairview is surprising to many in the region because Fairview is mostly known for its new urban development commonly called, Fairview Village. The Village development is a mixed use development designed to be pedestrian friendly and public transit oriented. The village provides a mixture of single family, townhouse, multifamily residential uses, and retail office, commercial and civic uses. Fairview Village encompasses a large portion of the City's town Center. Directly adjacent to the Village is the historic portion of Fairview, called Old Town. Old Town includes the original platted portion of Fairview as well as many of the city's historic buildings. Fairview is also home to Blue Lake and Fairview Lake. Once known as a farming community, in the early 2000's residential development boomed around "the Lakes" area. The northern most boundary of Fairview is the Columbia River, providing commercial, tourism, and recreational opportunities for the city. Along with our neighboring cities, Fairview recently adopted an Enterprise Zone to encourage quality development and attract businesses within the General Industrial area.

Metro is in the process of re-evaluating the urban growth boundary in anticipation of predicted growth for our region and has asked each jurisdiction to describe how they would like see growth occur in their own community. Planning Commission and City Council met at two work sessions to discuss the series of questions posed by Metro. Our discussions focused on:

- Visioning Document prepared in 2002 (FN- name and info.)
- Current zoning development standards.
- Permitted uses in each zone.

We discussed five key areas in Fairview: Residential, Town Center, Sandy Boulevard Corridor, General Industrial Zone, and Riverfront Uses.

Work conducted by staff, City Council, and the Planning Commission emphasized limited residential development possibilities and the need to focus on commercial development. The following summarizes of the City of Fairview's Local Aspirations:

- Do not increase density in established existing neighborhoods.
- Allow residential development to occur in mixed use developments in the Town Center Commercial and Commercial Corridor zones.
- Focus on quality commercial development in the Town Center and Sandy Blvd corridor that is pedestrian friendly and will create jobs for the community.
- Continue development of industrial employment lands (General Industrial zone).
- Support land owners along the Columbia River to seek redevelopment options that would replace existing dredge and woodchip industrial operations with river oriented recreational, residential, and commercial development.
- Continue to improve the quality of life for residents of Fairview. Improve parks and recreation resources and programs, infrastructure improvements. Attract amenities and services that people are seeking outside of the city
- Maintain the historic character of "Old Town" and the existing character of the Lakes and Village developments.
- Potential redevelopment sites exist at the Portland Fairview Recreational Vehicle Park and with the conversion of existing manufactured home parks.
- The Visioning 2022 Document is still consistent with the goals and aspirations of the City of Fairview (See Attachment 6).
- Improve public transportation and transit facilities.

**Residential**

The residential development in Fairview varies greatly from homes that are more than 100 years old to homes that are just a few years old and from single family detached homes, to duplexes, condominiums, planned developments, and apartments. Manufactured home parks provide a significant source of affordable housing.

The majority of residential development in Fairview has already occurred. A great deal of documentation can be found, especially in the 2002 Comprehensive Plan demonstrating that the City is reaching build out for residential development. Fairview is bordered by Troutdale, Gresham, Wood Village and the Columbia River. Expansion of developable land by annexation for additional residential growth is not an option. Table 3A below demonstrates the population growth of Fairview over the past 75 years. This table was created in 2002 and at that time the residential build out of Fairview was slated to occur around 2008.

In 2008, the city conducted an inventory of vacant parcels and oversized parcels to determine potential residential development. The Map in Attachment 1 demonstrates that approximately 65 single family residential lots could be created. This number only considers lot area and does not consider other factors of development that might prevent partitioning.

Development potential for residential multi-family development exists in the Town Center Commercial and the Commercial Corridor zones. There is also potential higher density residential development if and when existing manufactured home parks and the Portland Fairview Recreational Vehicle Park are redeveloped (See Zoning Map Attachment 5). The Portland Fairview Recreational Vehicle park is a 30.2 acre park located on Sandy Boulevard.

**TABLE 3-A  
City of Fairview Population**

YEAR	POPULATION	% INCREASE
1930	266	
1940	305	15%
1950	438	44%
1960	578	32%
1970	1,045	81%
1980	1,749	67%
1990	2,391	37%
2000	7,561	216%
2003	8,590	14%(in 3 years)
Build-out estimate: 2008	10,500	

Fairview  
Comprehensive  
Plan

Portland State University Population Research center has provided the following estimates for Fairview's population from 2004 to 2008:

<b>2004-</b> 9,250	<b>2007-</b> 9,695
<b>2005-</b> 9,425	<b>2008-</b> 9,735
<b>2006-</b> 9,585	

Visioning Document 2022

The Planning Commission and City Council envision the residential areas to have a quiet village like atmosphere, with open spaces and wetland areas, protection of cultural resources, and a commitment to comfortable and functional neighborhoods. A Visioning document/plan was created for Fairview in 2002 (see Attachment 6). We used this document while reviewing the city's local aspirations. The Planning Commission and City Council stated that the vision of this document is still a valid planning document. The Visioning Document 2022 plan addresses goals for Old Town and the Lakes. Some of the goals for these residential areas include:

- Construct bike and pedestrian improvements along 223<sup>rd</sup> (from Halsey to Marine Drive).
- Preserve riparian buffers and resources.
- Provide additional bike and pedestrian trail connections and improvements.
- Preserve the historic buildings (Old Town) and cultural resources.
- Retain predominantly single family living style (Old Town).
- Improve pedestrian and bike connections to schools and services.
- Landscape city streets.

Town Center

The "Town Center" includes Fairview Village and properties zoned Town Center Commercial (TCC) along Halsey Street between 223<sup>rd</sup> and 207<sup>th</sup> Avenue (See Attachment 2- Town Center Map). Existing uses within the Town Center area include:

Coffee shops	Gas station
Deli and restaurants	Schools
Pet food supply	Post office
Restaurant and bar	Library
Doctor offices	City hall
Chiropractic services	Police station
Business offices	Beauty Shops
"mom and pop" shops	Large Community park with play structures and trail system
Retail chain store	

### Fairview Village

The Village area is significantly built out. Table 1, shown in Attachment 4, provides a list of uses for the Village adopted in the Fairview Village Master Plan. The properties adjacent to Halsey are currently vacant and are zoned Village Office and Village Commercial.

### Town Center Commercial Zone

The second portion of the town center includes the properties along Halsey that are zoned Town Center Commercial (TCC). The TCC zone allows for a variety of commercial uses and mixed residential development.

The goal of this zone is to strengthen the TCC zone as the heart of the community and as the logical place for people to gather and create a business center. The TCC code attempts to provide standards for orderly improvement of the zoning district with development standards which include the following:

- Buildings must be oriented towards the street.
- Architectural design standards include minimum window requirements and front door locations.
- A maximum front setback of 10 feet.
- Drives and parking areas are not permitted to be located between the buildings and the street.
- Floor Area Ratio requirements.
- Maximum building size restrictions.
- Limited residential use on ground floor.
- Block layout standards (to break up large scale developments)
- Encouragement of creation of pedestrian plazas and shopping streets.
- Required to provide useable pedestrian spaces.
- Maximum building height is 45 feet, but may be increased an additional 12 feet when residential development is provided above the main level.

The Attached Town Center Area map outlines the city's town center and also identifies vacant parcels and potential redevelopment sites. This area has:

- 32.01 acres of vacant land
- 8.39 acres of potentially redevelopable land.

The goal and aspiration of the city is to see commercial development in the Town Center Area with a focus on pedestrian friendly development that creates jobs for the community.

The Planning Commission stated that the existing development code and standards and the Visioning Document 2022 adequately address their aspirations and goals for this portion of the City. The following is a summary of the goals addressed for the Town Center in the Visioning Document 2022:

- Maintain architectural unity within the town center.
- Preserve riparian resources.
- Provide additional trail connections.
- Encourage full service commercial area of predominantly small businesses.

### **Sandy Boulevard Corridor**

The Sandy Boulevard corridor follows Sandy Blvd between 201<sup>st</sup> and approximately 233<sup>rd</sup> Avenue. Sandy Boulevard consists of a mixture of zones ranging from General Industrial (GI), Commercial Corridor, and Residential (single family and multifamily). This mixture of zoning allows for a variety of affordable housing, multifamily housing units, manufactured homes, and single family homes. The majority of vacant/developable land along the Sandy Blvd. corridor is zoned Corridor Commercial. Corridor Commercial development standards include the following:

- No maximum lot coverage or floor area ratio requirements.
- Pedestrian pathways must be provided.
- Buildings must be oriented toward the street (primary entrances facing the street, or if on a corner towards street corner).
- Off-street parking or access drives are not permitted between the building and the street.
- Maximum building height of 45 feet.
- Evenly spaced windows on street façade must be provided.
- Decorative cornices are required at top of buildings not having pitched roof tops.

The Sandy Blvd Map (Attachment 3) shows vacant lands and possible redevelopment areas. There are approximately 27.41 acres of vacant land and 63.54 acres of redevelop-able land in this corridor Commercial development along Sandy Blvd will likely be focused in two areas:

- 207<sup>th</sup> and Sandy Boulevard – enhance the mixed use character of the Sandy Boulevard neighborhood. Small convenience retail center.
- 223<sup>rd</sup> and Sandy Boulevard – this area is prime for improvements that will allow residents, bicyclists, and tourists to safely reach nearby homes and water features without disrupting industrial and commercial business. Tourism is promoted by enhancing the Columbia River access, Blue Lake park and Chinook Landing recreational areas.

The focus on the first 2 areas will be to provide services to neighboring residential and industrial activities. A third area (Sandy and 233<sup>rd</sup>) may include services but may also provide a more regional market.

The Planning Commission stated that the existing development code and standards and the Visioning 2022 Document adequately address their aspirations and goals for this portion of the City. The following is a summary of the goals addressed for the Sandy Blvd Corridor in the Visioning Plan 2022:

- Sandy Blvd. corridor is the gateway to Fairview lake and Blue Lake and the Columbia River recreational areas.
- Create a commercial corridor that attracts non-polluting industry and family wage jobs.
- Improve Sandy Blvd pedestrian and bicycle access, upgrade travel lanes.
- Provide pedestrian and bicycle access links to adjacent residential uses.
- Improve riparian resources and buffers.

