

# Exhibit B





August 30, 2016

Read Stapleton  
DOWL  
720 SW Washington Street Suite 750  
Portland Oregon 97205

**Re: Preapplication Report**

Dear Read:

Enclosed is the Preapplication Report Summary from your meeting with the City on August 11, 2016, concerning your proposal for action on property located at 13333 SE Rusk Road.

A preapplication conference is required prior to submittal of certain types of land use applications in the City of Milwaukie. Where a preapplication conference is required, please be advised of the following:

- Preapplication conferences are valid for a period of 2 years from the date of the conference. If a land use application or development permit has not been submitted within 2 years of the conference date, the Planning Director may require a new preapplication conference.
- If a development proposal is significantly modified after a preapplication conference occurs, the Planning Director may require a new preapplication conference.

If you have any questions concerning the content of this report, please contact the appropriate City staff.

Sincerely,

Joyce B. Stahly  
Administrative Specialist II

Enclosure

cc: Ben Williams                      Scott Emmens  
    Andy Tiemann                     John Van Steveren  
    Serah Breakstone                Randy Myers  
    File

**COMMUNITY DEVELOPMENT**  
**BUILDING • ECONOMIC DEVELOPMENT • ENGINEERING • PLANNING**  
6101 SE Johnson Creek Blvd., Milwaukie, Oregon 97206  
P) 503-786-7600 / F) 503-774-8236  
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**PRE-APPLICATION CONFERENCE REPORT**

This report is provided as a follow-up to a meeting that was held on **8/11/2016** at **10:00AM**

**Applicant Name:** READ STAPLETON

**Company:** DOWL

**Applicant 'Role':** Architect

**Address Line 1:** 720 SW WASHINGTON STREET

**Address Line 2:** SUITE 750

**City, State Zip:** PORTLAND OR 97205

**Project Name:** PROPOSED PLANNED DEVELOPMENT WITH 100 DWELLING UNITS

**Description:** A PLANNED DEVELOPMENT WITH 100 DEWLLING U NITS (77 IN THE R3 ZONE AND 23 IN THE R10 ZONE) IS PROPOSED.

**ProjectAddress:** 13333 SE RUSK RD

**Zone:** Residential R-3 and R-10

**Occupancy Group:**

**ConstructionType:**

**Use:** Medium Density (MD) and Low Density (LD)

**Occupant Load:**

**AppsPresent:** Ben Williams, Andy Tiemann, Serah Breakstone, Scott Emmens, John Van Staveren, Randy Myers

**Staff Attendance:** Brett Kelper, Alex Roller, Matt Amos

**BUILDING ISSUES**

**ADA:**

**Structural:** The habitable space must be 2 feet above the base flood elevation.

**Mechanical:**

**Plumbing:**

**Plumb Site Utilities:**

**Electrical:**

**Notes:**

Please note all drawings must be individually rolled. If the drawings are small enough to fold they must be individually folded.

### FIRE MARSHAL ISSUES

- Fire Sprinklers:** Any building containing an "R" (residential) mulit family occupancy shall be sprinkled.
- Fire Alarms:**
- Fire Hydrants:**
- Turn Arounds:**
- Addressing:**
- Fire Protection:**
- Fire Access:**
- Hazardous Mat.:**
- Fire Marshal Notes:** See attached letter.

### PUBLIC WORKS ISSUES

- Water:** An unknown size Clackamas River Water main on SE Kellogg Creek Drive is available to provide connection to serve the proposed development. The applicant shall construct adequately sized water mainline within the right of way of the new public street to provide residential service, as well as fire service (via hydrants or sprinklers) to all residential units. Mainline construction will conform to Clackamas River Water standards. Betty Johnson (503-723-2571) at CRW will be your contact for construction and SDC requirements. Construction of any main line improvement within the public right-of-way shall be completed prior to final plat approval.
- The water System Development Charge (SDC) is based on the demand required by the development. The water SDC will be assessed and collected at the time the building permits are issued.
- Sewer:** An unknown size Clackamas County wastewater main located on the western property line is available for connection to serve the proposed development. The applicant shall construct an 8" PVC within the right-of-way of the new public street. Currently, the wastewater System Development Charge (SDC) is comprised of two components. The first component is the City's SDC charge of \$1075.00 and the second component is the County's SDC for treatment of \$4,904 that the City collects and forwards to the County. Both SDC charges are per connection unit. The wastewater SDC will be assessed and collected at the time the building permits are issued.
- Storm:** Submission of a storm water management plan by a qualified professional engineer is required as part of the proposed development. The plan shall conform to Section 2 - Stormwater Design Standards of the City of Milwaukie Pubic Works Standards.
- The storm water management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing storm water management facilities serving the development property. Also, the plan shall demonstrate compliance with water quality standards. The City of Milwaukie has adopted the most current version of the City of Portland Stormwater Management Manual for design of water quality facilities.



