



City of Tualatin

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July 6, 2018

ARCHITECTURAL REVIEW FINDINGS AND DECISION

**** APPROVAL WITH CONDITIONS ****

Case #: AR-18-0001
Project: TVF&R Station 39
Location: Adjacent to 7100 SW McEwan Road
(Tax Lot: 2S113DD01601)
Applicant: Frank Angelo, 921 SW Washington Street, Suite 468, Portland, OR 97205
Project Contact: Same

TABLE OF CONTENTS

| | | |
|------|---|----|
| I. | INTRODUCTION | 2 |
| II. | CONDITIONS OF APPROVAL..... | 4 |
| III. | FINDINGS | 6 |
| A. | Previous Related Land Use Actions:..... | 6 |
| B. | Planning Districts and Adjacent Land Uses: | 6 |
| C. | General Manufacturing Planning District Uses: | 6 |
| D. | Lot Sizes, Setback Requirements, Structure Height: | 6 |
| E. | Architectural Review Criteria and Standards: | 8 |
| F. | Site Planning: | 9 |
| G. | Structure Design: | 15 |
| H. | Mixed Solid Waste and Source Separated Recyclables Storage Areas: | 16 |
| I. | Tree Preservation:..... | 27 |
| J. | Off-Street Parking and Loading:..... | 28 |
| K. | Time Limit on Approval: | 41 |
| IV. | APPEAL..... | 41 |

*Arrangements can be made to provide these materials in alternative formats such as large type or audio recording.
Please contact the Planning Division at 503-691-3026 and allow as much lead time as possible.*

I. INTRODUCTION

A. Project Description

Tualatin Valley Fire & Rescue (TVF&R) is proposing to develop a new fire station, Station 39, on a 1.16 acre lot on SW McEwan Road. The new station will be approximately 9,500 square feet and will include a 600 square foot community room and 33 parking spaces. The building will house firefighters and have a 2 space parking bay for emergency apparatus. A conditional use permit was recently approved for the use of a fire station on the site (CUP 17-0002).

B. Site Description

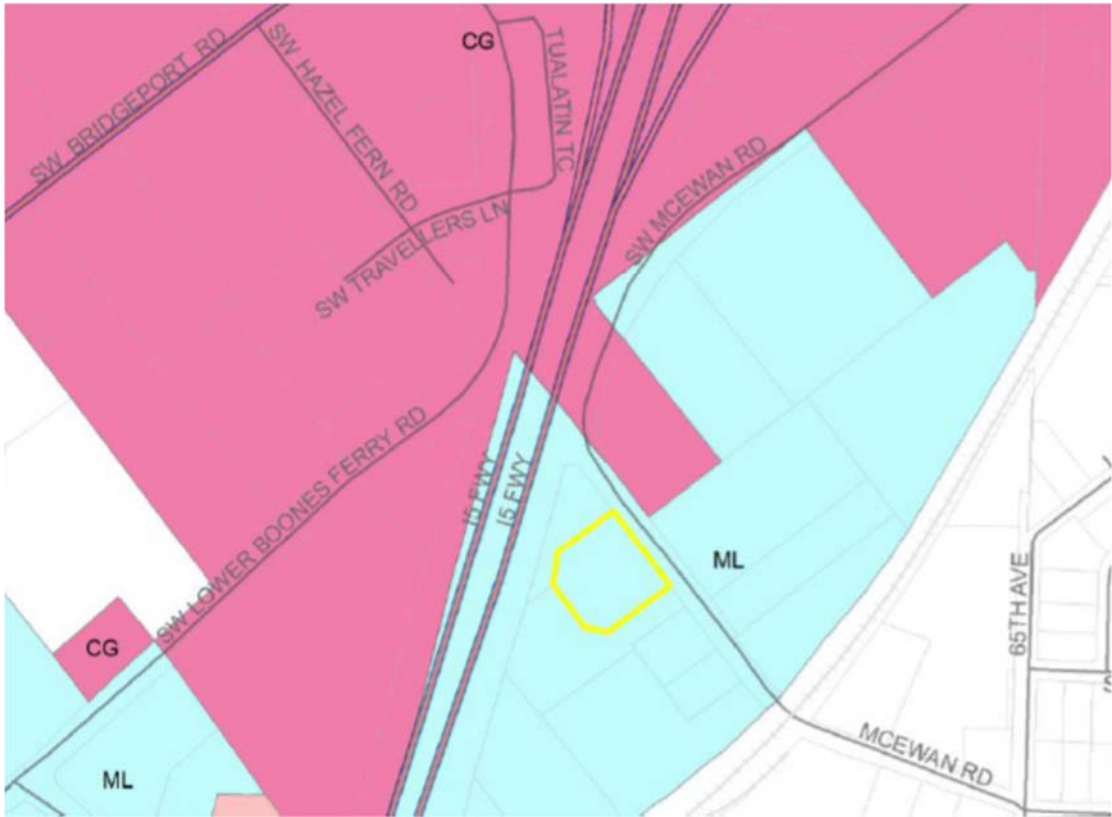
The 1.16 acre property is surrounded on three sides by an existing U-Haul facility. The site is generally flat and features some mature trees. SW McEwan Road is classified as a Major Collector in the City of Tualatin Transportation System Plan (TSP) and Figure 1. The subject site is bordered by existing storage buildings to the south and east. I-5 is located to the west and medical buildings are to the north. The property was previously owned by Amerco Real Estate Company (U-HAUL), which continues to own the property surrounding the site to the north, west and south. The property was condemned by TVF&R, taking possession on May 4, 2017.