### **General Industrial Area**

The General Industrial (GI) area is located in the north east portion of the city along 223<sup>rd</sup> Avenue between Sandy Blvd. and the Columbia River (See Attachment 3 – Zoning Map). The purpose of the GI zone is intended for a broad range of uses which can be located in areas where they do not directly affect livability of residential neighborhoods and qualities of commercial areas. The GI district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts while providing a high quality environment for businesses and employees.

Typical uses permitted in the GI zone include:

Heavy manufacturing, assembly, and processing of raw materials. Light manufacturing (electronic equipment, printing, bindery, furniture, and similar goods), warehouse/distribution, junk yard, and motor vehicle wrecking yards. Offices and commercial uses are only permitted when they are integral to a permitted GI use.

The GI zone is developing slowly, but steadily. With the recent adoption of the Enterprise Zone and Columbia Cascade River District, we hope to attract more businesses and jobs to Fairview

## **Barriers to Development and Solutions**

Some barriers include:

- Lack of employment opportunities.
- Inadequate transit facilities.
- Lack of professional services.
- Loopholes in current code regulations that might allow for development that is not consistent with the City's vision and aspirations.

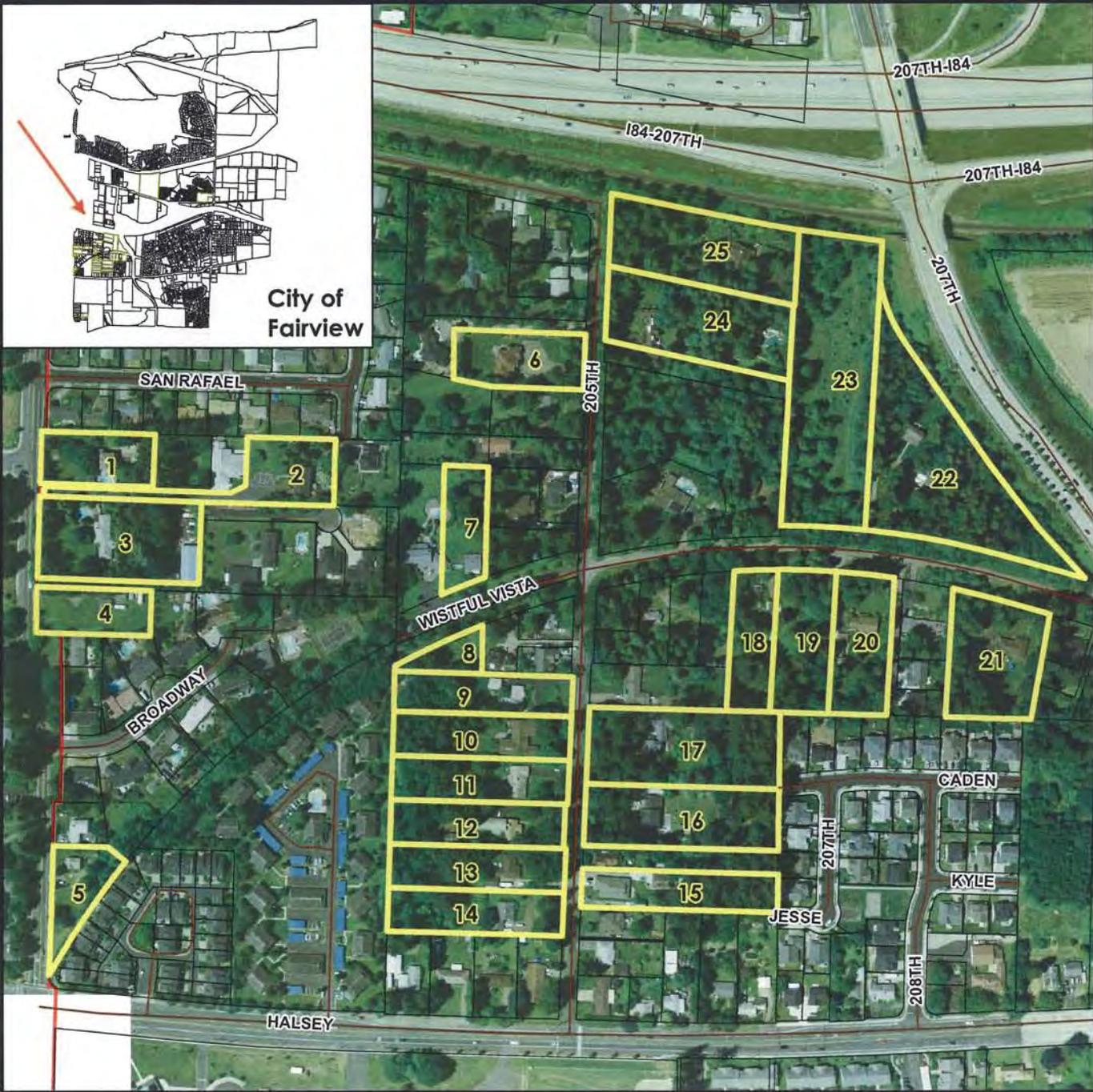
Possible solutions include:

- Regulatory or policy changes.
- Attract major employer to the area (industrial or commercial districts)
- Improved access to infrastructure and parks funding.
- Improve open space and recreation amenities
- Transit improvements
- Modifications to the development code.

### **Attachments:**

1. Residential Building Out map
2. Town Center Map
3. Sandy Blvd. Corridor Map
4. Villages Uses Table
5. Zoning Map
6. Visioning 2022 Document

# Single Family Residential Development Potential



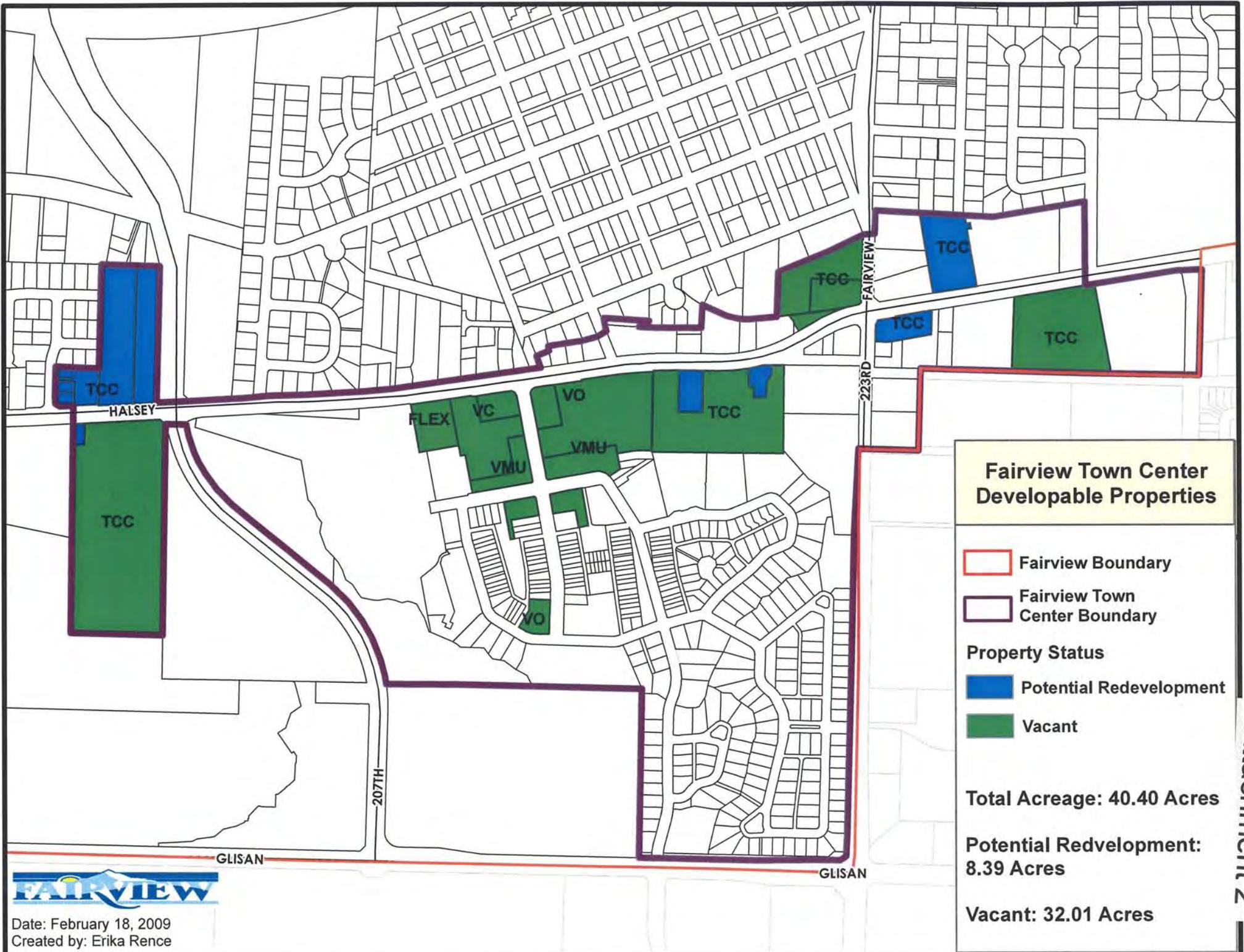
Parcel	Address	Lot Size (Acres)	Potential New Lots
1	1930 NE 201st Ave	0.71	1
2	1910 NE 201st Ave	0.92	2
3	1840 NE 201st Ave	1.57	5
4	1812 NE 201st Ave	0.62	3
5	1610 NE 201st Ave	0.58	2
6	2081 NE 205th Ave	0.84	1
7	20401 Wistful Vista Dr	0.63	2
8	Wistful Vista Dr.	0.29	1
9	1801 NE 205th Ave	0.85	1
10	1717 NE 205th Ave	0.93	1
11	1645 NE 205th Ave	0.93	1
12	1625 NE 205th Ave	0.91	1
13	1617 NE 205th Ave	0.92	1
14	1541 NE 205th Ave	0.9	1
15	1600 NE 205th Ave	0.89	1
16	1630 NE 205th Ave	1.42	3
17	1718 NE 205th Ave	1.76	3
18	20624 Wistful Vista Dr	0.74	2
19	Wistful Vista Dr.	0.97	3
20	20736 Wistful Vista Dr.	0.99	3
21	20900 Wistful Vista Dr.	1.3	4
22	20945 Wistful Vista Dr.	2.72	7
23	Wistful Vista Dr.	2.95	10
24	2240 NE 205th Ave	1.66	3
25	2246 NE 205th Ave	1.68	3