All new impervious surfaces, including replacement of impervious surface with new impervious surfaces, are subject to the water quality standards. See City of Milwaukie Public Works Standards for design and construction standards and detailed drawings.

The storm SDC is based on the amount of new impervious surface constructed at the site. One storm SDC unit is the equivalent of 2,706 square feet of impervious surface. The storm SDC is currently \$844 per unit. The storm SDC will be assessed and collected at the time the building permits are issued.

**Street:** The proposed development fronts the north side of SE Kellogg Creek Drive. The portion of SE Kellogg Creek Drive fronting the proposed development has a right-of-way width of 40 to 50 feet, has a 5' wide curb tight sidewalk on the north side, and is unimproved on the south side.

**Frontage:** Chapter 19.700 of the Milwaukie Municipal Code (MMC), hereafter referred to as "Code", applies to partitions, subdivisions, and new construction.

Transportation Facility Requirements, Code Section 19.708, states that all rights-of-way, streets, sidewalks, necessary public improvements, and other public transportation facilities located in the public right-of-way and abutting the development site shall be adequate at the time of development or shall be made adequate in a timely manner.

**SE KELLOGG CREEK DRIVE**

Improvements required on the Kellogg Creek Drive frontage will be determined by the required traffic impact study.

**NEW PRIVATE STREET**

The proposed cross section of 5' sidewalk, 5.5' planter, 7' parking, and 10' travel does conform to code requirements.

Per MMC table 19.708.1 – the minimum intersection spacing on local roads is 100' and the maximum distance is 530'. Kellogg Creek Dr has a local street classification. The spacing between the eastern proposed road and Rusk road may create a traffic impact. This will be addressed in the traffic impact study.

**Right of Way:** The existing right-of-way on SE Kellogg Creek Drive fronting the proposed development is 40 feet, and 55 feet on the Rusk Frontage. The required traffic impact study will determine whether or not dedication will be required.

**Driveways:** Code Section 12.16.040.A states that access to private property shall be permitted with the use of driveway curb cuts and driveways shall meet all applicable guidelines of the Americans with Disabilities Act (ADA). Driveway approaches shall be improved to meet the requirements of Milwaukie's Public Works Standards.

**Erosion Control:** Per Code Section 16.28.020(C), an erosion control permit is required prior to placement of fill, site clearing, or land disturbances, including but not limited to grubbing, clearing or removal of ground vegetation, grading, excavation, or other activities, any of which results in the disturbance or exposure of soils exceeding five hundred square feet.

Code Section 16.28.020(E) states that an erosion control permit is required prior to issuance of building permits or approval of construction plans. Also, Section 16.28.020(B) states that an erosion control plan that meets the requirements of Section 16.28.030 is required prior to any approval of an erosion control permit.

**Traffic Impact Study:** Code Section 19.704.1(A) states that the City will determine whether a transportation impact study (TIS) is required. In the event the proposed development will significantly increase the intensity of use,

a transportation impact study will be required. The City of Milwaukie Engineering Director will make this determination based on proposed preliminary subdivision design and the number of lots created.

If required, the transportation impact study triggers a Transportation Facilities Review (TFR) Land Use Application to be filed concurrent with the land use application. Once the scope of the proposed development is determined and a deposit of \$1000.00 is paid, the City of Milwaukie will provide a detailed transportation impact study scope for the traffic study. When the traffic impact study is completed in accordance with the TIS scope, the applicant shall schedule a second pre-application meeting with Milwaukie Engineering Staff. The second pre-application meeting will allow Engineering Staff to review and comment on the applicant's traffic impact study prior to submission of any land use applications. The fee for the second pre-application meeting is \$100.00 and a deposit of \$2500.00. Upon completion of the second pre-application meeting, the applicant may submit their land use applications.

The City has determined that a Traffic Impact Study will be required.

