



# City of Tualatin

www.tualatinoregon.gov

**"NECESSARY PARTIES"**  
**MARKED BELOW**

## NOTICE OF APPLICATION SUBMITTAL

- ANNEXATION       CONDITIONAL USE PERMIT       PLAN TEXT AMENDMENT  
 ARCHITECTURAL REVIEW       PLAN MAP AMENDMENT       OTHER:

**CASE/FILE: AR16-0005** (Community Development Dept.: Planning Division)

<b>PROPOSAL</b>	To construct a 149-space employee parking lot along SW Cipole Road on the western portion of the Nortek Air Solutions site.
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<b>PROPERTY</b>	<b>Name of Application</b>	NORTEK AIR SOLUTIONS PARKING LOT ADDITION				
	<input type="checkbox"/> n/a	<b>Street Address</b>	19855 SW 124th Avenue			
		<b>Tax Map and Lot No(s).</b>	2S1 28A 000104			
		<b>Planning District</b>	General Manufacturing (MG)	<b>Overlays</b> <input type="checkbox"/>	<b>NRPO</b> <input type="checkbox"/>	<b>Flood Plain</b> <input type="checkbox"/>
		<b>Previous Applications</b>	AR-04-02	<b>Additional Applications:</b>	CIO INDUSTRIAL	

<b>DATES</b>	<b>Receipt of application</b>	03/21/2016	<b>Deemed Complete</b>	09/26/2016	<b>CONTACT</b>	<b>Name:</b> Charles H. Benson III
	<b>Notice of application submittal</b>			9/27/2016		<b>Title:</b> Associate Planner
	<b>Project Status / Development Review meeting</b>			11/12/2015		<b>E-mail:</b> cbenson@ci.tualatin.or.us
	<b>Comments due for staff report</b>			10/11/2016		<b>Phone:</b> 503-691-3029
	<b>Public meeting:</b> <input type="checkbox"/> ARB <input type="checkbox"/> TPC <input checked="" type="checkbox"/> n/a					<b>Notes:</b> You may view the application materials through this City web page: <a href="http://www.tualatinoregon.gov/projects">www.tualatinoregon.gov/projects</a>
	<b>City Council (CC)</b>			<input checked="" type="checkbox"/> n/a		

### \*Paper Copies

#### City Staff

- City Manager
- Building Official
- Chief of Police
- City Attorney
- City Engineer
- Community Dev. Director
- Community Services Director
- Economic Dev. liaison
- Engineering Associate\*
- Finance Director
- GIS technician(s)
- IS Manager
- Operations Director\*
- Parks and Recreation Coordinator
- Planning Manager
- Street/Sewer Supervisor
- Water Supervisor

#### Neighboring Cities

- Durham
- King City Planning Commission
- Lake Oswego
- Rivergrove PC
- Sherwood Planning Dept.
- Tigard Community Dev. Dept.
- Wilsonville Planning Div.

#### Counties

- Clackamas County Dept. of Transportation and Dev.
- Washington County Dept. of Land Use and Transportation (AR's)
- Washington County LRP (Annexations)

#### Regional Government

- Metro

#### School Districts

- Lake Oswego School Dist. 7J
- Sherwood SD 88J
- Tigard-Tualatin SD 23J (TTSD)
- West Linn-Wilsonville SD 3J

#### State Agencies

- Oregon Dept. of Aviation
- Oregon Dept. of Land Conservation and Development (DLCD) (via proprietary notice)
- Oregon Dept. of State Lands: Wetlands Program
- Oregon Dept. of Transportation (ODOT) Region 1
- ODOT Maintenance Dist. 2A
- ODOT Rail Div.
- OR Dept. of Revenue

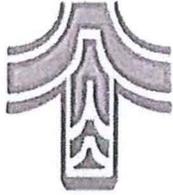
#### Utilities

- Republic Services
- Clean Water Services (CWS)
- Comcast [cable]\*
- Frontier Communications [phone]
- Northwest Natural [gas]
- Portland General Electric (PGE)
- TriMet
- Tualatin Valley Fire & Rescue (TVF&R)
- United States Postal Service (USPS) (Washington; 18850 SW Teton Ave)
- USPS (Clackamas)
- Washington County Consolidated Communications Agency (WCCCA)

#### Additional Parties

- Tualatin Citizen Involvement Organization (CIO)
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- 1.032: Burden of Proof
- 31.071 Architectural Review Procedure
- 31.074 Architectural Review Application Review Process
- 31.077 Quasi-Judicial Evidentiary Hearing Procedures
- Metro Code 3.09.045 Annexation Review Criteria
- 32.030 Criteria for Review of Conditional Uses
- 33.020 Conditions for Granting a Variance that is not a Sign or a Wireless Communication Facility
- 33.022 Criteria for Granting a Sign Variance
- 33.024 Criteria for Granting a Minor Variance
- 33.025 Criteria for Granting a Variance
- 34.200 Tree Cutting on Private Property without Architectural Review, Subdivision or Partition Approval, or Tree Removal Permit Prohibited
- 34.210 Application for Architectural Review, Subdivision or Partition Review, or Permit
- 34.230 Criteria (tree removal)
- 35.060 Conditions for Granting Reinstatement of Nonconforming Use
- 36.160 Subdivision Plan Approval
- 36.230 Review Process (partitioning)
- 36.330 Review Process (property line adjustment)
- 37.030 Criteria for Review (IMP)
- 40.030 Conditional Uses Permitted (RL)
- 40.060 Lot Size for Conditional Uses (RL)
- 40.080 Setback Requirements for Conditional Uses (RL)
- 41.030 Conditional Uses Permitted (RML)
- 41.050 Lot Size for Conditional Uses (RML)
- 41.070 Setback Requirements for Conditional Uses (RML)
- 42.030 Conditional Uses Permitted (RMH)
- 42.050 Lot Size for Conditional Uses (RMH)
- 42.070 Setback Requirements for Conditional Uses (RMH)
- 43.030 Conditional Uses Permitted (RH)
- 43.060 Lot Size for Conditional Uses (RH)
- 43.090 Setback Requirements for Conditional Uses (RH)
- 44.030 Conditional Uses Permitted (RH-HR)
- 44.050 Lot Size for Conditional Uses (RH-HR)
- 44.070 Setback Requirements for Conditional Uses (RH-HR)
- 49.030 Conditional Uses (IN)
- 49.040 Lot Size for Permitted and Conditional Uses (IN)
- 49.060 Setback Requirements for Conditional Uses (IN)
- 50.020 Permitted Uses (CO)
- 50.030 Central Urban Renewal Plan – Additional Permitted Uses and Conditional Uses (CO)
- 50.040 Conditional Uses (CO)
- 52.030 Conditional Uses (CR)
- 53.050 Conditional Uses (CC)
- 53.055 Central Urban Renewal Area – Conditional Uses (CC)
- 54.030 Conditional Uses (CG)
- 56.030 Conditional Uses (MC)
- 56.045 Lot Size for Conditional Uses (MC)
- 57.030 Conditional Uses (MUCOD)
- 60.040 Conditional Uses (ML)
- 60.041 Restrictions on Conditional Uses (ML)
- 61.030 Conditional Uses (MG)
- 61.031 Restrictions on Conditional Uses (MG)
- 62.030 Conditional Uses (MP)
- 62.031 Restrictions on Conditional Uses (MP)
- 64.030 Conditional Uses (MBP)
- 64.050 Lot Size for Permitted and Conditional Uses (MBP)
- 64.065 Setback Requirements for Conditional Uses (MBP)
- 68.030 Criteria for Designation of a Landmark
- 68.060 Demolition Criteria
- 68.070 Relocation Criteria
- 68.100 Alteration and New Construction Criteria
- 68.110 Alteration and New Construction Approval Process
- 73.130 Standards
- 73.160 Standards
- 73.190 Standards – Single-Family and Multi-Family Uses
- 73.220 Standards
- 73.227 Standards
- 73.230 Landscaping Standards
- 73.300 Landscape Standards – Multi-Family Uses
- 73.310 Landscape Standards – Commercial, Industrial, Public and Semi-Public Uses
- 73.320 Off-Street Parking Lot Landscaping Standards
- 73.470 Standards
- 73.500 Standards



# City of Tualatin

www.tualatinoregon.gov

## APPLICATION FOR ARCHITECTURAL REVIEW

<b>Direct Communication to:</b>			
Name: Bob Schommer		Title:	
Company Name: Schommer and Sons			
Current address: 5421 NE Colwood Way			
City: Portland		State: OR	ZIP Code: 97218
Phone: 503-287-4646	Fax: 503-287-4499	Email: bob@schommer-sons.com	
<b>Applicant</b>			
Name: Steve Snodderly		Company Name: Nortek Air Solutions	
Address: 19855 SW 124th Avenue			
City: Tualatin		State: OR	ZIP Code: 97062
Phone: 503-807-9360	Fax:	Email: steve.snodderly@nortek.com	
Applicant's Signature: <i>[Signature]</i>		Date: 2/12/14	
<b>Property Owner</b>			
Name: Huntair Properties, LLC			
Address: 15255 SW 72nd Avenue			
City: Portland		State: OR	ZIP Code: 97224
Phone:	Fax:	Email: rbrooks@pittman-brooks.com	
Property Owner's Signature: <i>[Signature]</i>		Date: 2.11.14	
(Note: Letter of authorization is required if not signed by owner)			
<b>Architect</b>			
Name: Keith Hoelscher Architect, PC			
Address: 8711 SW 59th Avenue			
City: Portland		State: OR	ZIP Code: 97219
Phone: 971-242-1010	Fax:	Email: keith@kharchitect.com	
<b>Landscape Architect</b>			
Name:			
Address:			
City:		State:	ZIP Code:
Phone:	Fax:	Email:	
<b>Engineer</b>			
Name: Tom Sisul, Sisul Engineering			
Address: 375 Portland Avenue			
City: Gladstone		State: OR	ZIP Code: 97027
Phone: 503-657-0188	Fax: 503-657-5779	Email: tomsisul@sisulengineering.com	
<b>Project</b>			
Project Title: Nortek Test Facility and Parking Lot expansion			
Address: 19855 SW 124th Avenue			
City: Tualatin		State: OR	ZIP Code: 97062
Brief Project Description: Construction of approximately 150 stall parking lot and product test facility, in several phases.			
Proposed Use: For present Nortek product testing and employee parking.			

GENERAL INFORMATION	
Site Address:	19855 SW 124th Avenue
Assessor's Map and Tax Lot #:	2S 1 21DD TL 201, 2S 1 28A TL 104
Planning District:	General Manufacturing
Parcel Size:	25.12 Acres (combined)
Property Owner:	Huntair Properties, LLC
Applicant:	Nortek Air Solutions
Proposed Use:	Approx. 150 parking stalls

ARCHITECTURAL REVIEW DETAILS	
Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/>	
Number of parking spaces:	300 existing, 153 proposed
Square footage of building(s):	4,900 sq ft (no net increase)
Square footage of landscaping:	179,800 (developed 68,200 sq ft, more available)
Square footage of paving:	40,000 sq ft, 68,200 sq ft proposed
Proposed density (for residential):	not applicable

**For City Personnel to complete:**

Staff contact person:

**CITY OF TUALATIN FACT SHEET**

**General**

Proposed use: To provide additional parking for current employees.			
Site area:	25.13	acres	Building footprint: no new building area
Development area:	approx. 4.04	acres	Paved area: 68,200
	(Tax Lot 104)	Sq. ft.	Development area coverage: 38.8 %

**Parking**

Spaces required (see TDC 73.400) (example: warehouse @ 0.3/1000 GFA) <u>manuf @ 1.6</u> /1000 GFA = <u>515</u> _____ @ _____ /1000 GFA = _____ _____ @ _____ /1000 GFA = _____ Total parking required: <u>515</u> spaces Handicapped accessible = <u>11</u> Van pool = <u>21</u> Compact = (max. 35% allowed) = <u>180</u> Loading berths = <u>3</u>	Spaces provided: Total parking provided: <u>444</u> spaces Standard = <u>412</u> Handicapped accessible = <u>9</u> Van pool = <u>21</u> Compact = <u>2</u> Loading berths = <u>8</u>
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**Bicycles**

Covered spaces required: <u>10</u> (33 bike spaces required)	Covered spaces provided: <u>6 existing. 14 to be added</u> (33 total stalls to be provided.)
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**Landscaping**

Landscaping required: <u>15</u> % of dvpt. area <u>164,200</u> Square feet	Landscaping provided: <u>18.1</u> % of dvpt. area <u>179,800</u> Square feet
Landscaped parking island area required: <u>1.3</u> %	Landscaped parking island area provided: <u>2.2</u> %

**Trash and recycling facility**

Minimum standard method: _____ square feet
Other method: <u>(The existing trash and recycle facilities will be used)</u> square feet

**For commercial/industrial projects only**

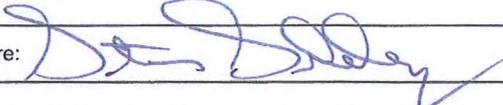
Total building area: <u>321,918 (existing)</u> sq. ft.	2 <sup>nd</sup> floor: <u>8,176 (existing)</u> sq. ft.
Main floor: <u>312,967 (existing)</u> sq. ft.	3 <sup>rd</sup> floor: _____ sq. ft.
Mezzanine: <u>775 (existing)</u> sq. ft.	4 <sup>th</sup> floor: _____ sq. ft.