-  Fairview Boundary
-  Fairview Tax Lots
-  Parcels with Residential Development Potential

0 125 250 500 Feet





**Fairview Town Center Developable Properties**

- Fairview Boundary
- Fairview Town Center Boundary

**Property Status**

- Potential Redevelopment
- Vacant

**Total Acreage: 40.40 Acres**

**Potential Redevelopment: 8.39 Acres**

**Vacant: 32.01 Acres**



Date: February 18, 2009  
 Created by: Erika Rence

# Sandy Boulevard Corridor Developable Properties

 Fairview Boundary

 Sandy Blvd Corridor Boundary

**Property Status**

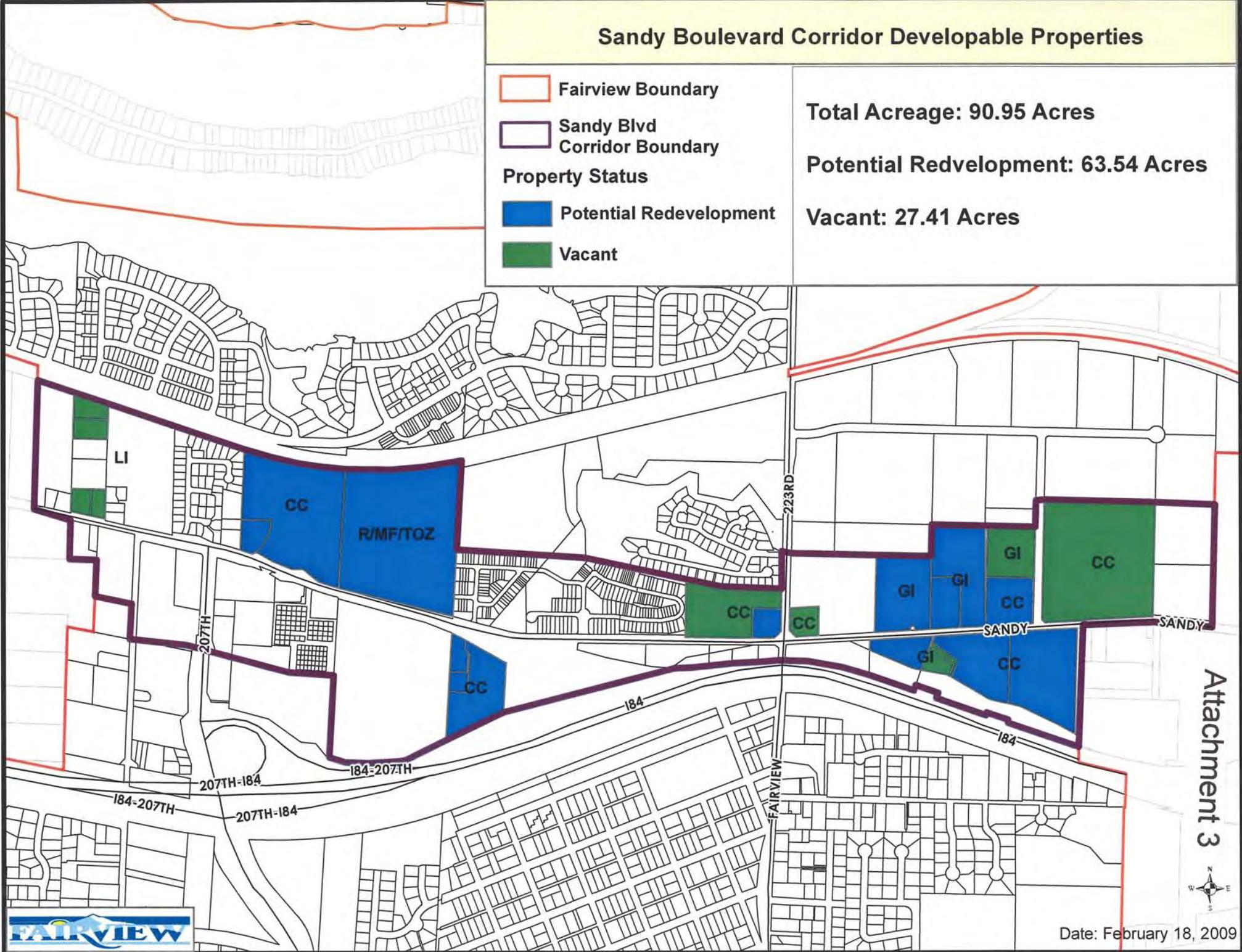
 Potential Redevelopment

 Vacant

**Total Acreage: 90.95 Acres**

**Potential Redevelopment: 63.54 Acres**

**Vacant: 27.41 Acres**



# Attachment 4

Table 1

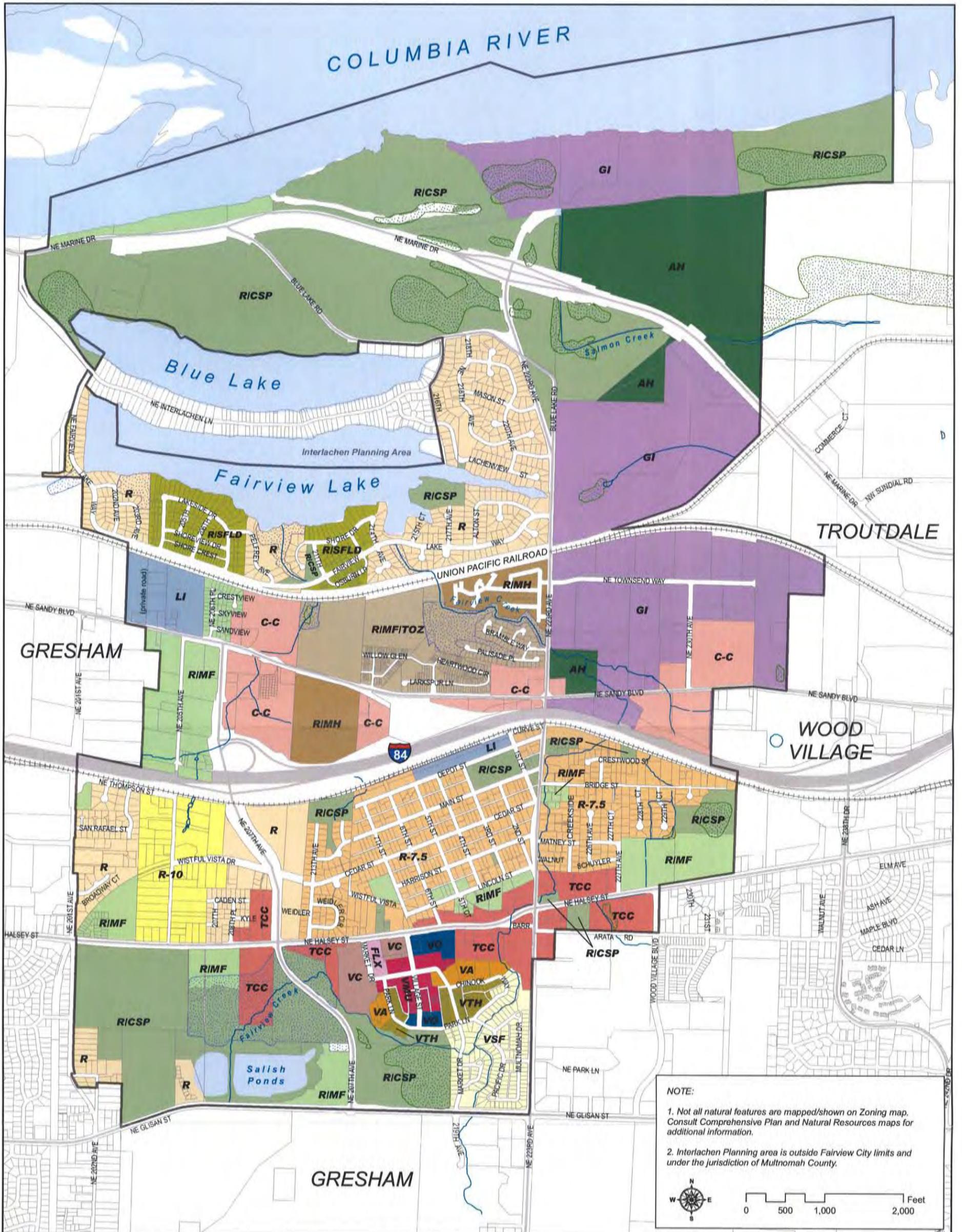
Land use table

FAIRVIEW VILLAGE Land Use Plan					
<i>Symbol</i>	<i>Use</i>	<i>Acres</i>	<i>%Total</i>	<i>Units/Acre</i>	<i>Units</i>
VA	Apartment	8.73	10.0	24.1	210
VTH	Townhomes	5.78	6.6	19.6	113
VR	Single-family	32.96	37.7	5.3	174
VCM	Mixed Use*	6.45	7.4	14.4	93
<b>Sub-total Resid.</b>		53.92	61.7	10.9	590
VO	Office	1.02	1.2		
VC	Commercial	7.19	8.2		
VR	Special Sites**	2.03	2.3		
<b>Sub-total Comm/SS</b>		10.24	11.7		
Public	Parks	3.19	3.6		
Public	Open Space	4.74	5.4		
Public	WQ/Detention	2.3	2.6		
Public	Streets +	13.04	14.9		
<b>Sub-total Public</b>		23.27	26.6		
<b>TOTALS</b>		87.43	100.0		

\* includes interior parking

\*\* includes Church and Day Care Center

+ includes ROW area



NOTE:  
 1. Not all natural features are mapped/shown on Zoning map. Consult Comprehensive Plan and Natural Resources maps for additional information.  
 2. Interlachen Planning area is outside Fairview City limits and under the jurisdiction of Multnomah County.