**PW Notes:**

**TRANSPORTATION SDC**

The Transportation SDC will be based on the increase in trips generated by the new use per the Trip Generation Handbook from the Institute of Transportation Engineers. The SDC for transportation is \$1,921 per trip generated. Credits will be given for any demolished structures, which shall be based upon the existing use of the structures.

**PARKS & RECREATION SDC**

The parks & recreation System Development Charge (SDC) is triggered when application for a building permit on a new dwelling is received. Currently, the parks and recreation SDC for each Multi-Family Residence is \$3,608.00, and \$3,985 for Single-Family Residences. Credit is applied to any demolished structures and is based upon the existing use of the structures. The parks and recreation SDC will be assessed and collected at the time the building permits are issued.

**REQUIREMENTS AT FINAL PLAT**

- Engineered plans for public improvements (street, sidewalk, and utility) are to be submitted and approved prior to start of construction. Full-engineered design is required along the frontage of the proposed development, as well as the interior streets and utilities.
- The applicant shall pay an inspection fee of 5.5% of the cost of public improvements prior to start of construction.
- The applicant shall provide a payment and performance bond for 100% of the cost of the public improvements prior to the start of construction.
- The applicant shall provide a final approved set of Mylar "As Constructed" drawings to the City of Milwaukie prior to the final inspection.
- The applicant shall provide a maintenance bond for 100% of the cost of the public improvements prior to the final inspection

**PLANNING ISSUES**

**Setbacks:**

Front and rear yards in the Residential R-3 zone must be at least 15 ft, side yards at least 5 ft (for interior lots), and street-side yards at least 15 ft (for corner lots), as per Milwaukie Municipal Code (MMC) Subsection 19.302.4. In the R-10 zone, front and rear yards must be at least 20 ft, side yards at



least 10 ft, and street-side yards at least 20 ft, as per MMC Subsection 19.301.4.

For side yards in both the R-3 and R-10 zones, there is a height plane limit of 20 ft at the minimum setback, with a slope of 45 degrees. See the definition of “side yard height plane” in MMC Section 19.201 for an illustration of this principle. MMC Subsection 19.501.3.B establishes some allowable exceptions to the side yard height plane, including limited minor encroachments for roof overhangs or eaves, gable ends of roofs, and dormers.

For a Planned Development (PD), setbacks may be adjusted as needed to accommodate the additional density or alternative housing types that may be allowed. (See the “Notes” section below for more information about circumstances in which a formal variance request may be required). Along the periphery of a PD zone, additional yard depth, buffering, or screening may be required. Peripheral yards shall be at least as deep as the required front yard in the underlying zone(s), as per MMC Subsection 19.311.3.D.

**Landscape:**

In both the R-3 and R-10 zones, a minimum of 35% of the site must be landscaped. In addition, at least 40% of the front yard area must be vegetated (measured from the front property line to the front face of a house). Vegetated areas may be planted in trees, grass, shrubs, or bark dust for planting beds, with no more than 20% of the landscaped area finished in bark dust (as per MMC Subsection 19.504.7). In the R-3 zone, a maximum of 40% of the site may be covered by structures, including decks or patios over 18 in above grade; in the R-10 zone, the maximum lot coverage allowed is 30%.

All Planned Developments must have at least one-third of the gross site area devoted to open space, suitable for scenic, landscaping, or open recreational purposes within the development. MMC Subsection 19.311.3.E outlines the requirements for open space, including that at least half of the required open space be of the same general character as the area containing dwelling units (e.g., at least half of the open space should be developed in such a way as to be usable as yard or recreational space rather than left in a natural state). Floodplain areas, which are subtracted from gross area for purposes of calculating maximum allowed density, may be utilized/designated as required open space areas, subject to the 50% standard for open space character noted above.

**Parking:**

For rowhouse development, a minimum of 1 off-street parking space per dwelling unit is required (see MMC Table 19.605.1). MMC Subsection 19.605.2 establishes the process for requesting modifications of the parking ratios.

Specific standards for residential parking areas are established in MMC Subsection 19.607.1 and include a provision that required off-street parking spaces must be located somewhere other than the required front or street-side yard. Uncovered parking spaces and maneuvering areas cannot exceed 50% of the front yard area and 30% of the required street-side yard area. No more than 3 residential parking spaces are allowed within the required front yard. Parking areas and driveways on the property shall align with the approved driveway approach and shall not be wider than the approach within 10 ft of the right-of-way boundary.