**For residential projects only**

Number of buildings: _____	Total sq. ft. of buildings: _____ sq. ft.
Building stories: _____	

Value of Improvements:  
 Estimated construction costs ~~\$2,000,000~~ \$957,000

AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION ABOVE, ON THE FACT SHEET, AND THE SURROUNDING PERTY OWNER MAILING LIST IS CORRECT. I AGREE TO COMPLY WITH ALL APPLICABLE CITY AND COUNTY ORDINANCES AND STATE LAWS REGARDING BUILDING CONSTRUCTION AND LAND USE.

Applicant's Signature:  Date: 2/12/14

Office Use		
Case No:	Date Received:	Received by:
Fee: Complete Review :		Receipt No:
Application Complete as of:		ARB hearing date (if applicable):
Posting Verification:		6 copies of drawings (folded)
1 reproducible 8 1/2" X 11" vicinity map		1 reproducible 8 1/2" X 11" site, grading, LS, Public Facilities plan
Neighborhood/Developer meeting materials		

# SISUL ENGINEERING

*A Division of Sisul Enterprises, Inc.*

375 PORTLAND AVENUE, GLADSTONE, OREGON 97027  
(503) 657-0188  
FAX (503) 657-5779

March 21, 2016

City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

ATTN: Planning Department

RE: Parking Lot Expansion at Nortek Air Solutions, 19855 SW 124<sup>th</sup> Avenue

Dear Planning Staff:

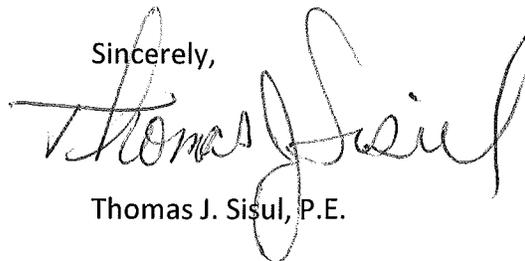
Attached is our application submittal information for a parking lot expansion at the Nortek site between SW 124<sup>th</sup> and Cipole, south of Herman Road. This cover letter is to explain the application, as we have dealt with a couple of different planners at the City during the time leading up to this application, both whom are now no longer with the City.

For those at the City who were at of our scoping meeting and pre-application, such as Tony Doran, the original plan was to include a testing facility as well as a parking lot expansion for the Nortek staff. However, in a very recent decision by Nortek, the test facility has been dropped from this request, although you may see some references in the application materials to a testing facility. The area that was planned for the test facility (between the proposed additional parking area and the existing buildings) will be reserved for a future use.

Also, for clarity of the engineering section the site has been tested for infiltration rates to the native sands on the site and infiltration rates have been provided by the project's geotechnical engineer. As infiltration will be used for the additional parking facility which lies on a separate tax lot, no private storm drain extension is required across the existing facility to reach SW 124<sup>th</sup> and thus no consolidation of lots is now proposed either.

If there are questions that we can help answer please let us know.

Sincerely,



Thomas J. Sisul, P.E.

Key Application Dates  
Leading up to Architectural Review  
For Nortek Air Solutions  
Parking Lot Expansion

Scoping Meeting Date – June 26, 2015

Pre-application Meeting Date – November 12, 2015

Neighborhood Meeting Date – January 21, 2016

Regarding the Neighborhood Meeting:

Attached is a letter and map that was sent out to the neighbors within 1000 feet from list provided to the applicant from the City.

Email was also sent to City neighborhood contacts – see attached.

At the neighborhood meeting there were 6 representatives for Nortek, including the contractor, architect and engineer; the property owner, and 3 representatives for the City. The attendance list is attached.

Nothing of note was discussed at the meeting as no neighbors were at the neighborhood meeting. One response via email was received from Rob Fagliano of Sherwood School District, which has been attached.

# SISUL ENGINEERING

*A Division of Sisul Enterprises, Inc.*

375 PORTLAND AVENUE, GLADSTONE, OREGON 97027

(503) 657-0188

FAX (503) 657-5779

January 6, 2016

Nortek Air Solutions  
19855 SW 124<sup>th</sup> Avenue  
Tualatin, OR 97062

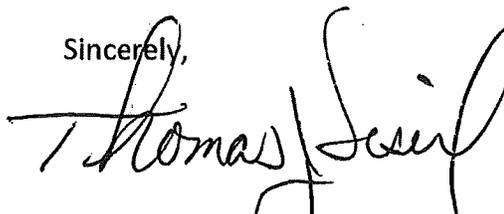
RE: Nortek Test Facility and Parking Lot Expansion at 19855 SW 124<sup>th</sup> Avenue, Tualatin

Dear Applicant:

You are invited to attend a neighborhood notice meeting on January 21, 2016, at 6 pm at the Nortek Conference Room just inside Nortek's main entrance at 19855 SW 124<sup>th</sup> Avenue (see included map for location). This meeting will be held to give nearby property owners the opportunity to discuss with Nortek staff and their consultants the proposed expansion of their facilities. The proposal is to develop a test facility for their products and expand their on-site parking facilities on what is presently a vacant parcel adjacent to Cipole Road and immediately west of their present manufacturing plant.

The purpose of this meeting is to provide a means for the Nortek and surrounding property owners to meet and discuss the proposed improvements that Nortek wishes to develop and discuss any concerns regarding this proposal.

Sincerely,

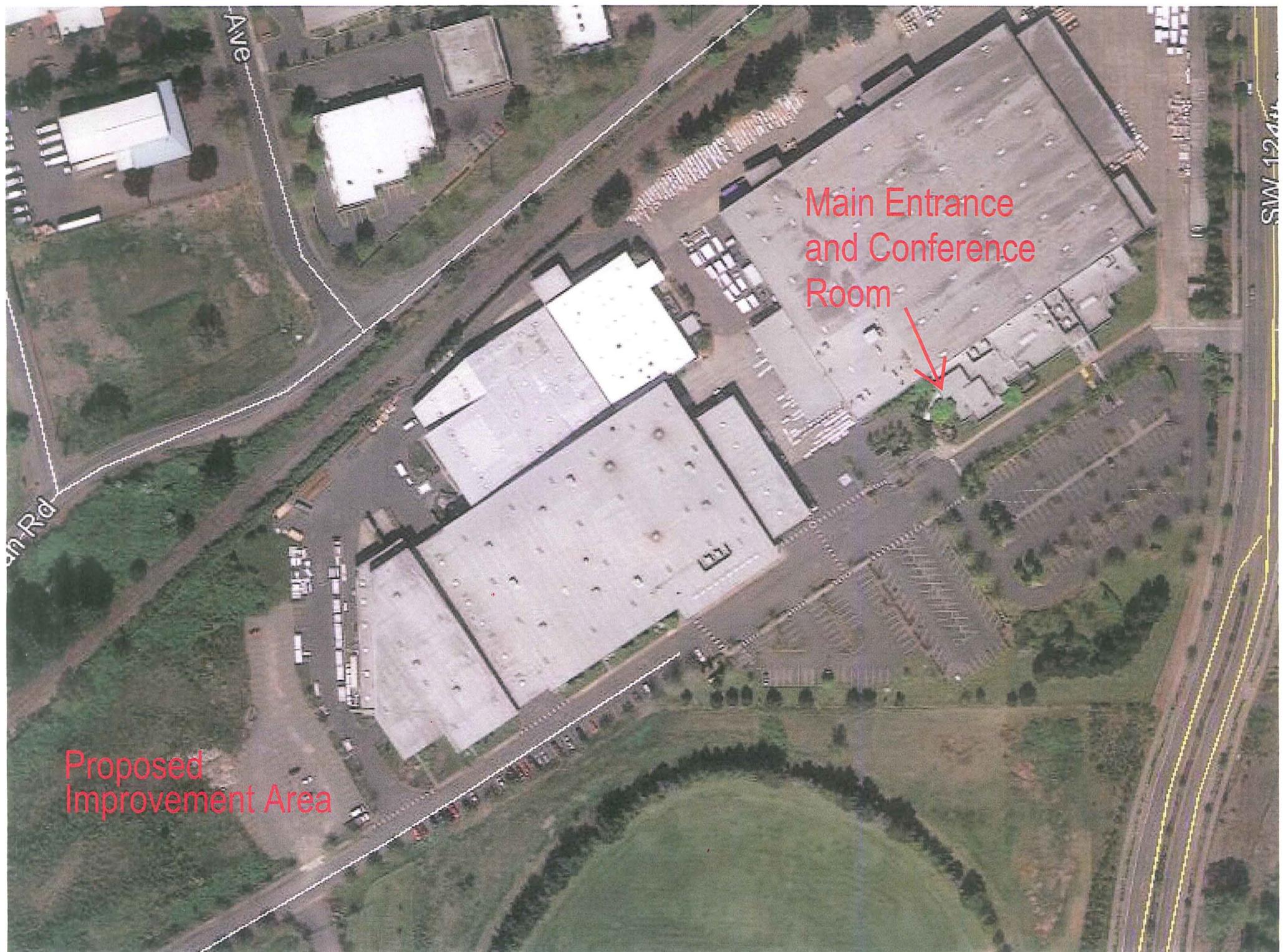


Thomas J. Sisul, P.E.

[tomsisul@sisulengineering.com](mailto:tomsisul@sisulengineering.com)

AR16-0005

To lessen the bulk of the notice of application and to address privacy concerns, this sheet substitutes for the photocopy of the mailing labels. A copy is available upon request.