0 500 1,000 2,000 Feet

Zoning		Fairview Village Zoning					
	R		R/SFLD		VMU		Creeks
	R/MF		AH		VA		Wetlands - Riparian
	R-10*		TCC		FLX		Wetlands - SEC
	R/MH		LI		VC		Water Features
	R/CSP		C-C		VO		City Limits
	R/MF/TOZ		GI		VTH		
	R-7.5**				VSF		

\* Low Density Residential  
 \*\* Old Town Overlay

**FAIRVIEW**

**ZONING**

December 5, 2007

# ***FINAL DOCUMENT***



## ***VISIONING DOCUMENT 2022***

***A Community of History and Vision***



# FINAL DOCUMENT

## A VISION FOR FAIRVIEW IN 2022

### A Community of History and Vision

Fairview is a very pleasant place! You can see tree-lined streets, green open spaces, preserved natural wetlands and streams, the clear and not-so-clear lakes and the mighty Columbia River. You realize you are in a modern city, but a world apart from nearby urbanized Portland and Gresham. A remarkable 22% of the city is cloaked in leafy open space. The historic Old Town neighborhood takes you back in time to 1908 when the town was incorporated, when the pace was slower and families lived in classic bungalow style homes, on large lots where they could walk to school, city hall and commercial services.

Traveling across Halsey Street to the Town Center you arrive in an exciting neo-traditional neighborhood recently built to fit into our village lifestyle with small shops nestled beneath town homes, and people walking to their daily destinations. Handsome two-story buildings of brick and cedar line the tree-lined narrow streets in this award-winning neighborhood that includes a trail linking the bustling Town Center to East County's largest wetland park.

To the north the Sandy Boulevard Corridor continues to fill out with more homes and greater numbers of businesses. Yet, even in this higher density residential, commercial and industrial corridor ribbons of green bring visual and aesthetic relief to the residents and those traveling through the area.

A little further north the scenic lakeshores of Fairview and Blue lakes are lined with spacious single-family homes and protected natural areas. Neighborhoods and housing of all types are available. On the

south side of the lakes a resident can find apartments, manufactured homes and townhouses to fit the housing needs of every income level.

The trails, trees, streams and lakes, housing variety, the historic buildings and the strong sense of community are important attributes to those who live in the small city of Fairview.

But all may not be well in this tight knit community of 8,500 residents, planned to eventually reach 10,500. Maintenance of Fairview's beautiful parks and open spaces is a constant struggle. Day and night airplane engines are heard overhead, preparing to land at PDX. Busy freight trains wind through the middle of town whistling at nearby crossings. There is a steady roar of traffic on Interstate I-84, which divides the city into north and south. Increasing traffic in and around Fairview winds through city streets to places beyond city borders. The increasing housing density is invading existing neighborhoods, changing the historic character. There is a need to promote new jobs and industry in order to battle the "bedroom community" syndrome that afflicts local finances. The city is subjected to the whims of a regional economy and can't control



the marketability of prime industrial or commercial land. Existing junkyards create "eyesores" that further exacerbate industry's slow arrival to Fairview. There are dozens of public improvement projects, as well as expanded public and private service needs, that can only be fueled by new commercial and industrial businesses moving into our city.

When industry finally comes to Fairview will there be too many environmental regulations to easily locate here, or not enough to protect important resources? And why is it that Fairview is so unknown in the Portland area? There is much work to be done for Fairview to become the recognized, self-sufficient community of which its residents' dream.

A strong citizenry and their love for Fairview can provide the backbone for a prosperous future. Community leaders can help build a community where all citizens enjoy quality, unique neighborhoods linked to each other as part of an even stronger city-wide whole. Clean air and water, beautiful parks and open spaces, safe and effective transportation options, family-wage jobs, housing options, quality construction, and a strong city identity easily recognized in the vast urban area of Portland are great goals. It won't be easy and it won't happen overnight, but working together it is possible.



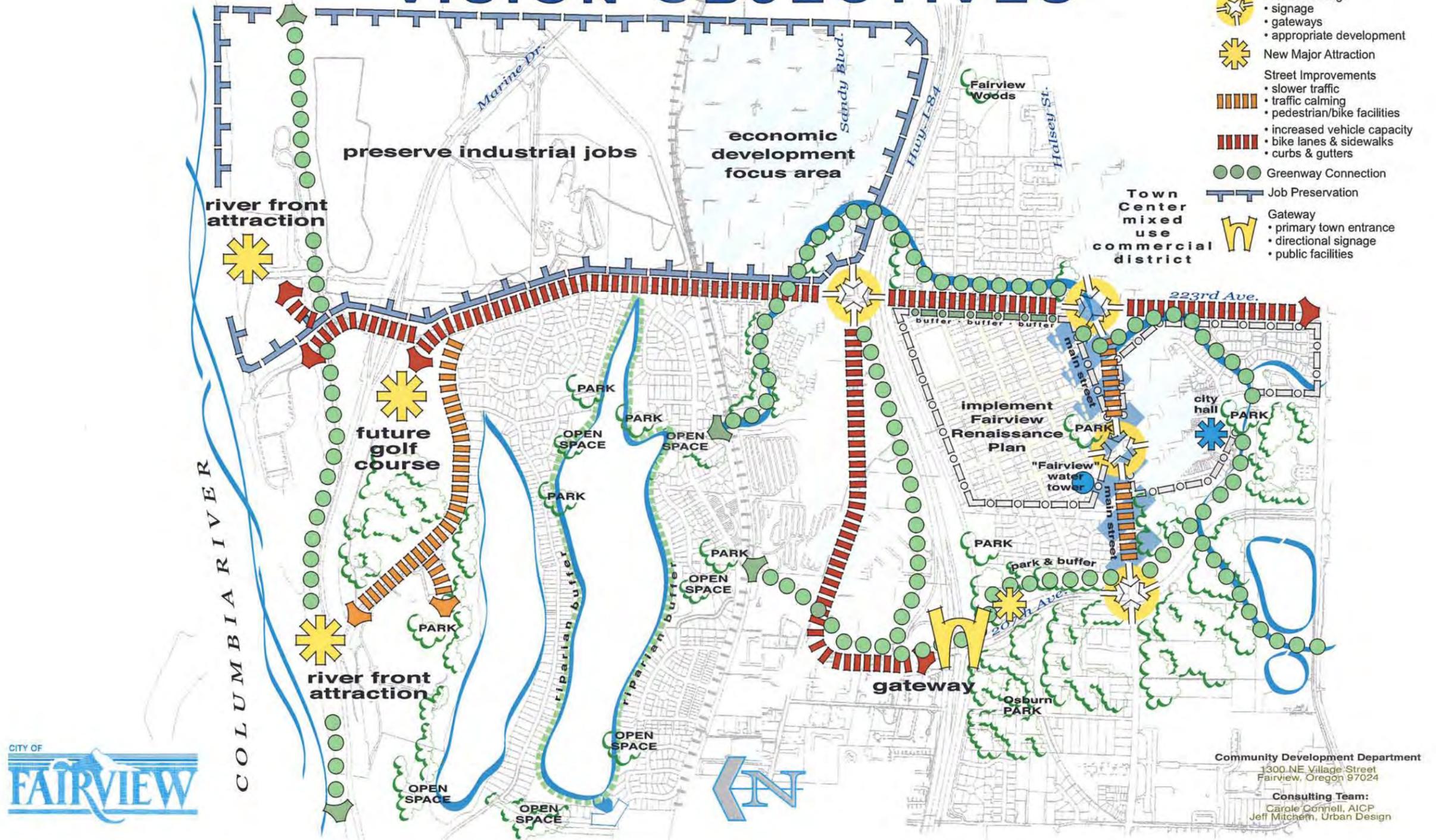
This document provides an image, some guidance and dozens of specific action items to help build a better Fairview. It will take years of persistent leadership to fulfill the dreams set-forth by so many Fairview residents and city officials. Keep this document handy as a work-in-progress, and enjoy the fulfillment of checking-off completed tasks each and every step of the way!

This document and the process utilized in its development are centered on six major themes or goals. The themes were developed in order to organize the numerous issues raised by residents and city officials as they comprise Fairview's strengths and weaknesses. A description is provided for each theme, made up of several objectives and a number of specific action items to implement change or improvements. The objectives and action items are also described in each neighborhood for effective implementation. The themes, identified as goals are:

### **Community Goals**

- **Neighborhood Preservation and Community: Preserve our heritage and link our separate neighborhoods so that there is truly a cohesive and stronger community.**
- **Old Town: Embrace this historic area and nurture appropriate public and private improvements to enhance its existing character.**
- **Economic Development: Attract family-wage jobs, clean industry and businesses to serve our local needs.**
- **Public Services: Provide our neighborhoods with quality streets, police and other services in a fiscally responsible manner. Because of limited finances volunteers are an important local resource.**
- **Public Participation: Attract more resident involvement and foster volunteerism to help reach our common goals.**
- **Parks and Open Space: Maintain and prudently expand our public parks and open spaces. Build active playing fields. Create pathways between and within each neighborhood to schools, parks and services.**

# FAIRVIEW COMMUNITY VISION VISION OBJECTIVES



- Legend**
- Important Intersection
    - safe crossings
    - signage
    - gateways
    - appropriate development
  - New Major Attraction
  - Street Improvements
    - slower traffic
    - traffic calming
    - pedestrian/bike facilities
  - increased vehicle capacity
    - bike lanes & sidewalks
    - curbs & gutters
  - Greenway Connection
  - Job Preservation
  - Gateway
    - primary town entrance
    - directional signage
    - public facilities
  - Town Center mixed use commercial district



# FINAL DOCUMENT

## OLD TOWN

### *The Historic Center of Fairview*

- **Preserve the historic buildings and other cultural resources of Old Town.**
- **Preserve the Fairview Creek riparian area, as well as the wooded areas in Osburn Park and Bridge Street Forest areas.**
- **Retain the predominantly single-family living style.**
- **Improve pedestrian and bicycle safety and links to schools and services.**
- **Calm traffic on local streets.**
- **Upgrade public facilities, streets and parks.**
- **Bury overhead utility lines.**
- **Organize community celebrations and events focused on Old Town.**
- **Build distinctive city gateway features, and landscape city streets.**

Characterized by turn-of-the-century buildings on large lots in a typical grid layout aligned with the railroad, the original plat of Fairview and the historic old town area will continue to be a key residential area within our city. The elementary school, the Community Center and an expanded Cleone Park maintain their function as important community facilities within walking distance of residences. Except for multi-family dwellings and commercial uses on Halsey Street, the area remains predominantly single-family housing and single-family zoning. To be consistent with the vision, existing apartment zoning north of Halsey Street should be rezoned to single-family.