**Transportation Review:**

The proposed new development triggers the requirements of MMC Chapter 19.700 Public Facility Improvements, including provisions for evaluating transportation impacts. Please see the Public Works notes or contact the City’s Engineering Department for information about the requirements of MMC 19.700, including any required street improvements or right-of-way dedications, as well as whether a Transportation Impact Study (TIS) will be necessary and what process and costs would be involved.

**Application Procedures:**

The subject property is comprised of four tax lots that appear to represent the boundaries of four legal lots of record. Part of the proposal effectively involves adjusting the current property boundaries to place the existing church facilities (e.g., buildings and parking areas) on one parcel and consolidating the remaining portion of the site into another parcel that will be the focus of the Planned Development



(PD). These boundary adjustments could be processed independently of the PD as a minor land partition; they could also be handled in conjunction with the subdivision plat for the proposed PD. However, unless the church portion of the property is being redeveloped, it would not be considered part of the PD and would not be re-zoned.

PDs are governed by the standards in MMC Section 19.311, which establish a two-step process for approval. First, a preliminary development plan is reviewed by the Planning Commission through the Type III process (MMC Section 19.1006). If any variances are required beyond the types of adjustments that are considered with the PD (such as those related to the density increase allowed by MMC 19.311), a Variance Request application would be required and processed concurrently with the preliminary development plan, with the specific variances subject to the standards of MMC Section 19.911 (see the “Notes” section below for more information). Likewise, due to the designated natural resource areas on the site, a Natural Resource review application will also be required, subject to the applicable standards of MMC Section 19.402 and processed concurrently with the preliminary development plan. Finally, if a Transportation Impact Study (TIS) is required (as per MMC Section 19.704), a Transportation Facilities Review (TFR) application would also be submitted to demonstrate compliance with MMC Chapter 19.700. The TFR application requires Type II review but would be consolidated with the other Type III applications and processed concurrently.

Once the Planning Commission approves the preliminary development plan, the applicant has 6 months to file a final development plan and application for zone change to add the PD designation to the property. If land will be subdivided as part of the PD, a preliminary subdivision plat application is required in conjunction with the final development plan. The final plan, zone change, and subdivision (if applicable) is then processed with Type IV review (MMC Section 19.1007), with initial review by the Planning Commission, which makes a recommendation to City Council for a final decision.

If Council opts to approve the final development plan and program as the standards and requirements for the new PD zone, it will adopt an ordinance to apply the PD zone designation to the property. With the adopting ordinance, Council will also effectively accept or reject all or part of the proposed dedications of public facilities, land, and open space. Alternately, Council may also continue consideration and refer the proposal back to Planning Commission with recommendations for change, or may reject the proposal altogether.

Current application fees for the various applications are the following:

- Planned Development—Preliminary Plan Review (Type III) = \$4,400
- Other Type III applications (e.g., Type III Natural Resource review, Type III Variance if needed) = \$2,000 each
- Type II applications (e.g., Transportation Facilities Review, Type II Variance if applicable) = \$1,000 each
- Planned Development—Final Plan Review (Type IV) = \$5,700
- Subdivision preliminary plat = \$4,400 plus \$100/lot over 4 lots
- No additional fee for Zone Change (cost absorbed in Final Plan Review fee)
- Minor Land Partition preliminary plat (if needed for initial lot reconfiguration) = \$2,000
- Type I applications (e.g., Final Plat, Type I Natural Resource Review) = \$200 each
- 25% discount on fees for multiple applications being reviewed concurrently, after the most expensive application

For the City's initial review, the applicant should submit 5 complete copies of the application (preliminary development plan, natural resource review, and any formally requested variances), including all required forms and checklists. A determination of the application's completeness will be issued within 30 days. If deemed incomplete, additional information will be requested. If deemed complete, additional copies of the application may be required for referral to other departments, the



Lake Road Neighborhood District Association (NDA), and other relevant parties and agencies. City staff will inform the applicant of the total number of copies needed.

For the Type III review stage, once the application submittal has been deemed complete, a public hearing with the Planning Commission will be scheduled. Staff will determine the earliest available date that allows time for preparation of a staff report (including a recommendation regarding approval) as well as provision of the required public notice to property owners and residents within 300 ft of the subject property, at least 20 days prior to the public hearing. A sign giving notice of the application must be posted on the subject property at least 14 days prior to the hearing.