AVE

an Rd

SW 124th

Main Entrance  
and Conference  
Room

Proposed  
Improvement Area

## Tom Sisul

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**From:** Tom Sisul  
**Sent:** Wednesday, January 06, 2016 1:31 PM  
**To:** 'Lynette Sanford'; 'gkirby@ci.tualatin.or.us'  
**Cc:** 'jan.giunta@gmail.com'; 'atasaedi@hotmail.com'; 'cphill9@comcast.net'; 'rmheide@comcast.net'; 'charlie5915@hotmail.com'; 'hgeorge@gmail.com'; 'sander5389@comcast.net'; 'doug\_ulmer@comcast.net'; 'stefan@feuerherdtlaw.com'; 'tmpgarden@comcast.net'; 'jrpride@frontier.com'; 'roy@rueckco.com'; 'loop@klcorp.com'; 'robertekellogg@yahoo.com'; 'robertekellogg@yahoo.com'; 'erik@johannesfamily.com'; 'rfco@earthlink.com'; 'jmakarowsky@comcast.net'; 'edkcnw@comcast.net'; 'willie.fisher@gmail.com'; 's.caporale85@gmail.com'; 'mwestenhaver@hotmail.com'; 'kzlateff@comcast.net'; 'tualatincommercialcio@gmail.com'; 'Gannett@oregonrn.org'; 'scottm@capacitycommercial.com'; 'famtunstall1@frontier.com'  
**Subject:** Neighborhood Meeting for Nortek  
**Attachments:** Nortek.pdf; SiteMapforNeighborhoodMeeting.pdf

To all,  
In accordance with the requirements of the City of Tualatin, we are submitting the Neighborhood Letter and accompanying map as was mailed to property owners within the required notification area, via email to the Community Development Director and City Engineer as well as all those listed on the City's CIO contacts list as required for neighborhood meetings.  
As it notes in the letter this is for improvements Nortek Air Solutions is proposing adjacent to their existing facilities on SW 124<sup>th</sup> south of the railroad tracks.  
Should you have questions, please let me know.  
Thank you,  
Tom Sisul

# PLEASE SIGN IN

<u>NAME</u>	<u>REPRESENTING</u>
TOM SISUL	SISUL ENGINEERING
BOB SCHOMMER	SCHOMMER & SONS
KEITH HOELSCHER	ARCHITECT
Scott Dzell	Schommer & Sons
STEVE SNODDERLY	NORTEK AIR
Clare Fuchs	City of Tualatin.
Rob A Detnert	"
BRIAN MOTLANS	NORTEK AIR
RANDA BROOKS	OWNER
Melinda Anderson	City of Tualatin F.O.

## Tom Sisul

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**From:** Rob Fagliano <rfagliano@sherwood.k12.or.us>  
**Sent:** Thursday, January 21, 2016 6:05 PM  
**To:** Tom Sisul  
**Cc:** Becky Hornberger; Casey Jebens  
**Subject:** Nortek Neighborhood Meeting 1-21-16

Hello Tom,

I am not able to attend the neighborhood meeting for the proposed expansion of the facilities. I wanted to provide comments through email since I will not be present.

We are your adjacent neighbors (Sherwood School District Operations) and share the same drive way that exits out onto Cipole Road.

Our building houses the transportation and maintenance vehicles for the district. My main concern is that I would like to be able to coordinate with the construction project manager / site superintendent ahead of time to ensure we are able to maintain access to Cipole Road from our facility during construction of the expansion.

There have been times when parked vehicles along the drive way have hindered our buses (slowed our exit or entrance) and have caused delays in transporting students to/from school. During construction it will be critical for us to continue operating, especially during peak transportation times.

I would be glad to meet with staff at some time in the future to work through a plan so we are able to continue operating unhindered during construction.

Thank you for your time. Hope your meeting goes well, and look forward to hearing from you in the near future.

Sincerely, Rob



NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.

## Sensitive Area Pre-Screening Site Assessment

1. Jurisdiction: Tualatin

2. Property Information (example 1S234AB01400)

Tax lot ID(s): 2S121DD00201, 2S128A000104

Site Address: 19855 SW 124th Avenue

City, State, Zip: Tualatin, OR 97062

Nearest Cross Street: Between Cipole and SW 124th, south of He

3. Owner Information

Name: \_\_\_\_\_

Company: Huntair Properties, LLC

Address: 15255 SW 72nd Avenue

City, State, Zip: Portland, OR 97224

Phone/Fax: \_\_\_\_\_

E-Mail: \_\_\_\_\_

4. Development Activity (check all that apply)

- Addition to Single Family Residence (rooms, deck, garage)
- Lot Line Adjustment       Minor Land Partition
- Residential Condominium       Commercial Condominium
- Residential Subdivision       Commercial Subdivision
- Single Lot Commercial       Multi Lot Commercial

Other Parking Lot Expansion and Test Facility

5. Applicant Information

Name: Tom Sisul

Company: Sisul Engineering

Address: 375 Portland Avenue

City, State, Zip: Gladstone, OR 97027

Phone/Fax: 503-657-0188

E-Mail: tomsisul@sisulengineering.com

6. Will the project involve any off-site work?  Yes  No  Unknown

Location and description of off-site work Possible frontage improvements on Cipole

7. Additional comments or information that may be needed to understand your project \_\_\_\_\_

The bulk of the work will be on TL 104.

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/Type Name Tom Sisul Print/Type Title \_\_\_\_\_

**ONLINE SUBMITTAL**

Date 2/8/2016

### FOR DISTRICT USE ONLY

Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.

Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

This Service Provider Letter is not valid unless \_\_\_\_\_ CWS approved site plan(s) are attached.

The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by Chuck Hinchell Date 2/9/16





10295 SW Ridder Road, Wilsonville, OR 97070  
O: 503.570.0626 F: 503.982.9307 republicservices.com

February 24, 2016, 2016

Tom Sisul  
Sisul Engineering

Re: Nortek Air Solutions  
Waste & Recycling Services

Dear Tom;

Thank you, for sending me the overhead view of the Nortek site in Tualatin.

My Company: Republic Services of Clackamas & Washington Counties has the franchise agreement to service this area with the City of Tualatin. We will provide complete commercial waste removal and recycling services as needed on a weekly basis for this location.

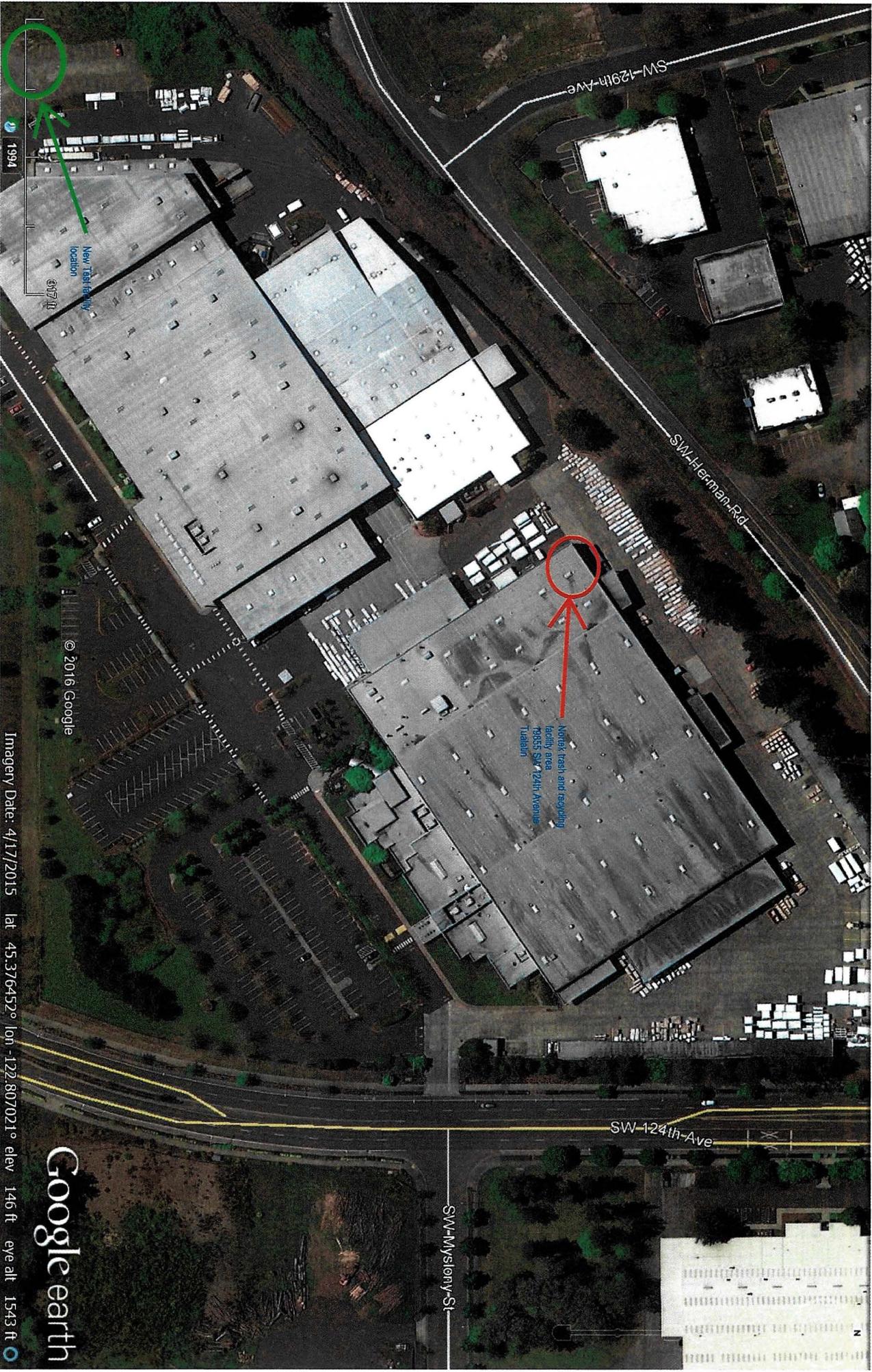
My drivers currently do not have any issues servicing this site. As the new test facility will neither block; nor dislocate the current placement of receptacles, I do not see where the new building will interfere with our weekly services.

Thanks Tom for your help and concerns for our services prior to this project being developed.

Sincerely,

A handwritten signature in blue ink that reads "Frank J. Lonergan".

Frank J. Lonergan  
Operations Manager  
Republic Services Inc.



*FL Jonnyson*  
*2/22/16*

Google earth

## TECHNICAL MEMORANDUM

**TO:** Tony Doran, PE  
City of Tualatin

**FROM:** Daniel Stumpf, EI  
Todd E. Mobley, PE

**DATE:** March 1, 2016

**SUBJECT:** Nortek Air Solutions Parking & Facility Expansion  
Analysis of Potential Traffic Impacts



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This memorandum is written to discuss the traffic impacts related to the proposed parking expansion and test pad facility at the Nortek Air Solutions site located south of SW Herman Road, east of SW Cipole Road, and west of SW 124<sup>th</sup> Avenue in Tualatin, Oregon. Each of the two components of the project are addressed individually below. Information provided by Nortek regarding both the parking expansion and the test pad facility is attached to this memo for reference.

### Parking Expansion

The proposed project includes construction of 152 off-street parking spaces. The proposed test pad facility explained in the following section will remove 82 existing spaces for a net total increase of 70 spaces.

The purpose of the additional parking is to alleviate current parking shortfalls. Due to a lack of existing off-street parking, employees of Nortek rely on on-street parking provided along SW Myslony Street. The construction of additional off-street parking will serve current demand from employees and customers. No new employees are expected to be hired as a result of either the parking expansion or the test pad facility. Accordingly, no new site trip generation is projected as a result of the proposed expansion. In fact, current on-street parking demand and associate traffic impact along SW Myslony Street is expected to decrease upon build-out.

### Test Pad Facility

The development of the testing pad facility will relocate existing testing functions already being conducted at Nortek and is not expected to increase the number of over-sized vehicles to and from the site. It is my understanding that the site driveway to SW 124<sup>th</sup> Avenue was reconstructed to better accommodate over-size vehicles generated by the site. Upon development of the proposed testing facility, heavy vehicles will continue to utilize the SW 124<sup>th</sup> Avenue access and will not be rerouted through the Nortek private road at SW Cipole Road due to insufficient turning room at this intersection. Accordingly, no change in existing heavy vehicle travel patterns are expected as a result of the proposed expansion.

No new trips to and from the site are expected as a result of either the parking expansion or the test pad facility. As such, analysis of off-site intersections and a traditional traffic impact study is not necessary. If you have any questions regarding this memorandum, please don't hesitate to contact me directly.