Old Town is lacking consistent sidewalk and streetscape improvements. In the past, plans have been prepared to construct full sidewalk improvements, curbs, drainage, streetlights and street trees. But residents have since chosen to maintain the rural, small town character in this neighborhood by bypassing full street improvements. The focus has shifted to street trees, decorative

street lamps, traffic control, distinctive signage, public parking and the removal of overhead utility lines to beautify the neighborhood. There is a need to re-visit the Renaissance Plan and revise it. Residents continue to insist on city enforcement programs to clean-up neighborhood "eyesores."



The importance of retaining historical buildings in Old Town will require establishing building design standards. Historic structures need to be officially considered and encouraged to renovate in accordance with the appropriate architectural style of the building. New buildings will be required to respect the historical context of the area and blend new materials and style with that of the old.

Fairview Creek flows parallel to 223rd, north from Halsey to I-84 in a wooded, single-family residential area. Protection of the creek and its riparian edge continues to be an important priority. Bridge Street provides the primary access into this neighborhood of large lots and tall trees. There is a need for a safe pedestrian crossing across 223rd at Bridge Street to safely reach schools and services in Old Town.

Halsey Street is a busy east-west arterial street with public transit service. Retail businesses and apartments adjoining Halsey buffer the adjoining single-family dwellings from heavy traffic and noise. NE 207th and 223rd are two additional high-volume, north-south

arterial streets in this neighborhood. Needed improvements to 223rd Ave are currently constrained by the railroad over-crossing, but access to jobs and public parks in the northern sector of the City is critical. How the street is improved is crucial to improved safety and access, but residents will not tolerate road widening in a manner that compromises the pedestrian, rural character of Old Town.

207th is tree-lined and separated by a landscaped median that has a parkway character, which is enhanced visually by the adjoining wetland park. Citizens would like to see this aesthetic streetscape style used on other city streets. But the new street is easy to speed on because of the lack of driveways and development that typically lower speeds on arterial streets. Residents would like the vehicles to slow down.

Residents have discovered an opportunity to connect the neighborhoods east of 207th to Old Town by building a pathway on the old railroad right-of-way from 201st east to Wistful Vista Drive, and then to 207th and nearby Cleone Park. There is an interest in expanding the park to include more active playing fields for soccer and baseball.

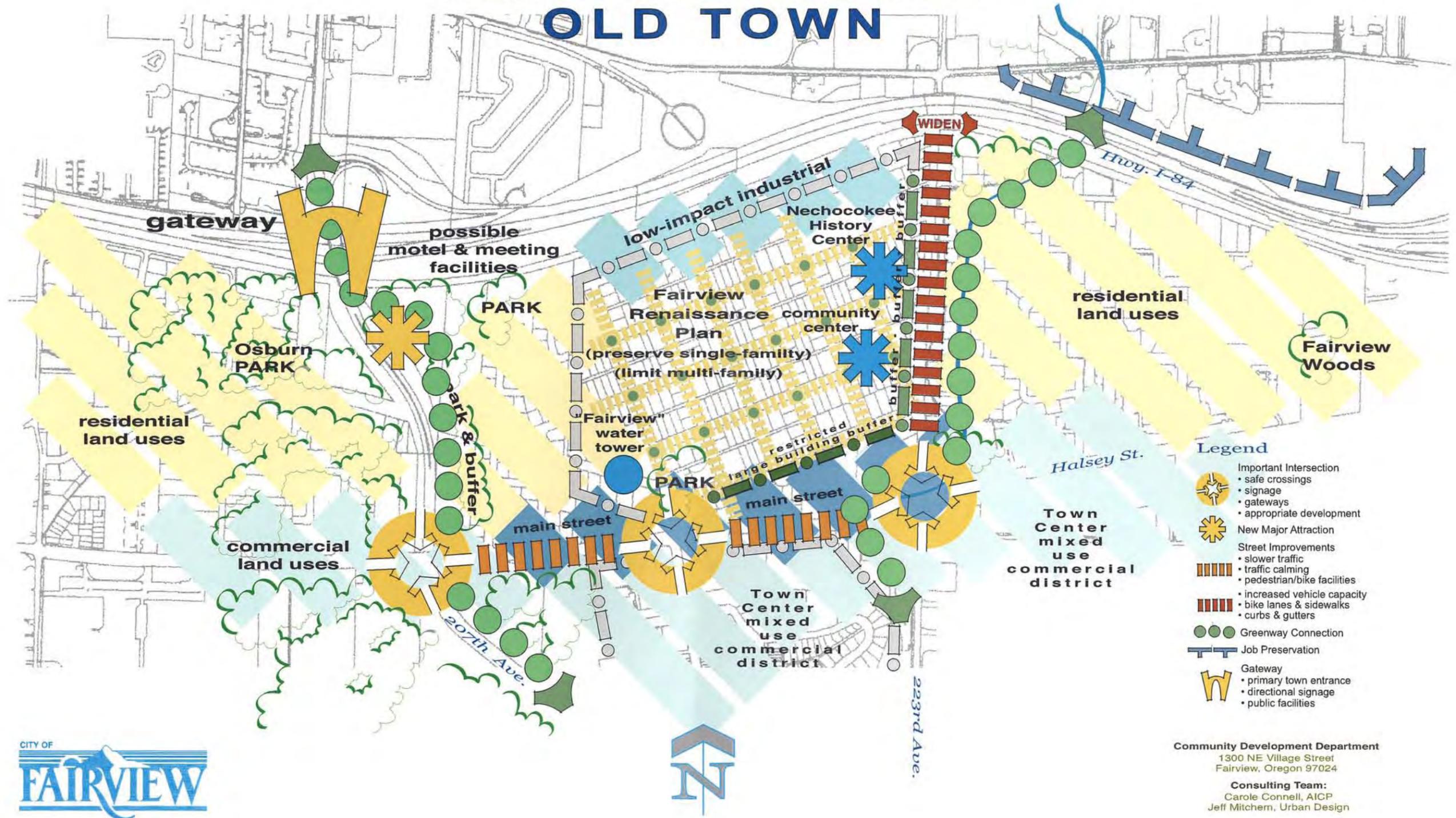
Old Town residents are seeking assistance to improve their neighborhood. They are interested in developing ways to improve security, foster housing maintenance, upgrade the overall housing stock as well as to find methods to increase communication and cooperation with public agencies. They also hope to celebrate their successes by organizing community events and gatherings.



### Action Items and Improvement Projects

1. Re-zone multi-family zoned land north of Lincoln Street to a single-family designation, and identify other possible areas.
2. Develop zoning standards to protect historic buildings based on a social-cultural analysis, including a context statement and an historic building inventory.
3. Consider protecting scenic views by the use of view corridor zoning provisions.
4. Bury overhead utility lines and remove poles.
5. Charge a \$5.00 surcharge to residents in order to pay for burying overhead utilities, if appropriate.
6. Add Old Town public improvements to the City's Capital Improvement Plan (CIP), such as alley upgrades, decorative street lamps, a street tree plan, drainage, and gateway features.
7. Provide a safe pedestrian and bicycle crossing across 223rd at Bridge Street.
8. Identify areas in Old Town where traffic circles would be an effective method to reduce speed and improve safety. Identify other traffic calming projects and add to them to the Transportation System Plan (TSP) and Capital Improvement Plan (CIP).
9. Re-establish a 7,500 s.f. minimum lot size.
10. Review improvements in Old Town described in the Fairview Transportation System Plan (TSP) to assure community-wide needs are met and neighborhood impacts are acceptable.
11. Identify methods to reduce railroad noise by building sound buffers, and prohibiting new at-grade crossings.
12. Consider City purchase or trade of the George property for public use.
13. Expand Cleone Park in order to build active playing fields, add play equipment, and buffer the residential area from commercial and recreational activities to the west.
13. Expand the tree-lined and landscape median street improvements on 207th to other arterial streets where feasible.
14. Build a pedestrian path paralleling 207<sup>th</sup> and connecting to the City's pedestrian pathway system.
15. Explore avenues to provide home improvement financing for structures in Old Town, such as Habitat for Humanity, or incentive grants and loans.
16. Build a community focus gateway project at Halsey and 223<sup>rd</sup> Avenues.
17. Increase zoning and other enforcement of visual nuisances.
18. Develop a Neighborhood Watch program or similar neighborhood security organization.
19. Create a cooperative garden to foster community spirit.
20. Assure there are safe and direct pedestrian and bicycle pathways to schools and services.
21. Partner with schools in community improvement projects.
22. Update the Old Town (Renaissance) Plan.
23. Build a distinctive gateway and attractive buildings at I-84 and 207th. Incorporate the "Cascadian" building theme of wood and stone into the suggested motel/meeting facility and assure adequate buffering for nearby residences.
24. Require the use of native plants in public landscaping projects.
25. Assure there is adequate parking required by city code for accessory dwelling units.
26. Install distinctive street signs in the Old Town historic neighborhood.
27. Build a park under the power lines between Wistful Vista and the railroad tracks.
28. Consider closing some roads to cars.
29. Permit bed and breakfast inns.
30. Offer an adult aerobic class at the Community Center.
31. Use a "Main Street" designation for Halsey and remove Old Town from the regional town center.
32. Build a plaza at the old city hall.

# FAIRVIEW COMMUNITY VISION OLD TOWN



- Legend**
- Important Intersection
    - safe crossings
    - signage
    - gateways
    - appropriate development
  - New Major Attraction
  - Street Improvements
    - slower traffic
    - traffic calming
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  - bike lanes & sidewalks
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  - Job Preservation
  - Gateway
    - primary town entrance
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**Community Development Department**  
 1300 NE Village Street  
 Fairview, Oregon 97024

**Consulting Team:**  
 Carole Connell, AICP  
 Jeff Mitchem, Urban Design



# FINAL DOCUMENT

## THE TOWN CENTER

### *A Neo-traditional Neighborhood*

- Maintain the planned architectural unity within the Town Center.
- Preserve Fairview creek, Salish Ponds and the wetland features.
- Encourage a full service commercial area of predominantly small businesses.
- Assure there is adequate public parking and advertising opportunities for commercial uses.
- Calm traffic on local streets.
- Add trail connections and recreation opportunities, and assure safe park and trail facilities.