For the Type IV review stage, the completeness review will be repeated for the new submittal (5 copies of the final development plan, zone change request, and subdivision if applicable). As the applicable public hearings are scheduled, public notice will be sent at least 20 days prior to each hearing (Planning Commission first, then City Council), to property owners and residents within 400 ft of the subject property.

Regardless of review level, issuance of a decision starts a 15-day appeal period for the applicant and any party who establishes standing.

A rough estimated timeline for Type III review is approximately 3 to 5 months, from initial submittal through completeness review to the Planning Commission hearing. For Type IV review, one could estimate approximately 3 to 5 additional months from application submittal through completeness review to Planning Commission and City Council hearings. These timelines may vary, depending on the completeness of the initial submittal and the nature of testimony and discussion at any of the public hearings.

Prior to submitting the application, particularly if it will trigger a public hearing, the applicant is encouraged to present the project at a regular meeting of the Lake Road NDA, at 6:30 p.m. on the second Wednesday of every month at Rowe Middle School (3606 SE Lake Rd).

**Natural Resource Review:** The subject property includes Mt Scott Creek, with a significant area of designated Water Quality Resource (WQR) and Habitat Conservation Area (HCA). In addition, there may be wetlands that have not been formally delineated.

**Lot Geography:** The subject property is comprised of four tax lots that mirror what appear to be underlying lots of record, established by deed in the 1970s or earlier. With the exception of tax lot 900, none of the lots are strictly rectilinear, though they would be if not for their various frontages along Highway 224 (which runs at an angle northwest to southeast) and/or Rusk Road (which has a curved radius where it turns from a north-south alignment to an east-west alignment at the southeast corner of tax lot 600).

**Planning Notes:** The materials submitted for the preliminary development plan and program should include whatever information is necessary to demonstrate how the proposed Planned Development would be laid out and the standards and requirements that would apply. Although the language of MMC Section 19.311 does not provide specific guidance, it seems reasonable to include plans showing the layout of proposed lots, structure types, building setbacks, building elevations and basic design elements, description of open space character, detail of proposed street cross-sections, fire access, etc.

Density = The process for calculating maximum allowed density is outlined in MMC Section 19.202.4.E. From the gross area of the site being developed, the following areas are subtracted: 100-year floodplain areas, right-of-way dedications, open spaces that will be publically or commonly owned, and slopes in excess of 25%. Any required right-of-way dedications along Kellogg Creek Drive and/or Rusk Road can be confirmed as part of the TIS review. The area of the church portion of the site is committed to a non-residential use; it is not considered part of the development area and will not be



included in the calculation of allowable residential density.

For purposes of determining the allowable density of the overall site, the density is calculated separately for the square footages of each zone on the property, subtracting the floodplain area and proposed right-of-way dedications for each, as well as the required open space areas proportional to each. Using the combined total allowable density figure, the development may effectively “blend” the densities for the two zones by distributing structures across the site regardless of the specific zoning boundary.

Design = As per MMC Subsection 19.311.3.C, the Planned Development zone allows a residential density up to 20% greater than what would ordinarily be permitted in the underlying zone. However, that allowance is not a given, but rather is predicated on the proposed development being “outstanding in planned land use and design and provid[ing] exceptional advantages in living conditions and amenities not found in similar developments constructed under regular zoning.” Based on the initial site plan submitted, staff has a few observations and/or suggestions for improving the proposed design include the following (note that these are ideas, not requirements):

- 1) Consider providing access to the northern open space through the northernmost tier of structures by continuing the pattern of the "green alley" shown running north-south through the middle of the 15-unit central blocks.
- 2) Likewise, consider increasing the width of the gap between the northernmost tier of structures and the perpendicular line of structures on the eastern side of the proposed development, in order to provide greater access to the open space in the northeast portion of the site.
- 3) Consider revising the number and scale of units proposed along the Kellogg Creek Drive frontage to provide a buffer or transition between the new development and the existing single-story single-family detached dwellings on the south side of the street.
- 4) Describe or otherwise indicate what exceptional advantages in living conditions and amenities would be provided for residents of the new development, in the context of demonstrating how the proposal is distinguished from similar developments that would be constructed under the regular zoning standards.

Whatever form of residential housing is proposed for the Planned Development must meet the applicable building design standards established in MMC Section 19.505, whether for single-family, multifamily, rowhouse, or other housing types.