February 19, 2016

Todd Mobley  
Lancaster Engineering  
321 SW Fourth Avenue, #400  
Portland, OR 97204

Subject: Proposed Parking Expansion for Nortek Air Solutions

Todd,

The purpose of this letter is to address the need for additional parking on our campus, and to explain the current and future traffic logistics that we use for our 'over-sized' transports.

Nortek needs to add additional parking to meet our current parking demand. We do not have enough parking spaces for our current staff. This causes us to use off-site street parking located on Myslony St., east of 124<sup>th</sup> Ave. We have investigated other off-site parking / shuttle options but they prove to be too costly and inefficient. The proposed test pad facility will be operated by current Nortek technical staff and it will not need additional parking.

Our over-sized product is currently being transported off-site from our 124<sup>th</sup> Street entry/exit. When the new test pad facility is put in use, we will continue to use the 124<sup>th</sup> Street access for over-sized transportation. We are not able to use Cipole Road because there is insufficient turning room for the size of tractor/trailer that we use.

Regards,



Steve Snodderly

Cc: Brian Motland, Nortek Air Solutions  
Tom Sisul, Sisul Engineering

## **Nortek Air Solutions Stormwater Narrative:** (SGL15-055)

### **Existing Site:**

This site is a vacant lot that has been mined for gravel and roughly refilled. The site has large piles of soil across the site that will have to be moved or removed. To the north of the site is the Portland and Western Railroad, the runoff from this area is directed to the existing system in 124<sup>th</sup> Avenue. To the east of the site is the existing Nortek facilities that currently using infiltration to deal with its runoff. To the south of the site is a private road that leads to the existing Nortek facilities that is currently using infiltration to deal with the runoff. To the west is Cipole Road that has no storm that we have found so we believe it to is infiltrating.

### **Design Goal:**

We are going to deal with the runoff from the new parking lot by using infiltration. We will sheet flow the surface runoff from the parking lot to curb openings that feed the proposed water quality swales. These water quality swales will be sized to fully deal with the water quality events prior to reaching the overflows that will be installed. These overflow structures will be piped to underground infiltration facilities for disposal of larger events. Because we have no access to public storm water we will size the facilities to fully infiltrate the 100 year event for the site.

### **Proposed System:**

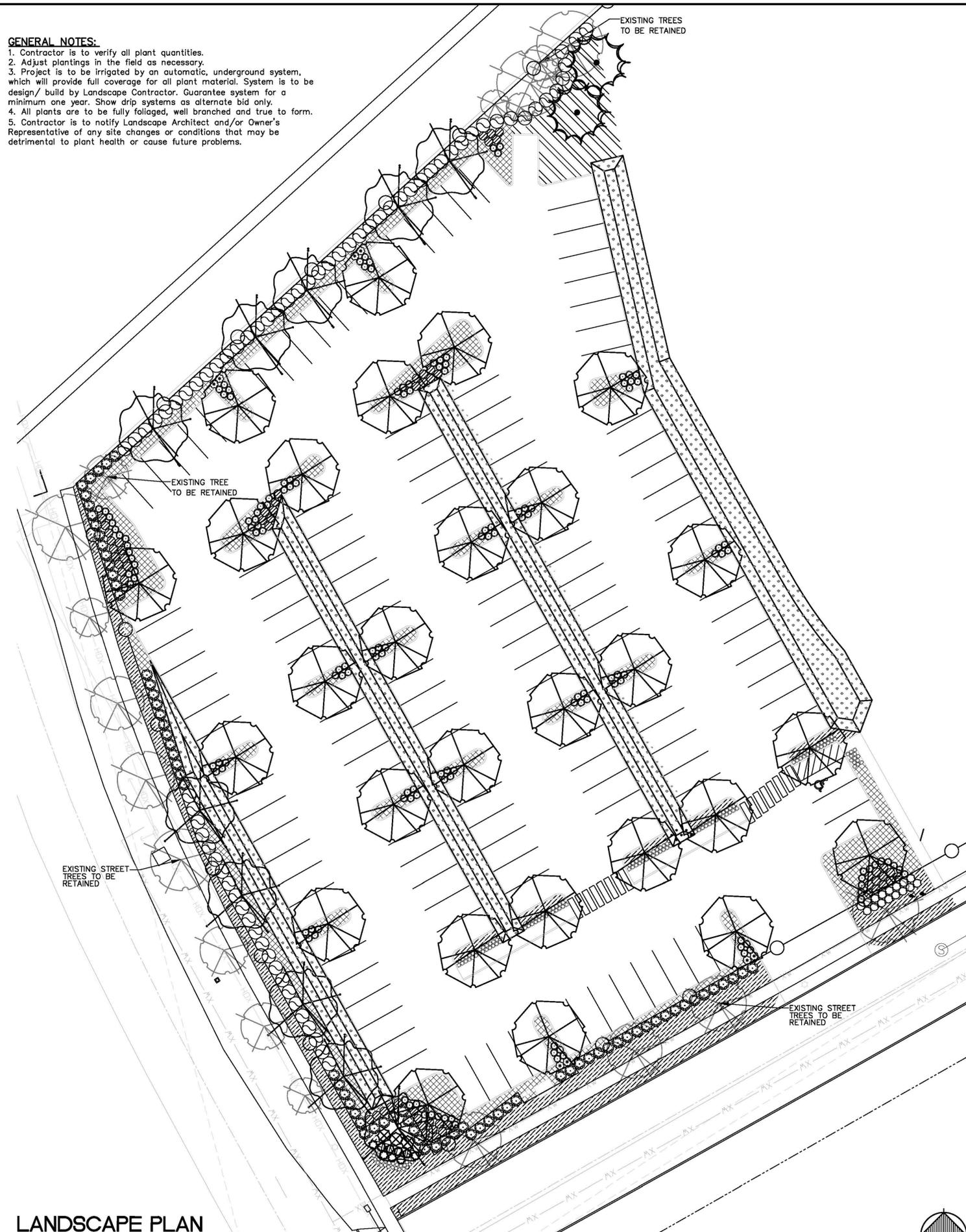
The parking lot will be graded to sheet flow the runoff from the parking lot to the new water quality swales through curb openings along the top of the swales. The swales will collect and infiltrate all runoff up through at least the required water quality events. For larger flows we will construct overflow facilities and a pipe system that will collect what will not infiltrate and take it to infiltration facilities sized the completely infiltrate the 100 year event flows from the site.

### **Summary:**

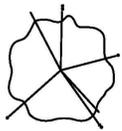
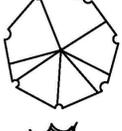
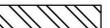
We believe that the water quantity and water quality requirements for this project can be met with the use water quality swales, overflows and infiltration facilities sized for the 100-year event. By keeping all the flows on site we will be constructing a UIC but will not have to cross another parcel with the runoff from this site.

**GENERAL NOTES:**

1. Contractor is to verify all plant quantities.
2. Adjust plantings in the field as necessary.
3. Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/ build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
4. All plants are to be fully foliated, well branched and true to form.
5. Contractor is to notify Landscape Architect and/or Owner's Representative of any site changes or conditions that may be detrimental to plant health or cause future problems.



**PLANT LIST:**

SYM.	#	ABBREV.	LATIN NAME/ Common Name	SIZE	SPACING
<b>TREES</b>					
	10	AG	ACER NIGRUM 'GREENCOLUMN' Green Column Maple	2" cal.	As shown
	28	FOR	FRAXINUS OXYCARPA "RAYWOOD" Raywood Ash	2" cal.	As shown
	2	PN	PINUS NIGRA Austrian Pine	6'	As shown
<b>EXISTING TREES TO BE RETAINED</b>					
<b>SHRUBS</b>					
	149	BCP	BERBERIS THUN. "CRIMSON PYGMY" Crimson Pygmy Barberry	1 gal.	30" o.c.
	16	BWG	BUXUS MICROPHYLLA "WINTER GREEN" Winter Green Littleleaf Boxwood	2 gal.	3' o.c.
	164	COE	CAREX OSHIMENSIS 'EVERGOLD' Evergold Sedge	1 gal.	2' o.c.
	3	JCH	JUNIPERUS CHINENSIS 'BLUE POINT' BLUE POINT JUNIPER	5 gal.	5' o.c.
	74	LJT	LIGUSTRUM JAPONICUM "TEXANUM" Texan Japanese Privet	5 gal.	4' o.c.
	9	NDG	NANDINA DOMESTICA "HARBOUR DWARF" Harbour Dwarf Heavenly Bamboo	2 gal.	3' o.c.
	70	MC	MYRICA CALIFORNICA Pacific Wax Myrtle	5 gal.	5' o.c.
	60	SBG	SPIRAEA X BUM. "GOLDMOUND" Goldmound Spirea	2 gal.	3' o.c.
	8	VD	VIBURNUM DAVIDII David Viburnum	2 gal.	3' o.c.
<b>GROUNDCOVERS</b>					
	116	CD	COTONEASTER DAMMERI Bearberry Cotoneaster	1 gal.	3' o.c.
	470	EFC	EUONYMUS FORTUNEI "GRACILIS" Gracils Wintercreeper Euonymus	1 gal.	3' o.c.
	335	RCE	RUBUS CALCYNOIDES "EMERALD CARPET" Emerald Carpet Bramble	1 gal.	3' o.c.
			FINE LAWN SEED MIX (4,868 SF) See Specifications		

**PLANT LIST: LIDA VEGETATED FILTER STRIP (7,915 SF)**

SYM.	LATIN NAME/ Common Name	SIZE	RATE
<b>GROUNDCOVER</b>			
	SUNMARK SEEDS NATIVE SWALE MIX	SEED	1 LB/1,000 SF
	50% ELYMUS GLAUCUS Blue Wildrye		
	15% FESTUCA RUBRA RUBRA Native Red Fescue		
	10% HORDEUM BRACHYANTHERUM Meadow Barley		
	10% GLYCERIA OCCIDENTALLIS Western Mannagrass		
	10% BECKMANNIA SYZIGACHNE American Sloughgrass		
	5% DESCHAMPSIA CAESPITOSA Tufted Hairgrass		

**WATER QUALITY PLANTING NOTES:**

100% VEGETATION COVERAGE IS REQUIRED TO ENSURE PROPER HYDROLOGIC FUNCTION. FACILITY SHALL BE INSPECTED AFTER SEED GERMINATION TO DETERMINE IF AREAS NEED TO BE RESEDED.

REMOVE INVASIVE AND NON-NATIVE SPECIES THROUGHOUT THE GERMINATION PROCESS.

IRRIGATION IS REQUIRED FOR THE FIRST TWO YEARS AFTER CONSTRUCTION OF THE FACILITY.

SEE SHEET L2.0 FOR ADDITIONAL SPECIFICATIONS.