The Town Center will be a mixed-use, pedestrian-oriented neighborhood in Fairview with service commercial, office, institutional and a range of residential uses. Buildings will be designed in accordance with a unified architectural design plan originally prepared for Fairview Village and expanded to other property in the district. Building design standards should be coordinated with the City of Wood Village because the regional Town Center designation is located in both jurisdictions, centered on the intersection of Halsey Street and 223<sup>rd</sup> Avenue. Further, in order to assure a full service commercial sector, the City should review the appropriateness of industrially zoned land on Halsey and Glisan streets.

The area will continue to support preservation and recreational use of the largest preserved wetland in east Multnomah County. Trails extend from the residential area to the commercial district and west to Salish Ponds. Residents would like to see more trail connections and more amenities on the trails, as well as improved signage and improved security by



city police to reduce vandalism and other problems. There is an interest in effective riparian protection measures.

The Town Center will be a full service commercial area with plans for a grocery store, small retail services catering to pedestrian residents in the area. Wide landscaped sidewalks and commercial buildings close to the street are intended to diminish reliance on the automobile. Pathway connections to other parts of the city will bring residents to the Town Center for formal and informal gatherings. But business owners are concerned about inadequate parking space even before the area builds out. Further, there is not a coordinated signage program for businesses, many of which have sites that are not visible from arterial streets in the city.

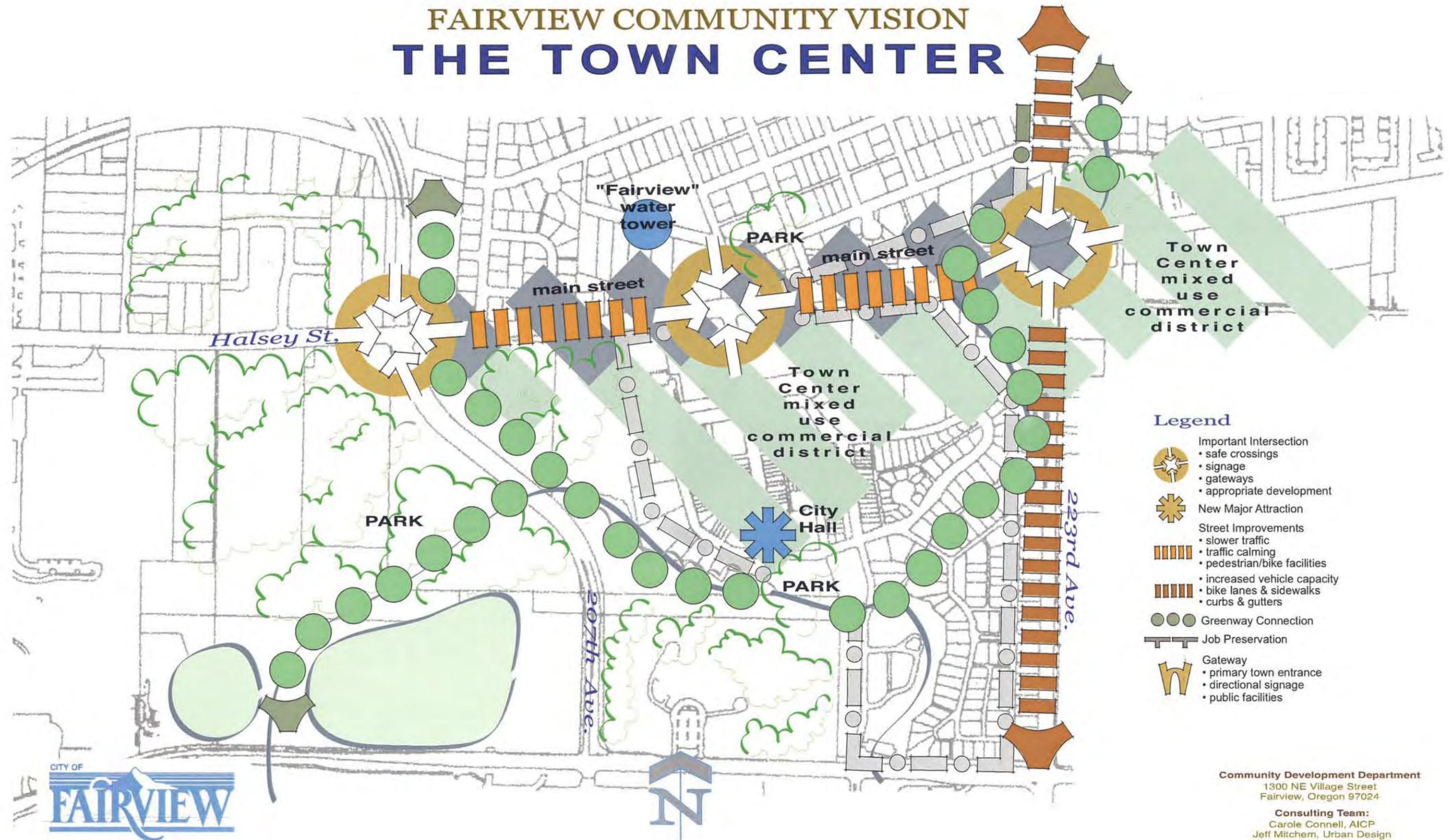
The mixed-use Town Center neighborhood will experience an increase in traffic as the area builds out. Residents are concerned about cut-through traffic and speeding vehicles on residential streets. An analysis of issues and solutions to calm traffic will become increasingly important.



### **Action Items and Improvement Projects**

1. Install speed bumps or speed signage in front of City Hall.
2. Lock gates for the public parks and open spaces at night.
3. Utilize bicycle cops to patrol the parks and open spaces and create a "Park Watch" program.
4. Take measures to control speeding on 207<sup>th</sup>.
5. Utilize bottomless culverts to protect creeks.
6. Assure enforcement of industrial and commercial water pollution violations.
7. Evaluate current riparian preservation and stream buffer standards and enhance where appropriate.
8. Identify and build additional trail connections to parks, schools and services.
9. Consider a parking permit system in the Town Center.
10. Change the parking requirements to increase the required number of spaces.
11. Consider locating a multi-story parking garage at the northeast corner of Village and Market streets or other appropriate location if determined to be needed and financial resources are available.
12. Increase park maintenance. Add emergency phones and garbage cans in key areas (i.e. Target pathway).
13. Install distance markers on the Salish Ponds trails.
14. Build a skateboard park in the Salish Ponds Park.
15. Install more signs, benches and picnic tables in city parks. Organize a bench donation program.
16. Do not widen Halsey Street beyond three travel lanes.
18. Develop an attractive, directional signage program that advertises Town Center businesses on Halsey and Glisan streets.
19. Preserve the existing wetlands on 207<sup>th</sup> near Salish Ponds.
20. Require a well-designed residential development adjoining Salish Ponds that includes a substantial buffer separating the two uses.
21. Create a city-liaison position to assist local commercial and industrial businesses.
22. Support development of a local business association.
23. Coordinate with the county, adjoining cities and Metro to identify the preferred regional truck route.
24. Seek financial grants from private donors such as Target and Fred Meyer to assist the city in public improvement projects.
25. Consider closing some roads to cars.
26. Permit bed and breakfast inns.
27. Coordinate with the SOLV/Watershed Council to work with private property owners.
28. Provide signage with "kids rules" in parks.
29. Develop additional traffic calming techniques.
30. Continue annual festival and foster a Saturday Market with community-wide support.

# FAIRVIEW COMMUNITY VISION THE TOWN CENTER





# FINAL DOCUMENT

## SANDY BOULEVARD

### Gateway to the Lake and River

- Preserve prime industrial and commercial land.
- Attract non-polluting industry with family-wage jobs.
- Utilize railroad and freeway access.
- Advertise the Columbia River and Blue Lake destinations.
- Coordinate development of Sandy Boulevard with housing west of 223<sup>rd</sup> Avenue, commercial nodes at key intersections and industry to the east.
- Improve Sandy Boulevard in accordance with the Sandy Boulevard Corridor Plan.
- Link bicycle and pedestrian paths from the residential uses to 223<sup>rd</sup> Avenue.
- Improve the appearance of the area.
- Preserve Fairview and Osburn Creeks and their riparian buffers.

The Sandy Boulevard corridor will continue to be an area that carefully balances a mix of uses. For example, a variety of affordable multi-family housing units and manufactured homes are located near 207<sup>th</sup> with excellent freeway access and in close proximity to Blue Lake and the Columbia River. But a large vacant site zoned Corridor Commercial lies between the residential neighborhoods. The Corridor Commercial Zone could attract light industry, auto-oriented commercial uses, hotels, retail or office uses. The vacant site is also bisected by Osburn Creek as it travels north to empty into Fairview Lake. Development of the site must be carefully planned with residential buffers, pollution controls, preservation of Osburn Creek and its riparian buffer, and adequate drainage provisions.

At 207<sup>th</sup> and Sandy Blvd. there is a good opportunity to attract a small-scale, neighborhood commercial use to serve residences in the immediate area, as well as tourists traveling to the area's water features. A similar use would be appropriate at Sandy Blvd. and 223<sup>rd</sup> Avenue. Residents envision an attractive retail destination for Fairview residents as well as tourists to pick-up groceries, snacks, fishing supplies and recreation items. East of 207<sup>th</sup> the Portland

Recreational Vehicle Park, a temporary housing opportunity for R.V.'s, will be a good site for future residential redevelopment.

Transportation improvements on Sandy Boulevard will support residential uses west of 223<sup>rd</sup> Avenue and industrial and commercial uses east of 223<sup>rd</sup> Avenue. Construction of safe bicycle and pedestrian pathways from 201<sup>st</sup> Avenue east to 223<sup>rd</sup> Avenue will benefit residents in the area. While adequate truck access to I-84 will be important to businesses in the corridor. Further, an east-west public street on the Townsend Farms site will improve access for that large industrial area. Where land uses merge, transportation solutions will need to carefully consider the interfacing travel of autos, bicycles, pedestrians and trucks. The Sandy Boulevard corridor will continue to experience noise from railroads on both sides of the district, two airports and the I-84 freeway. Continued resident involvement in the PDX airport noise committee, and awareness of impacts from the Troutdale airport are important to minimizing the potential for an increase in noise. The city should prohibit future at-grade railroad crossings to minimize the noise from train whistles.