Variance Requests = The Planned Development zone designation allows for an increase of up to 20% in allowable density. Proposed adjustments to standards that relate to an allowable increase in density would not require a formal variance request and could include the following examples: housing types that would not otherwise be allowed in the underlying zone(s), reduced lot dimensions and areas, and setbacks reduced as necessary to allow proposed housing types, etc. Where it is unclear whether a proposed adjustment is sufficiently related to an allowed increase in density, a formal variance may be required, subject to the standards and criteria established in MMC Section 19.911. For example, a proposal to reduce a front yard setback would probably be difficult to justify as being necessary to achieve the allowed density or an alternative housing type and would most likely require a formal variance request for review and approval.

#### **ADDITIONAL NOTES AND ISSUES**

**County Health Notes:**

**Other Notes:**

**Dated Completed:**

City of Milwaukie DRT PA Report

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This is only preliminary preapplication conference information based on the applicant's proposal and does not cover all possible development scenarios. Other requirements may be added after an applicant submits land use applications or building permits. City policies and code requirements are subject to change. If you have any questions, please contact the City staff that attended the conference (listed on Page 1). Contact numbers for these staff are City staff listed at the end of the report.

Sincerely,

City of Milwaukie Development Review Team

**BUILDING DEPARTMENT**

Samantha Vandagriff - Building Official - 503-786-7611  
Bonnie Lanz - Permit Specialist - 503-786-7613

**ENGINEERING DEPARTMENT**

Chuck Eaton - Engineering Director - 503-786-7605  
Geoff Nettleton - Civil Engineer - 503-786-760  
Chrissy Dawson - Engineering Tech II - 503-786-7610  
Alex Roller - Engineering Tech I - 503-786-7695

**COMMUNITY DEVELOPMENT DEPARTMENT**

Alma Flores - Comm. Dev. Director - 503-786-7652  
Shauna Large - Admin Specialist - 503-786-7656  
Alicia Martin - Admin Specialist - 503-786-7600  
Joyce Stahly - Admin Specialist - 503-786-7600

**PLANNING DEPARTMENT**

Dennis Egnor - Planning Director - 503-786-7654  
Vacant - Senior Planner - 503-786-7627  
Brett Kolver - Associate Planner - 503-786-7657  
Vera Koliass - Associate Planner - 503-786-7653

**CLACKAMAS FIRE DISTRICT**

Mike Boumann - Lieutenant Deputy Fire Marshal - 503-742-2673  
Matt Amos - Fire Inspector - 503-742-2661



# Clackamas County Fire District #1

## Fire Prevention Office



### E-mail Memorandum

**To:** City of Milwaukie Planning Department  
**From:** Matt Amos, Fire Inspector, Clackamas Fire District #1  
**Date:** 8/30/2016  
**Re:** 100 Dwelling Unit Proposal 13333 SE Rusk Rd. 16-021PA

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This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements. The following items should be addressed by the applicant:

**A Fire Access and Water Supply plan is required for subdivisions and commercial buildings over 1000 square feet in size or when required by Clackamas Fire District #1. The plan shall show fire apparatus access, fire lanes, fire hydrants, fire lines, available fire flow, FDC location (if applicable), building square footage, and type of construction. The applicant shall provide fire flow tests per NFPA 291, and shall be no older than 12 months. Work to be completed by experienced and responsible persons and coordinated with the local water authority.**

#### Access:

- 1) Provide address numbering that is clearly visible from the street.
- 2) The inside turning radius and outside turning radius for a 20' wide road shall not be less than 28 feet and 48 feet respectively, measured from the same center point.
- 3) Buildings exceeding 30 feet in height shall require extra width and proximity provisions for aerial apparatus.
- 4) Access streets between 26 feet and less than 32 feet in width must have parking restricted to one side of the street. Access streets less than 26 feet in width must have parking restricted on both sides of the street. No parking restrictions for access roads 32 feet wide or more.

#### Water Supply:

- 1) Fire Hydrants, Commercial Buildings: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved

route around the exterior of the building, on-site fire hydrants and mains shall be provided.

Note: This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.

- 2) All new buildings shall have a firefighting water supply that meets the fire flow requirements of the Fire Code. Maximum spacing between hydrants on street frontage shall not exceed 500 feet. Additional private on-site fire hydrants may be required for larger buildings. Fire sprinklers may reduce the water supply requirements.
- 3) Prior to the start of combustible construction required fire hydrants shall be operational and accessible.
- 4) The fire department connection (FDC) for any fire sprinkler system shall be placed as near as possible to the street, and within 100 feet of a fire hydrant.