NO.	DATE	REVISIONS

**REGISTERED**  
LANDSCAPE ARCHITECT  
JANET L. OTTEN  
OREGON  
EXP. 12/31/16  
**LANDSCAPE**

**OTTEN LANDSCAPE ARCHITECTS inc. OIO**  
3933 SW Kelly Avenue • Suite B • Portland, Oregon 97239-4393  
Phone (503) 972-0311 • Fax (503) 972-0314 • www.ottenla.com

**NORTEK TEST FACILITY**  
19855 SW 124TH AVENUE  
TUALATIN, OREGON 97062

**LANDSCAPE PLAN**

DATE	02-24-2016
SCALE	NOTED
DRAWN	CW
CHECKED	JLO
SHEET NO	L1.0
	1 OF 1

**LANDSCAPE PLAN**

SCALE 1" = 20'-0"





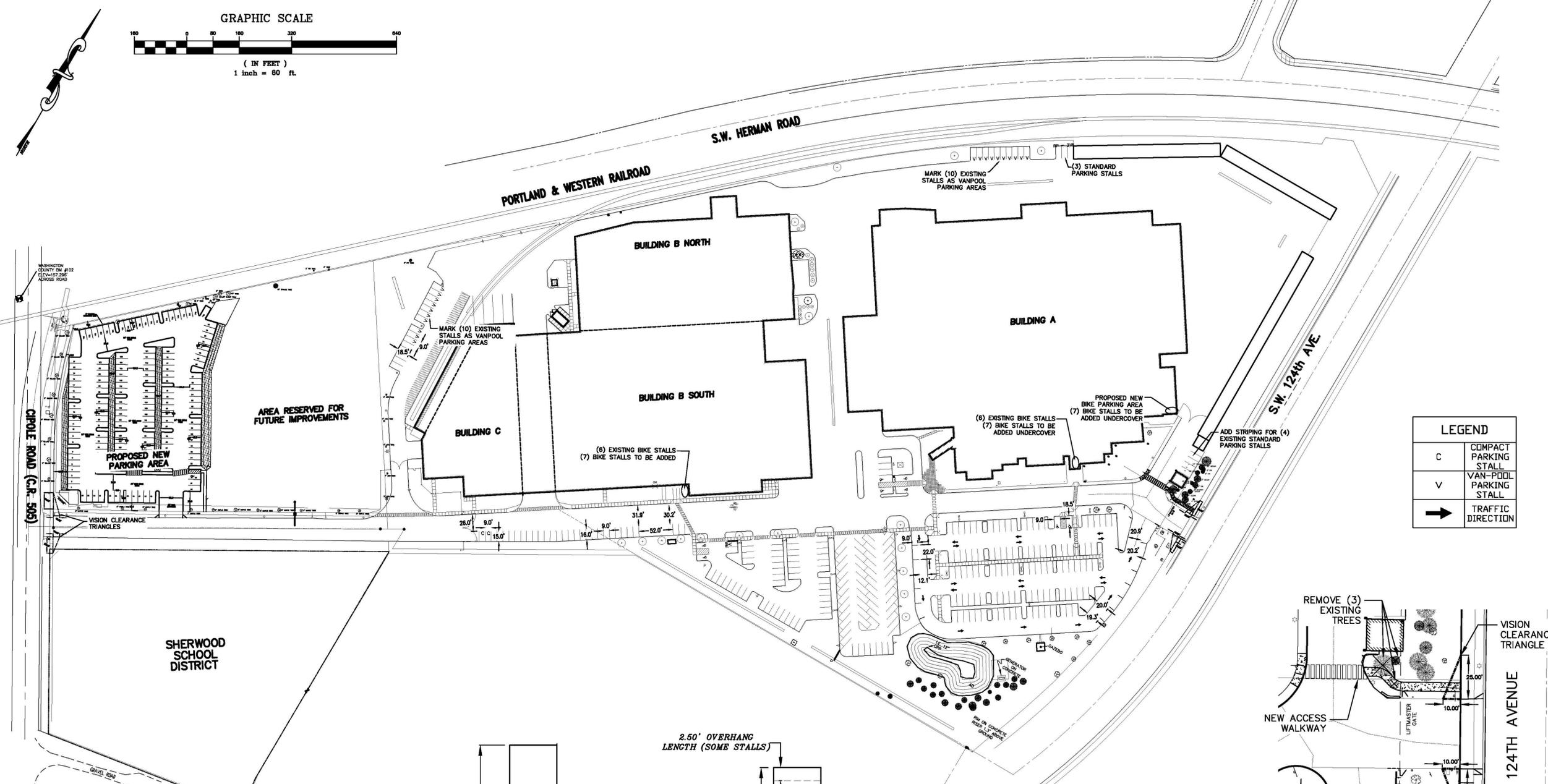
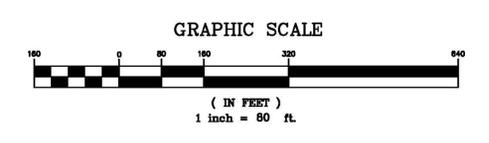
REVISIONS	BY

**NORTEK AIR SOLUTIONS  
PARKING LOT ADDITION**  
19855 SW 124TH AVE,  
TUALATIN, OR 97062

Site Parking  
Plan

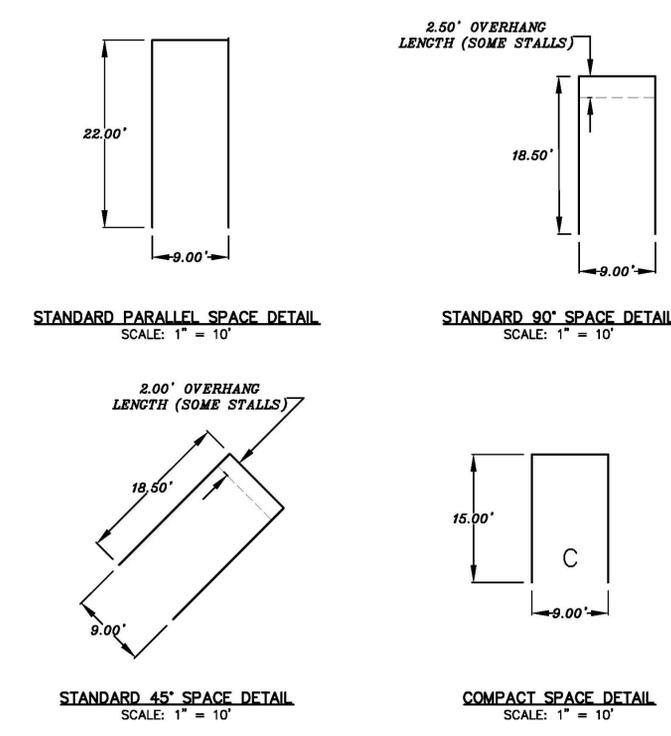
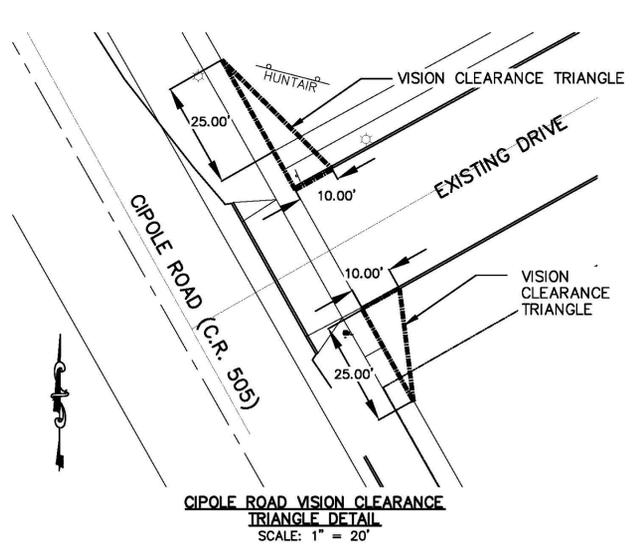
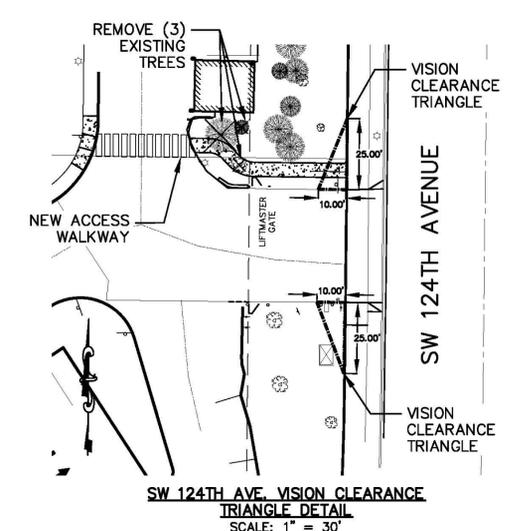
**SISUL ENGINEERING**  
375 PORTLAND AVENUE  
GLADSTONE, OREGON 97027  
(503) 657-0188  
DRAWING IS UNREGISTERED

DATE MARCH 2016  
SCALE 1" = 80'  
DRAWN JDM  
JOB SGL15-055  
SHEET **1**  
OF 3 SHEETS



**LEGEND**

C	COMPACT PARKING STALL
V	VAN-POOL PARKING STALL
→	TRAFFIC DIRECTION



**PARKING INFORMATION**

# OF STANDARD PARALLEL PARKING SPACES (EXISTING TO BE FORMALLY STRIPED):	12
# OF STANDARD 90° PARKING SPACES EXISTING TO BE FORMALLY STRIPED:	201
# OF STANDARD 45° PARKING SPACES:	44
# OF COMPACT PARKING SPACES:	2
<b>TOTAL:</b>	<b>261</b>

\* ADA STALLS AND VAN-POOLS ARE PART OF STANDARD STALLS NOTED ABOVE.