C. Project Schedule

The applicant attended a pre-application conference for this project with the City of Tualatin in September of 2017. A neighborhood/developer meeting was held on November 7, 2017 where twelve people were in attendance. Attendees asked a host of questions. A conditional use permit was approved on April 23, 2018. The Architectural Review application was submitted April 20, 2018, the project was deemed complete on May 16, 2018. The application included a narrative binder with several exhibits, full size site plan, floor plans, elevations, landscape plans, preliminary stormwater report, CWS service provider letter, and a traffic impact analysis.

Notice of application was mailed to owners of property within 1,000 ft of the subject site pursuant to Tualatin Development Code (TDC) 31.064(1). Staff received four written comments from local agencies during the comment period that ended June 6, 2018. ODOT provided the same letter they provided for the pre-application meeting and the conditional use permit, explaining that the project is not located near any ODOT facilities. CWS provided a letter indicating the storm water connection must be authorized. Lake Oswego provided a letter clarifying that all sewer connections will be within the City of Tualatin. Tualatin Valley Fire & Rescue provided a letter with requirements for the placement of fire hydrants.

Vicinity/ Zoning Map and Aerial Image



II. CONDITIONS OF APPROVAL

Based on the Findings and Conclusions presented, AR-18-0001 is approved, subject to the following Architectural Review conditions of approval:

CONDITIONS OF APPROVAL DOCUMENTATION:

AR-1 Prior to obtaining building permits on the subject site, the applicant shall submit one revised paper plan set – 24 x 36, a paper narrative, and electronically in Adobe PDF file format – for review and approval to the Planning Division that meet the conditions of approval below. The narrative shall explain how and on what page each condition of approval has been met. The submittal shall contain page numbers and a table of contents. No piecemeal submittals will be accepted. Each submittal shall be given directly to planning staff and will be reviewed in two weeks.

PRIOR TO APPLICATION FOR A GRADING PERMIT:

AF-2 The applicant must revise the grading plan sheets to identify trees and other plant materials proposed for retention and appropriate protection fencing pursuant to TDC 73.250.

AF-3 All trees depicted and identified on landscape plans (or similar) must be retained unless modified in accordance with TDC 73.100(1).

PRIOR TO ISSUANCE OF BUILDING PERMITS:

AR-4 Prior to issuance of a Building Permit, three revised Site Plan Drawings shall be submitted for review and approval to the Planning Department with the following changes:

- The applicant shall revise the appropriate sheets to illustrate that the project site shall feature full irrigation. The applicant shall also install the irrigation system pursuant to the plans. TDC 73.280
- The applicant shall revise the appropriate sheets to illustrate one vanpool and/or carpool space. TDC 73.370(3)
- The applicant shall revise the appropriate sheets to assure the access drive used by the public for the community room is at least 32 feet wide for the first 50 feet. 73.400(11)
- The applicant shall revise the appropriate sheets to show both the northern and southern pedestrian and bike pathways/accessways, that connect the building to the street, to be at least 8 feet wide. 73.160(1)(a)(vi)

AR-5 Prior to issuance of a Building Permit, three revised Landscape Plans shall be submitted for review and approval to the Planning Department with the following changes:

- The landscaping shown on the eastern side of the storage enclosures (for diesel fuel, propane, and a generator) shall be screened with landscaping. 73.227(6)b.iii

AR-6 Prior to issuance of a Building Permit, three revised Elevations shall be submitted for review and approval to the Planning Department with the following changes:

- The applicant shall revise the appropriate sheets to illustrate future above-grade mechanical equipment (including rooftop units) screened by a parapet or other method as proposed by the applicant when submitting for permits, pursuant to TDC 73.160(4)(a).