### **Action Items and Improvement Projects**

1. Hire an expert to analyze Fairview's economic opportunities and develop a plan to recruit businesses.
2. Review and revise the industrial zones to assure non-polluting, family-wage job employers are permitted outright.
3. Implement the Sandy Boulevard Corridor Transportation Study.
4. Construct a bicycle and pedestrian path from 201<sup>st</sup> to 223<sup>rd</sup> Avenue. Utilize the existing ODOT I-84 right-of-way for a pathway link.
5. Consider a landscape median with native plants and street trees on Sandy Boulevard.
6. Develop a street lighting plan, as well as other projects and rules, for Sandy Blvd. that favor pedestrians to the west and industrial and commercial uses to the east.
7. Locate an east-west local access street on the Townsend Farms property when it develops to enhance development and improve area circulation.
8. Control the number of new accesses onto Sandy Boulevard by developing an access management plan.
9. Develop and build a gateway feature at Sandy and 223<sup>rd</sup> emphasizing the river and lakes.
10. Beautify the railroad overpasses.
11. Develop attractive signage to the Columbia River and Blue Lake parks and place them in the city as well as on I-84.
12. Prohibit new at-grade railroad crossings at the time of new development.
13. Rezone to single-family those multi-family zoned properties where the property is vacant.

# FAIRVIEW COMMUNITY VISION SANDY BOULEVARD



**Legend**

-  Important Intersection
  - safe crossings
  - signage
  - gateways
  - appropriate development
-  New Major Attraction
-  Street Improvements
  - slower traffic
  - traffic calming
  - pedestrian/bike facilities
  - increased vehicle capacity
  - bike lanes & sidewalks
  - curbs & gutters
-  Greenway Connection
-  Job Preservation
-  Gateway
  - primary town entrance
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# FINAL DOCUMENT

## THE LAKES

### *Waterfront Living, Recreation, and Industry*

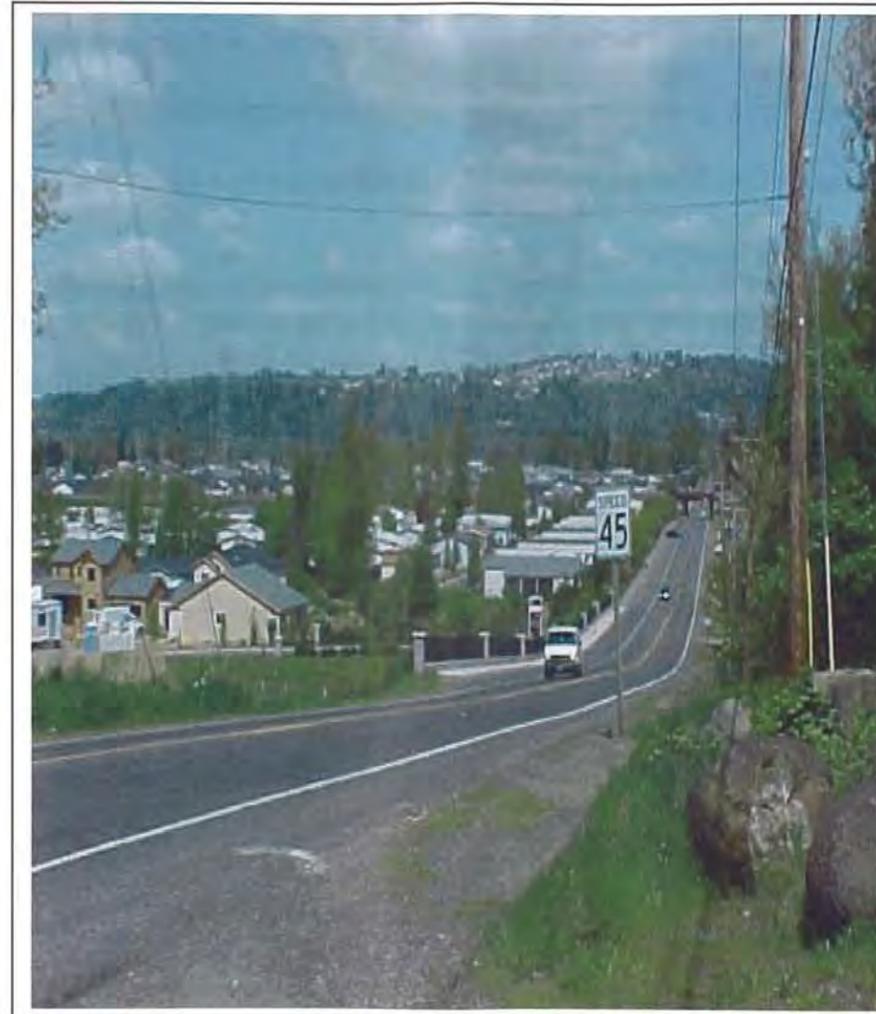
The Lakes area of Fairview offers a mix of excellent recreation sites, scenic views, single-family living, riverfront development and industry. Blue Lake has an established regional park on one side with lakeshore housing on the other. Fairview Lake is encircled by single-family homes, some with lake access while others are within walking distance. The growing influx of people has required creative and dynamic solutions to issues like pollution, lake access, riparian area protection, lake management and noise.

Neighborhood commercial services would be a convenient addition to the Lakes neighborhood. A small-scale convenience store, dry cleaners, video store or other businesses meeting daily needs could be located on 223<sup>rd</sup> Avenue to serve residents and tourists alike, who may be visiting the nearby lakes and river. Residents would also benefit from improved bicycle and pedestrian access to the adjoining recreation facilities, including recognition of the regional 40-mile loop trail and the Springwater trails. Further, an exciting opportunity may exist to build a Columbia riverfront, mixed-use development with housing and retail uses that takes advantage of the river views and boat access. However, environmental restrictions to protect fish and wildlife habitat would require careful planning. It would be beneficial for the city to consider more complete Columbia riverfront development goals and policies to take advantage of that valuable asset.

There are known archeological sites in the Lakes area that are not clearly protected by a city regulatory process. The Fairview Comprehensive Plan identifies the need for policy development and resource protection. Similarly, scenic view corridors could be identified and protected to guarantee future enjoyment of this natural amenity.

East of the lakes is an industrial area. East of 223<sup>rd</sup> Avenue and north of Sandy Blvd. there is a significant amount of vacant industrial

land, as well as some existing businesses. This is an important resource for future jobs and revenue needed in the city. But industry has been slow to locate in Fairview, likely due to regional competition and market fluctuations. Forming an organization that could help market land in the city and attract new industry to the area will help to foster needed jobs and provide tax dollars to obtain needed services. But industry must locate in a manner that is compatible with existing and future residential uses, as well as the important natural resources in the area.