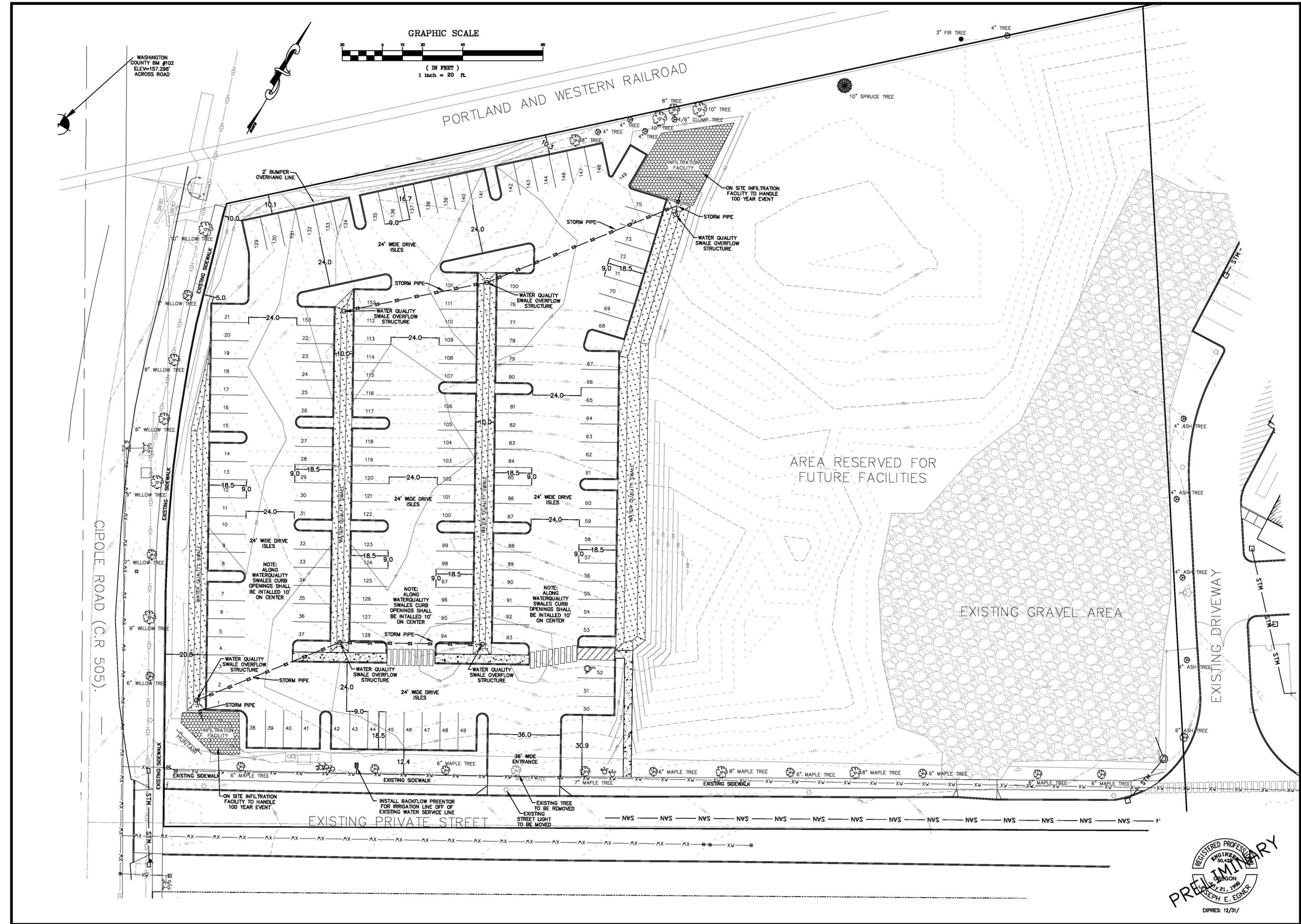
REVISIONS	BY

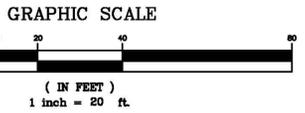
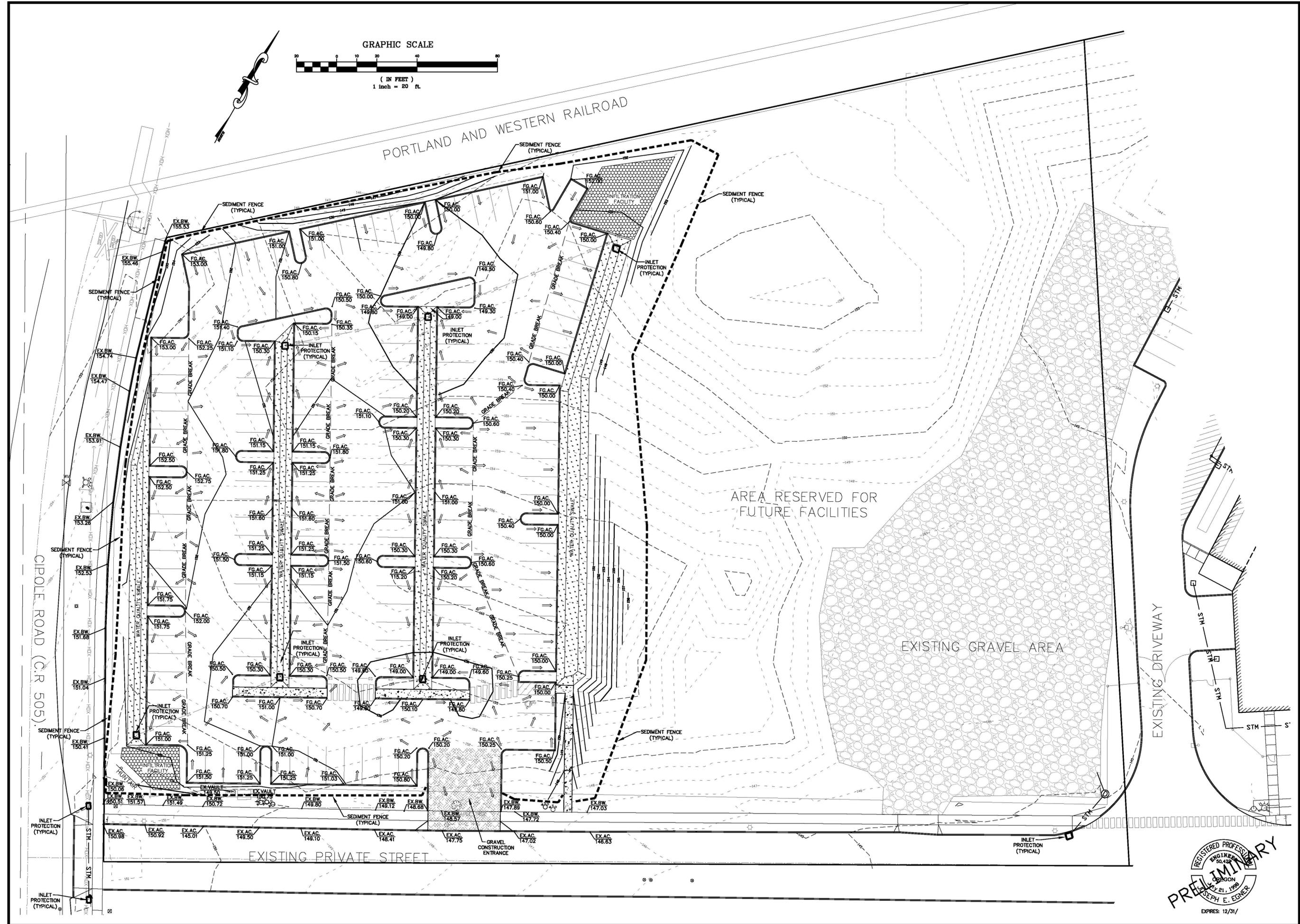
**NORTEK AIR SOLUTIONS  
PARKING LOT ADDITION**  
19855 SW 124TH AVE.  
TUALATIN, OR 97062

**Preliminary Parking Lot  
Site and Utility Plan**

**SISUL ENGINEERING**  
375 PORTLAND AVENUE  
GLADSTONE, OREGON 97027  
(503) 657-0188  
DRAWING: ES-CASPE-UMPR

DATE: MARCH 2016  
SCALE: 1" = 20'  
DRAWN: JEE  
JOB: SGL15-055  
SHEET: **2**  
EXP: 12/31/





REVISIONS	BY

**NORTEK AIR SOLUTIONS**  
**PARKING LOT ADDITION**  
 19855 SW 124TH AVE.  
 TUALATIN, OR 97062

Preliminary Parking Lot  
 Grading & Erosion  
 Control Plan

**SISUL ENGINEERING**  
 375 PORTLAND AVENUE  
 GLADSTONE, OREGON 97027  
 (503) 657-0188  
DRAWING: 15-055P-UMPR

DATE MARCH 2016  
 SCALE 1" = 20'  
 DRAWN JEE  
 JOB SGL15-055  
 SHEET **3**  
 OF 3 SHEETS



## Narrative for Nortek Air Solutions Parking Lot Expansion

### Section 73.160 Standards.

#### (1) Pedestrian and Bicycle Circulation.

##### (b) For Industrial Uses:

(i) a walkway shall be provided from the main building entrance to sidewalks in the public right-of-way and other on-site buildings and accessways. The walkway shall be a minimum of 5 feet wide and constructed of concrete, asphalt, or a pervious surface such as pavers or grasscrete, but not gravel or woody material, and be ADA compliant, if applicable. *An accessway is provided to Cipole Road, a walkway is proposed to SW 124<sup>th</sup>.*

(ii) Walkways through parking areas, drive aisles and loading areas shall have a different appearance than the adjacent paved vehicular areas. *Walkways through parking areas and drive aisles have been or will delineated by striping or being a different material such as concrete.*

(iii) Accessways shall be provided as a connection between the development's walkway and bikeway circulation system and an adjacent bike lane; *An accessway is provided to the adjacent bike lane on SW 124<sup>th</sup> via the entry drive.*

(iv) Accessways may be gated for security purposes; *This is not applicable at the current time.*

(v) Outdoor Recreation Access Routes shall be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated. *This is not applicable to this site as there are no nearby parks.*

(c) Curb ramps shall be provided wherever a walkway or accessway crosses a curb. *In the newly constructed areas curb ramps will be provided.*

(d) Accessways shall be a minimum of 8 feet wide and constructed in accordance with the Public Works Construction Code if they are public accessways, and if they are private access-ways they shall be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material, and be ADA compliant, if applicable. *Accessways will be either concrete or asphalt.*

(e) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development of a parcel adjacent to an undeveloped parcel shall enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement shall be subject to the City's re-view and approval. *This is not applicable to site.*

(f) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection to a bike or pedestrian path, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland. *This is not applicable to this site.*

(g) Accessways shall be constructed, owned and maintained by the property owner. *All on-site accessways will be maintained by the owner or lessee.*

(2) Drive-up Uses.

(a) Drive-up uses shall provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows: *This is not applicable to this site.*

(3) Safety and Security.

(a) Locate windows and provide lighting in a manner which enables tenants, employees and police to watch over pedestrian, parking and loading areas. *Lighting will be provided in the proposed parking area.*

(c) Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas. *Lighting will be provided in such a way that it does not shine into public rights-of-way.*

(d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services. *This is not applicable to this project improvement.*

(e) Shrubs in parking areas must not exceed 30 inches in height. Tree canopies must not extend below 8 feet measured from grade. *Shrubs and trees will be maintained in accordance with these requirements.*

(f) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping

stations shall provide a minimum 6' tall security fence or wall. *This is not applicable to this site.*

(4) Service, Delivery and Screening.

(a) On and above grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners shall be screened with sight obscuring fences, walls or landscaping. *Only area lighting for the parking area will be above grade.*

(b) Outdoor storage, excluding mixed solid waste and source separated recyclables storage areas listed under TDC 73.227, shall be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping. *The existing trash and recycling facilities will be used for the proposed improvements.*

(c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations shall be screened with sight-obscuring fences or walls and landscaping. *This is not applicable to this site.*

(5) The Federal Americans with Disabilities Act (ADA) applies to development in the City of Tualatin. Although TDC, Chapter 73 does not include the Oregon Structural Specialty Code's (OSSC) accessibility standards as requirements to be reviewed during the Architectural Review process, compliance with the OSSC is a requirement at the Building Permit step. It is strongly recommended all materials submitted for Architectural Review show compliance with the OSSC. *Compliance with the ADA requirements will be met. For the 444 parking stalls, 9 parking stalls are required and such is noted on the application plans.*

(6) (a) All industrial, institutional, retail and office development on a transit street designated in TDC Chapter 11 (Figure 11-5) shall provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street. *SW 124<sup>th</sup> is a future bus transit route and has at the present time a public sidewalk along the entire frontage. Cipole Road is not an existing or future bus route as currently planned.*

### Section 73.220 Standards.

The following standards are minimum requirements for commercial, industrial, public and semi-public development and it is expected that development proposals shall meet or exceed these minimum requirements.

(1) Safety and Security.

(a) Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way or other public areas without shining into public rights-of-way or fish and wildlife habitat areas. *On site lighting will be provided for security purposes and it will be designed so as to avoid shining onto public rights-of-way.*

(b) Provide an identification system which clearly identifies and locates buildings and their entries. *No new buildings are proposed.*

(c) Shrubs in parking areas shall not exceed 30 inches in height, and tree canopies must not extend below 8 feet measured from grade, except for parking structures and underground parking where this provision shall not apply. *The vegetation will be maintained to meet these standards.*

#### Section 73.227 Standards.

The following standards are minimum requirements for mixed solid waste and source separated recyclables storage areas. To provide for flexibility in designing functional storage areas, this section provides four different methods to meet the objectives of providing adequate storage for mixed solid waste and source separated recyclables and improving the efficiency of collection. An applicant shall choose and implement one of the following four methods to demonstrate compliance: 1) minimum standards; 2) waste assessment; 3) comprehensive recycling plan; or 4) franchised hauler review, as more fully described in subsections (2), (3), (4) and (5) of this section. *There is an existing site's trash and recycling facility.*

#### Section 73.240 Landscaping General Provisions.

(1) The following standards are minimum requirements.