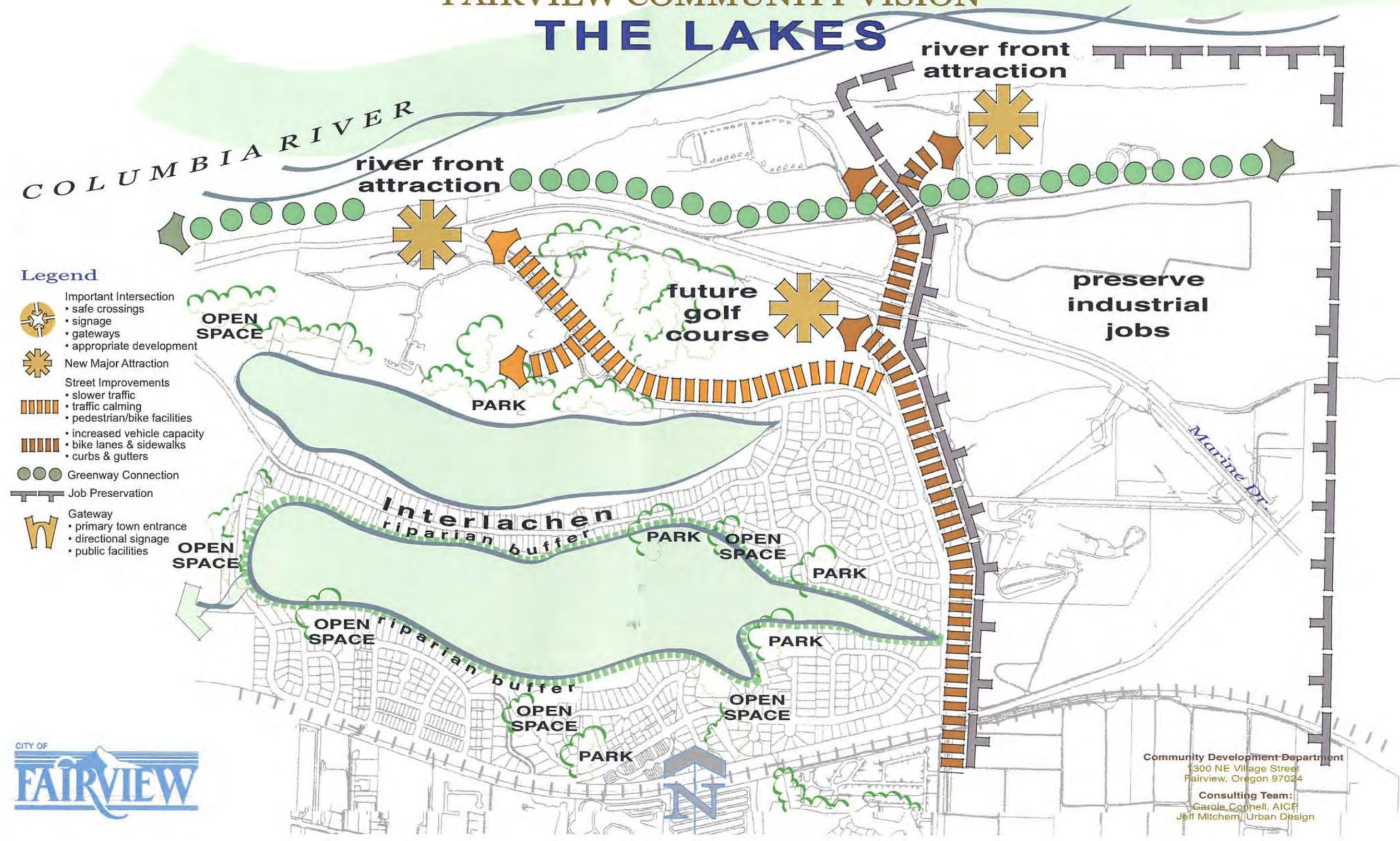


### **Action Items and Improvement Projects**

1. Consider goals, objectives and strategies for appropriate riverfront development on the Columbia River that includes public pedestrian access to the waterfront.
2. Preserve prime industrial and commercial land through proper zoning.
3. Attract non-polluting, family-wage industry to the lakes area by forming a business organization and/or hiring an economic development coordinator to recruit industry.
4. Assure that industrial and commercial development is buffered from residential and recreational uses and that business sites are well landscaped.
5. Implement the Fairview Transportation System Plan (TSP) by constructing a bike lane and sidewalk on NE 223<sup>rd</sup> from Halsey Blvd. to Marine Drive.
6. Recognize and connect the regional bike paths in East county.
7. Landscape NE 223<sup>rd</sup> with street trees and a center median, and incorporate native plants.
8. Revise the Fairview Parks Master Plan and the TSP to indicate a bike/pedestrian trail north of Blue Lake along the dike, as well as providing trail connections to Pelfrey Park.
9. Consider zoning code standards to require cultural resource surveys in certain areas prior to development.
10. Identify scenic view corridors and develop zoning code standards for protection.
11. Become an active participant in noise issues to avoid future problems and to mitigate existing concerns, to the extent resources permit.
12. Determine the feasibility for public soccer and baseball fields in the wetland areas near the Columbia River dike as described in the Parks Master Plan.
13. Continue working with Metro to enhance Blue Lake Park and to encourage construction of a golf course in a manner compatible with water quality.
14. Review proposed business developments to assure compatibility with nearby residences.
15. Consider alternative access options into and from the area at the west end of Fairview Lake.

# FAIRVIEW COMMUNITY VISION

## THE LAKES



### Legend

-  Important Intersection
  - safe crossings
  - signage
  - gateways
  - appropriate development
-  New Major Attraction
-  Street Improvements
  - slower traffic
  - traffic calming
  - pedestrian/bike facilities
- 
  - increased vehicle capacity
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# FINAL DOCUMENT

## THE CHILDREN'S VISION

### Introduction

The future truly belongs to the children. They will be the residents of Fairview in 2022, the ones who are dealing with the community concerns of that time. It seems only fair and right that they be asked for their opinions now when we are preparing the future for their use.

The young people who participated in the workshop were energetic, creative and filled with high hopes for their city. It is that enthusiasm and willingness to try new ideas, to pro-actively seek solutions to our problems that has made, and will continue to make, Fairview the quality place to live and work that we all want.

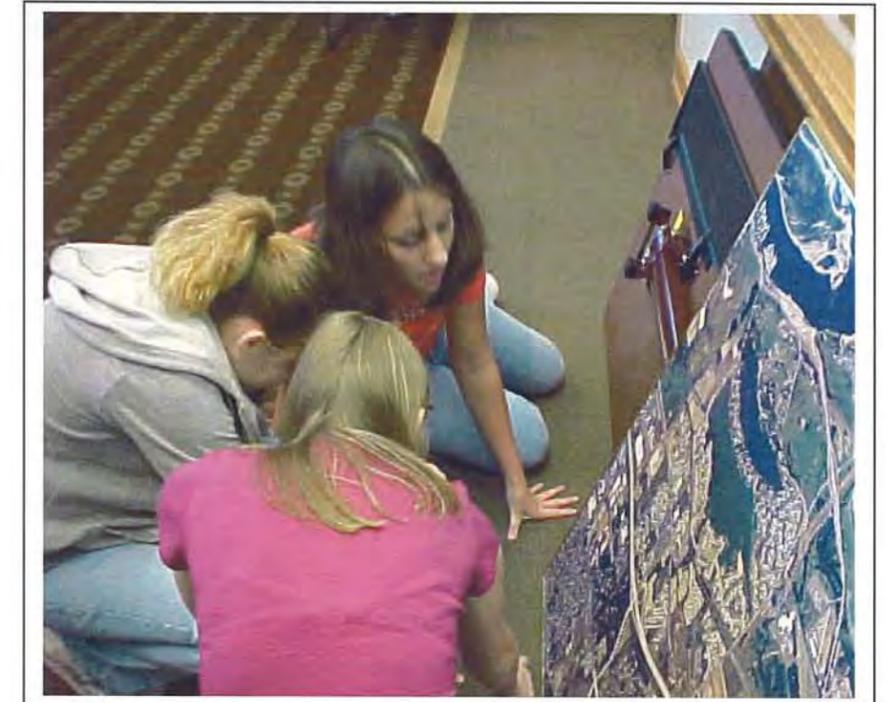
### Process

On May 20, 2002 42 sixth graders from Reynolds Middle School gathered at Fairview City Hall to share their vision for the future of the City of Fairview. The children were organized into six small groups and asked the following questions:

1. Where do you live?
2. Where do you travel within the city?
3. How do you get there (car, walk, bike)?
4. What are your top three likes and dislikes about your community?

Their responses to the questions were recorded on maps of the City, which were located on each table. Different colored markers were used to record trip origin, destination and mode of travel. As the children drew on the maps, they were asked to focus on what they liked and disliked about the community. Once this exercise was complete each table elected two individuals to give a brief report to the entire group about their top three likes and dislikes. The following is a composite of their responses:

Likes	Dislikes
Clean city	Too many apartments
School near by	Not enough activities
Not too crowded	Not enough sidewalks
Close stores	Safe hang-out for teens
Pretty good sidewalks	Fairview lake is dirty
Old Town	Unsafe streets
Fairview Creek	Noisy railroad
Little Red Store	Sidewalks in Old Town
Nice views	Too much speeding
Seems safe	Need MAX station
Lots of stores	No pet-friendly parks
Library in Village	Too much traffic congestion
Lots of green	Too much trash
Great parks	Parks too close together
New stores	
New houses	



# FAIRVIEW COMMUNITY VISION CHILDRENS' VISION

*Fairview*

## GROUP #1

- LIKES**
- Great parks
  - New stores
  - New houses
- DISLIKES**
- Too much trash
  - Not enough sidewalks
  - Parks too close together

## GROUP #2

- LIKES**
- Lots of stores
  - Library in Village
  - Lots of green
- DISLIKES**
- Not enough sidewalks
  - No pet-friendly parks
  - Too much traffic congestion

## GROUP #3

- LIKES**
- Clean
  - Nice views
  - Seems safe
- DISLIKES**
- Too much speeding
  - More sidewalks
  - Need MAX station

## GROUP #4

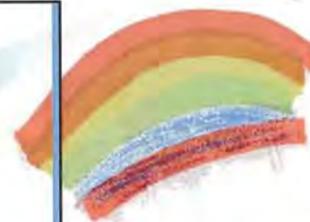
- LIKES**
- Old Town
  - Fairview Creek
  - Little Red Store
- DISLIKES**
- Unsafe streets
  - Noisy railroad
  - Sidewalks in Old Town

## GROUP #5

- LIKES**
- Not too crowded
  - Close stores
  - Pretty good sidewalks
- DISLIKES**
- Not enough sidewalks
  - Safe hang-out for teens
  - Fairview lake is dirty

## GROUP #6

- LIKES**
- Clean city
  - School near by
  - Stores close
- DISLIKES**
- Too many apartments
  - Not enough sidewalks
  - Not enough activities



*Cleaner places!*

*More parks that allows pets*

*Best thing about fairview: Library*

COLUMBIAN RIVER

Marine Dr.

Sandy Blvd.

Highway I-84

Halsey St.

267th Ave.

### Legend

- Where Kids Live (Blue circle)
- Where Kids Go (Green star)
- How Kids Get There
  - Car (Orange hatched line)
  - Walk or Bike (Green dotted line)



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# ***FINAL DOCUMENT***

## ***Public Involvement is How to Implement Our Vision***

### ***How to Get Residents Involved in the Future***

Residents and city officials developed this community vision to promote a brighter future for Fairview. Included are dozens of action items and improvement projects to help reach vision goals. The vision and action items are based on the foundation of six basic goals to: preserve our neighborhoods, protect Old Town, encourage economic development, provide excellent public services, maintain and expand parks and open spaces, and assure public participation all along the way. The actions items will take a variety of agencies and individuals many years to achieve.

As the community grows, the goal to assure on-going public participation is important to realization of this vision. Common goals will only be achieved with all players involved. This section of the document provides many methods to incorporate the public in future decisions.



### Action Items

#### **Involve more Fairview citizens in the following ways:**

1. Expand use of the City's website by including:
  - Local business info and meetings
  - City Plan documents
  - City policies and forms
  - Maps
  - Legal notices
  - Surveys
  - Links to local businesses and area newspapers
  - Citywide sports events
2. Expand neighborhood meetings.
3. Provide multi-lingual informational brochures.
4. Educate, outreach and interface with the schools.
5. Install larger signs for the Community Center, the library, local businesses and City Hall.
6. Expand the City newsletter.
7. Plan more activities for children and seniors.
8. Hold more informational meetings at the Community Center (i.e. fire safety, CPR, social security, Medicare, government).
9. Plan street fairs, Saturday Markets and other celebrations.
10. Promote volunteerism.
11. Promote local businesses.
12. Provide city maps to local stores.
13. Use a circular logo shield for city identity.
14. Enlist volunteer grant writers.
15. Promote more interaction between neighborhoods.
16. Plan more park events.
17. Sell local business advertisements in city newsletter to offset costs.
18. Hold neighborhood meetings on land use applications.
19. Prepare a citizen involvement handbook.
20. Create a city Neighborhood Coordinator position.
21. Install more billboards and kiosks.
22. Hold group meetings on specific topics (i.e. riparian buffer).
23. Educate local citizens about their city including historical and current events.
24. Prepare informational handouts for the public on zoning and planning processes.