(3) The minimum area requirement for landscaping for uses in CO, CR, CC, CG, ML and MG Planning Districts shall be fifteen (15) percent of the total land area to be developed, except within the Core Area Parking District, where the minimum area requirement for landscaping shall be 10 percent. When a dedication is granted in accordance with the planning district provisions on the subject property for a fish and wildlife habitat area, the minimum area requirement for landscaping may be reduced by 2.5 percent from the minimum area requirement as determined through the AR process. *It is proposed, per the application plans, that approximately 17% of the site will be in landscape areas.*

(9) Yards adjacent to public streets, except as described in the Hedges Creek Wetlands Mitigation Agreement, TDC 73.240(7), shall be planted to lawn or live groundcover and trees and shrubs and be perpetually maintained in a manner providing a park-like character to the property as approved through the Architectural Review process. *Areas along both street frontages are currently landscape in accordance with these requirements.*

(10) Yards not adjacent to public streets or Low Density Residential (RL) or Manufacturing Park (MP) Planning Districts shall be planted with trees, shrubs, grass or other live groundcover, and maintained consistent with a landscape plan indicating areas of future expansion, as approved through the Architectural Review process. *Existing landscape areas are planted in accordance with these standards, and the improvement site will be planted in accordance with these standards when developed.*

(11) Any required landscaped area shall be designed, constructed, installed, and maintained so that within three years the ground shall be covered by living grass or other plant materials. (The foliage crown of trees shall not be used to meet this requirement.) A maximum of 10% of the landscaped area may be covered with un-vegetated areas of bark chips, rock or stone. Disturbed soils are encouraged to be amended to an original or higher level of porosity to regain infiltration and stormwater storage capacity. *The new landscape areas will be planted to meet these standards.*

(13) Landscape plans for required landscaped areas that include fences should carefully integrate any fencing into the plan to guide wild animals toward animal crossings under, over, or around transportation corridors. *No new fencing areas are proposed.*

#### Section 73.250 Tree Preservation.

(1) Trees and other plant materials to be retained shall be identified on the landscape plan and grading plan. *Few trees exist in the proposed development area, and maintained groundcover is presently minimum in the developed area. However those trees or areas to be maintained are noted on the application plans.*

(2) During the construction process:

(a) The owner or the owner's agents shall provide above and below ground protection for existing trees and plant materials identified to remain. *This will be done.*

(b) Trees and plant materials identified for preservation shall be protected by chain link or other sturdy fencing placed around the tree at the drip line. *This will be done.*

(c) If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborist as defined in TDC 31.060. *Fencing within the dripline will not be needed.*

(d) Neither top soil storage nor construction material storage shall be located within the drip line of trees designated to be preserved. *This will be avoided.*

(e) Where site conditions make necessary a grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip-line area, such grading, paving, trenching, boring, digging, or similar encroachment shall only be permitted under the direction of a qualified arborist. Such direction must assure that the health needs of trees within the preserved area can be met. *Significant grading in the areas of trees to be saved will not be an issue on this site.*

(f) Tree root ends shall not remain exposed. *Trees roots on trees to be saved will not be left exposed.*

(3) Landscaping under preserved trees shall be compatible with the retention and health of said tree. *This will be done.*

(4) When it is necessary for a preserved tree to be removed in accordance with TDC 34.210 the landscaped area surrounding the tree or trees shall be maintained and replanted with trees that relate to the present landscape plan, or if there is no landscape plan, then trees that are complementary with existing, nearby landscape materials. Native trees are encouraged *There are 4 trees that have to be removed for proposed improvements. Far more trees will be planted in landscape areas to be created for the site improvements.*

(5) Pruning for retained deciduous shade trees shall be in accordance with National Arborist Association "Pruning Standards For Shade Trees," revised 1979. *This will be done as may be appropriate.*

#### Section 73.260 Tree and Plant Specifications.

(1) The following specifications are minimum standards for trees and plants: *Trees, shrubs and landscaping will be installed in accordance the requirements of this section.*

### Section 73.270 Grading.

(1) After completion of site grading, top-soil is to be restored to exposed cut and fill areas to provide a suitable base for seeding and planting. *Topsoil will be restore to areas of landscaping disturbed.*

(2) All planting areas shall be graded to provide positive drainage. *Planting areas around the improvement areas will generally be a part of stormwater water quality facilities and will have positive drainage.*

(3) Neither soil, water, plant materials nor mulching materials shall be allowed to wash across roadways or walkways. *This will prevented from occurring.*

(4) Impervious surface drainage shall be directed away from pedestrian walkways, dwelling units, buildings, outdoor private and shared areas and landscape areas except where the landscape area is a water quality facility. *Most of the new landscape areas will be water quality facilities.*

### Section 73.280 Irrigation System Required.

Except for townhouse lots, landscaped areas shall be irrigated with an automatic underground or drip irrigation system. *Irrigation will be provided.*

### Section 73.310 Landscape Standards - Commercial, Industrial, Public and Semi-Public Uses.

(1) A minimum 5-foot-wide landscaped area must be located along all building perimeters which are viewable by the general public from parking lots or the public right-of-way, excluding loading areas, bicycle parking areas and pedestrian egress/ingress locations. Pedestrian amenities such as landscaped plazas and arcades may be substituted for this requirement. This requirement shall not apply where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than 8 feet. *No new buildings are proposed so this is not applicable.*

(2) Areas exclusively for pedestrian use that are developed with pavers, bricks, etc., and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies, etc., may be included as part of the site landscape area requirement. *This is not applicable to this site.*

(3) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas or undisturbed natural areas shall be landscaped. *All such areas will be landscaped.*

Section 73.340 Off-Street Parking Lot and Loading Area Landscaping - Commercial, Industrial, Public and Semi-Public Uses, and Residential and Mixed Use Residential Uses within the Central Design District.

(1) A clear zone shall be provided for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of 8 feet as measured from the ground level, except for parking structures and underground parking where this provision shall not apply. *This standard will be met.*

(2) Perimeter site landscaping of at least 5 feet in width shall be provided in all off-street parking and vehicular circulation areas (including loading areas). For conditional uses in multifamily residential planning districts the landscape width shall be at least 10 feet except for uses allowed by TDC 40.030(3), 40.030(5)(j), 40.030(5)(m), 40.030(5)(n) and 41.030(2). *This standard will be met.*

(a) The landscape area shall contain:

(i) Deciduous trees an average of not more than 30 feet on center. The trees shall meet the requirements of TDC 73.360(7). *This standard will be met.*

(ii) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round. *This standard will be met.*

(iii) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years. *This standard will be met.*

(iv) Native trees and shrubs are encouraged.

(b) Where off-street parking areas on separate lots are adjacent to one another and are connected by vehicular access, the landscaped strips required in subsection (2) of this section are not required. *This not applicable to this application.*

Section 73.360 Off-Street Parking Lot Landscape Islands - Commercial, Industrial, Public, and Semi-Public Uses.

(1) A minimum of 25 square feet per parking stall shall be improved with landscape island areas. They may be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking

lot landscaping. They shall be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands. They shall be dispersed throughout the parking area [see TDC 73.380(3)]. They shall be planted with groundcover or shrubs that will completely cover the island area within 3 years. They shall be planted with deciduous shade trees when needed to meet the parking lot shade tree requirements. Native plant materials are encouraged. Landscape square footage requirements shall not apply to parking structures and underground parking. *This standard will be met.*

(2) Landscaped island areas with deciduous parking lot shade trees shall be a minimum of 5 feet in width (from inside of curb to curb). *All landscape islands will meet this standard.*

(3) A minimum of one deciduous shade tree shall be provided for every four (4) parking spaces to lessen the adverse impacts of glare, reduce heat from paved surfaces, and to emphasize circulation patterns. Required shade trees shall be uniformly distributed throughout the parking lot (see TDC 73.380(3)), except that within the Central Design District landscape islands and shade trees may be placed to frame views of the Tualatin Commons water feature or identified architectural focal elements. The trees shall meet the requirements of TDC 73.360(7). Parking lot shade tree requirements shall not apply to parking structures and underground parking. *This standard will be met.*

(4) Landscape islands shall be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns. Landscape island location requirements shall not apply to parking structures and under-ground parking. *This standard is met.*

(5) Required plant material in landscape islands shall achieve 90 percent coverage within three years. Native shrubs and trees are encouraged. *This standard will be met.*

(6) (a) Except as in (b) below, site access from the public street shall be defined with a landscape area not less than 5 feet in width on each side and extend 25 feet back from the property line for commercial, public, and semi-public development with 12 or more parking spaces and extend 30 feet back from the property line for industrial development, except for parking structures and under-ground parking which shall be determined through the Architectural Review process. *The public street access points already exist and will not be modified to be out of compliance with this standard.*

(7) Deciduous shade trees shall meet the following criteria: *Trees will be selected to meet these requirements.*

- (a) Reach a mature height of 30 feet or more;
- (b) Cast moderate to dense shade in summer;
- (c) Long lived, i.e., over 60 years;
- (d) Do well in an urban environment:
  - (i) Pollution tolerant.
  - (ii) Tolerant of direct and reflected heat.
- (e) Require little maintenance:
  - (i) Mechanically strong.
  - (ii) Insect- and disease-resistant.
  - (iii) Require little pruning.
- (f) Be resistant to drought conditions;
- (g) Be barren of fruit production.

#### Section 73.370 Off-Street Parking and Loading.

##### (1) General Provisions.

(a) At the time of establishment of a new structure or use, or change in use, or change in use of an existing structure, within any planning district of the City, off-street parking spaces, off-street vanpool and carpool parking spaces for commercial, institutional and industrial uses, off-street bicycle parking, and off-street loading berths shall be as provided in this and following sections, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process, based upon clear findings that a greater number of spaces are necessary at that location for protection of public health, safety and welfare or that a lesser number of vehicle parking spaces will be sufficient to carry out the objectives of this section. In the Central Design District, the Design Guidelines of TDC 73.610 shall be considered. In case of conflicts between guidelines or objectives in TDC Chapter 73, the proposal shall provide a balance. *No new use is proposed.*

(b) At the time of enlargement of an existing multi-family residential, commercial, institutional or industrial structure or use, TDC 73.370 shall apply to the existing and enlarged structure or use. *This is not applicable.*

(c) Except where otherwise specified, the floor area measured shall be the gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading. *Such is noted.*

(d) Where employees are specified, the term shall apply to all persons, including proprietors, working on the premises during the peak shift. *This is not applicable.*

(e) Calculations to determine the number of required parking spaces and loading berths shall be rounded to the nearest whole number. *Such has been done.*

(f) If the use of a property changes, thereby increasing off-street parking or loading requirements, the increased parking/loading area shall be provided prior to commencement of the new use. *No new uses are proposed.*

(g) Parking and loading requirements for structures not specifically listed herein shall be determined by the Community Development Director, based upon requirements of comparable uses listed. *This is not applicable.*

(h) When several uses occupy a single structure, the total requirements for off-street parking may be the sum of the requirements of the several uses computed separately or be computed in accordance with TDC 73.370(1)(m), Joint Use Parking. *This is not applicable.*

(i) Off-street parking spaces for dwellings shall be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located shall be in the same ownership as the structure. *This is not applicable as there is no proposed dwelling.*

(j) Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and

shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business. *Such is noted.*

(k) Institution of on-street parking, where none is previously provided, shall not be done solely for the purpose of relieving crowded parking lots in commercial or industrial planning districts. *This is not applicable.*

(l) Parking facilities may be shared by users on adjacent parcels if the following standards are met: *Shared parking is not proposed.*

(m) Joint Use Parking. Joint use of parking spaces may occur where two or more separate developments or multiple uses in a development are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times. Joint use of parking spaces may be allowed if the following standards are met: *Joint use parking is not proposed.*

(n) Bicycle parking facilities shall include long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms (indoor or outdoor) in which the bicycle is stored and short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels. The Community Development Director, their designee, or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Section 73.370. *Twenty bike parking stalls are proposed to be under roof and provided with stationary bicycle racks. Thirteen additional stalls will be located without cover but with stationary bicycle racks.*

(o) Each bicycle parking space shall be at least 6 feet long and 2 feet wide, and overhead clearance in covered areas shall be at least 7 feet, unless a lower height is approved through the Architectural Review process. *All parking stalls shall be at least 6 feet by 2 feet.*

(p) A 5-foot-wide bicycle maneuvering area shall be provided beside or between each row of bicycle parking. It shall be constructed of concrete, asphalt or a pervious surface such as pavers or grasscrete, but not gravel or woody material, and be maintained. *At least 5 foot wide maneuvering areas will be provided to all bike parking stalls.*

(q) Access to bicycle parking shall be provided by an area at least 3 feet in width. It shall be constructed of concrete, asphalt or a pervious surface such as pavers or grasscrete, but not gravel or woody material, and be maintained. *Access to bike parking areas will be at least 3 feet wide.*

(r) Required bicycle parking shall be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, shall be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas. *Bike parking stalls will be convenient and in well lighted locations.*

(s) Long-term bicycle parking facilities may be provided inside a building in suitable secure and accessible locations. *Twenty parking stalls will be outside but under roof areas, the other thirteen will be near an employee entrance.*

(t) Bicycle parking may be provided within the public right-of-way in the Core Area Parking District subject to approval of the City Engineer and provided it meets the other requirements for bicycle parking. *This is not applicable to this site.*

(u) Bicycle parking areas and facilities shall be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs shall be located at the main entrance and at the location of the bicycle parking facilities. *Bike parking signs will be added as appropriate.*

(v) Required bicycle parking spaces shall be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This shall not preclude the operation of private for-profit bicycle parking businesses. *There will be no charge for bike parking.*

(w) Parking on existing residential, commercial and industrial development may be redeveloped as a transit facility as a way to encourage the development of transit supportive facilities such as bus stops and pullouts, bus shelters and park and ride stations. Parking spaces converted to such uses in conjunction with the transit agency and approved through the Architectural Review process will not be required to be replaced. *This is not applicable to this site.*

(x) Required vanpool and carpool parking shall meet the 9-foot parking stall standards in Figure 73-1 and be identified with appropriate signage. *Vanpool parking stalls will be at least 9 feet wide and marked with appropriate signage.*

## (2) Off-Street Parking Provisions.

(a) The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except for minimum parking requirements for the uses in TDC 73.370(2)(a) (Residential Uses: iii, iv, v, vi, vii; Places of Public Assembly: I, ii, iv; Commercial Amusements: I, ii; and Commercial: I, ii, xi, xii,

xiv) within the Core Area Parking District (CAPD). Minimum standards for off-street motor vehicle parking for the uses in 73.370(2) (a) Residential Uses: iii, iv, v, vi, vii; Places of Public Assembly: I, ii, iv; Commercial Amusements: I, ii; and Commercial: I, ii, xi, xii, xiv in the CAPD are in TDC 73.370(2)(b). The maximum requirements are divided into Zone A and Zone B, as shown on the Tualatin Parking Zone Map, [Figure 73-3](#). The following are exempt from calculation of maximum parking requirements: parking structures; fleet parking; parking for vehicles for sale, lease or rent; car/vanpool parking; dedicated valet parking; and user-paid parking. *Exceeding the maximum parking stall is not an issue on this application.*

USE	MINIMUM MOTOR VEHICLE PARKING REQUIREMENT	MAXIMUM MOTOR VEHICLE PARKING REQUIREMENT	BICYCLE PARKING REQUIREMENT	PERCENTAGE OF BICYCLE PARKING TO BE COVER
<b>Industrial</b>				
<b>(i) Manufacturing</b>	<b>1.60 spaces per 1,000 sq. ft. of gross floor area</b>	<b>None</b>	<b>2, or 0.10 spaces per 1,000 gross sq. ft., whichever is greater</b>	<b>First 5 spaces or 30%, whichever is greater</b>

(3) Off-Street Vanpool and Carpool Parking Provisions.

The minimum number of off-street Vanpool and Carpool parking for commercial, institutional and industrial uses is as follows: *Twenty one vanpool parking stalls are proposed to equal the number required if the site were fully parked. (515 / 25 = 20.6)*

Number of Required Parking Spaces	Number of Vanpool or Carpool Spaces
0 to 10	1

10 to 25	2
26 and greater	1 for each 25 spaces

### Section 73.380 Off-Street Parking Lots.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:

(1) Off-street parking lot design shall comply with the dimensional standards set forth in Figure 73-1 of this section, except for parking structures and underground parking where stall length and width requirements for a standard size stall shall be reduced by .5 feet and vehicular access at the entrance if gated shall be a minimum of 18 feet in width. *The proposed parking addition will meet the City standards. See the proposed dimensioning plan.*

(2) Parking stalls for sub-compact vehicles shall not exceed 35 percent of the total parking stalls required by TDC 73.370(2). Stalls in excess of the number required by TDC 73.370(2) can be sub-compact stalls. *Total number of compact parking stalls does not exceed the 35% limitation for the site. Two compact stalls out of a total of 444 is proposed.*

(3) Off-street parking stalls shall not exceed eight continuous spaces in a row without a landscape separation, except for parking structures and underground parking. For parking lots within the Central Design District that are designed to frame views of the central water feature or identified architectural focal elements as provided in TDC 73.350(3), this requirement shall not apply and the location of parking lot landscape islands shall be determined through the Architectural Review process. *The proposed parking facility will not exceed the 8 continuous spaces in a row requirement.*

(4) Parking lot drive aisles shall be constructed of asphalt or concrete, including pervious concrete. Parking stalls shall be constructed of asphalt or concrete, or a pervious surface such as pavers or grasscrete, but not gravel or woody material. Drive aisles and parking stalls shall be maintained adequately for all-weather use and drained to avoid water flow across sidewalks. Pervious surfaces such as pervious concrete, pavers and grasscrete, but not gravel or woody material, are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas identified in Figure 3-4 of the Parks and Recreation Master Plan, or in a Clean Water Services Vegetated Corridor. Parking lot landscaping shall be provided pursuant to the requirements of TDC 73.350 and TDC

73.360. Walkways in parking lots shall be provided pursuant to TDC 73.160. *Drive aisles and parking stalls will be constructed with asphalt pavement.*

(5) Except for parking to serve residential uses, parking areas adjacent to or within residential planning districts or adjacent to residential uses shall be designed to minimize disturbance of residents. *This is not applicable to this site.*

(6) Artificial lighting, which may be provided, shall be deflected to not shine or create glare in a residential planning district, an adjacent dwelling, street right-of-way in such a manner as to impair the use of such way or a Natural Resource Protection Overlay District, Other Natural Areas identified in Figure 3-4 of the Parks and Recreation Master Plan, or a Clean Water Services Vegetated Corridor. *A lighting plan is included with this application. Lighting does not spill over into the street right-of-way.*

(7) Groups of more than 4 parking spaces shall be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. *No parking stalls will back directly onto public rights-of-way.*

(8) Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site. *This requirement is met.*

(9) Parking bumpers or wheel stops or curbing shall be provided to prevent cars from encroaching on the street right-of-way, adjacent landscaped areas, or adjacent pedestrian walkways. *Curbing will be used to prevent vehicles from encroaching into landscape areas.*

(10) Disability parking spaces and accessibility shall be provided in accordance with applicable federal and state requirements. *Nine ADA stalls are being provided to meet the 2% requirement of ADA stalls to total number of stalls. Eight ADA stalls currently exist and one additional stall will be added in the new parking area.*

(11) On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, shall have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, shall have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic. *These requirements are met.*

## Section 73.390 Off-Street Loading Facilities.

(1) The minimum number of off-street loading berths for commercial, industrial, public and semi-public uses is as follows: *Eight loading berths are proposed.*

Square Feet of Floor Area	Number of Berths
Less than 5,000	0
5,000 - 25,000	1
25,000 - 60,000	2
60,000 and over	3

(2) Loading berths shall conform to the following minimum size specifications. *The existing loading berths meet the requirements.*

(a) Commercial, public and semi-public uses of 5,000 to 25,000 square feet shall be 12' x 25' and uses greater than 25,000 shall be 12' x 35'

(b) Industrial uses - 12' x 60'

(c) Berths shall have an unobstructed height of 14'

(d) Loading berths shall not use the public right-of-way as part of the required off-street loading area.

(3) Required loading areas shall be screened from public view from public streets and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process. *No new loading berths are proposed.*

(4) Required loading facilities shall be installed prior to final building inspection and shall be permanently maintained as a condition of use.

(5) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of a school or child day care center having a capacity greater than 25 students. *This is not applicable to this proposed site.*

(6) The off-street loading facilities shall in all cases be on the same lot or parcel as the structure they are intended to serve. In no case shall the required off-street loading

spaces be part of the area used to satisfy the off-street parking requirements. *No new loading facilities are proposed and all existing loading areas meet this requirement.*

(7) Subject to Architectural Review approval, the Community Development Director may allow the standards in this Section to be relaxed within the Central Design District, where a dense mix of uses is desirable in close proximity, pedestrian circulation is strongly emphasized, and the orientation of structures around a central water feature virtually eliminates the possibility of reserving any side of a building solely for truck access. Adjustments may include, but are not limited to, reduction in the number of loading berths required, adjustment of loading berth size specifications and right-of-way restrictions, shared loading berths and maneuvering areas for use by more than one building, alteration or elimination of screening requirements, and requirements for maintenance of berths in a clean and visually appealing condition. The Community Development Director, their designee, or the Architectural Review Board may allow a loading area adjacent to or within a street right-of-way in the Central Design District where the loading and unloading operations meet all of the following criteria: *This is not applicable to this site.*

#### Section 73.400 Access.

(1) The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this Code are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. Access management and spacing standards are provided in this section of the TDC and TDC Chapter 75. No building or other permit shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. If the owner or occupant of a lot or building changes the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until the required increase in ingress and egress is provided. *Two access points serve the site. The main entry is from SW 124<sup>th</sup> and an additional access, shared with the Sherwood School Bus facility, is from Cipole Road. Both access locations have a standard driveway entry already existing.*

(12) Minimum Access Requirements for Industrial Uses.

Ingress and egress for industrial uses shall not be less than the following: *More than 250 parking stalls will exist on the site, but as two points of entry exist the requirement should be met. A forty foot wide access exists on the SW 124<sup>th</sup> access point. The secondary access onto Cipole is a 32 foot wide access.*

Required Parking Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, Etc.
1-250	1	36 feet for first 50' from ROW, 24' thereafter	No curbs or walkway required
Over 250	As required by City Engineer	As required by City Engineer	As required by City Engineer

(13) One-way Ingress or Egress.

When approved through the Architectural Review process, one-way ingress or egress may be used to satisfy the requirements of Subsections (7), (8), and (9). However, the hard surfaced pavement of one-way drives shall not be less than 16 feet for multi-family residential, commercial, or industrial uses. *Both existing driveways are two directional.*

(14) Maximum Driveway Widths and Other Requirements.

(a) Unless otherwise provided in this chapter, maximum driveway widths shall not exceed 40 feet. *The forty foot maximum width is not exceeded.*

(b) Except for townhouse lots, no driveways shall be constructed within 5 feet of an adjacent property line, except when two adjacent property owners elect to provide joint access to their respective properties, as provided by Subsection (2). *This is not applicable.*

(c) There shall be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Engineer. *This is not applicable.*

(15) Distance between Driveways and Intersections.

Except for single-family dwellings, the minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection.

(a) At the intersection of collector or arterial streets, driveways shall be located a minimum of 150 feet from the intersection. *This requirement is met on both existing accesses to public streets.*

(b) At the intersection of two local streets, driveways shall be located a minimum of 30 feet from the intersection. *This is not applicable.*

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line as required by TDC 73.400(14)(b). *This is not applicable.*

(d) When considering a public facilities plan that has been submitted as part of an Architectural Review plan in accordance with TDC 31.071(6), the City Engineer may approve the location of a driveway closer than 150 feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision. The written approval shall be incorporated into the decision of the City Engineer for the utility facilities portion of the Architectural Review plan under the process set forth in TDC 31.071 through 31.077. *This is not applicable.*

(16) Vision Clearance Area.

(a) Local Streets - A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections shall be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 10 feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration). *This is not applicable.*

(b) Collector Streets - A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections shall be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area shall be 10 feet (see Figure 73-2 for illustration). *The vision clearance area will be met.*

(c) Vertical Height Restriction - Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or

permanent physical obstruction shall be permitted between 30 inches and 8 feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration). *This standard is currently met or will be met.*

(17) Major driveways, as defined in 31.060, in new residential and mixed-use areas are required to connect with existing or planned streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants, or other barriers. *This is not applicable.*