AR-7 The applicant shall comply with the incorporated Public Facilities Recommendation (PFR) from the Engineering Division.

PRIOR TO CERTIFICATE OF OCCUPANCY:

- AR-8** Prior to occupancy, appropriate signage shall be placed at both the main entrance to the station and the community room entrance to clearly indicate the location of the bike parking area.
73.370(1)u
- AR-9** The applicant shall construct proposed buildings and all site improvements as illustrated on approved plans and conditions of approval.
- AR-10** The applicant shall provide evidence that all comments in the TVF&R letter dated June 5, 2018, the ODOT letter dated January 25, 2018, and the CWS letter dated June 12, 2018 have been complied with.

PLEASE BE ADVISED:

- The plan sets for the Planning Division must contain sheets relevant to AR conditions of approval while also not being a full building permit set. For example, because the Planning Division needs no erosion control or roof framing plan sheets, exclude them.
- Following Planning Division approval of revised plans and when the constructed site is ready, the applicant must contact the Planning Division for a site inspection in order to obtain a certificate of occupancy (CO). This inspection is separate from inspection(s) done by the Building Division. Staff recommends scheduling a Planning inspection at least three business days in advance of the desired inspection date.

III. FINDINGS

Reviewing this application in terms of the Tualatin Development Code ([TDC](#)) and other ordinances, the following findings are relevant. All references are to sections in the TDC unless otherwise noted.

A. Previous Related Land Use Actions:

CUP 17-0002 was approved in April of 2018 to allow a fire station use on the site. This was required because a fire station use is listed as a conditional use in the Light Manufacturing Zone.

B. Planning Districts and Adjacent Land Uses:

The subject property is located in the [Light Manufacturing \(ML\)](#) where various manufacturing uses are permitted pursuant to TDC [60.020 /60.0325/60.030/60.037/60.040](#).

Adjacent planning districts and land uses are clockwise:

| | | |
|--------|--------------------------|-------------------------------|
| North: | General Commercial (CG) | Legacy Medical Group building |
| East: | Light Manufacturing (MG) | Public Storage |
| South: | Light Manufacturing (MG) | U-Haul |
| West: | Light Manufacturing (MG) | U-Haul |

C. General Manufacturing Planning District Uses:

TDC 60 Light Manufacturing Planning District (ML)

Section 60.040 Conditional Uses.

(f) Fire station.

The proposed use is permitted as a conditional use in the Light Manufacturing Zone. The City Council approved the conditional use for the site in April of 2018. Staff notes the proposal meets this requirement.

D. Lot Sizes, Setback Requirements, Structure Height:

Section 60.060 Lot Size.

Except for lots for public utility facilities, natural gas pumping stations and a wireless communication facility which shall be established through the Subdivision, Partition or Lot Line Adjustment process, the following requirements shall apply:

- (1) The minimum lot size shall be 20,000 square feet.**
- (2) The minimum lot width shall be 100 feet.**
- (3) The minimum average lot width at the street shall be 100 feet.**
- (4) For Flag Lots the minimum lot width at the street shall be sufficient to comply with at least the minimum access requirements contained in TDC 73.400(8) to (12).**
- (5) The minimum lot width at the street shall be 50 feet on a cul-de-sac street.**

Staff notes that the lot area is 50,529.6 square feet and the width at the street line is 232 feet. The project is not located on a cul-de-sac or flag lot. The project complies with the access provisions and meets all lot size requirements.

Section 60.065 Central Urban Renewal Area - Lot Sizes.

The subject site is not located in the Central Urban Renewal Area, as demonstrated on Map 9-3. This requirement does not apply.

Section 60.070 Setback Requirements.

- (1) Front yard. The minimum front yard setback is 30 feet.**

- (2) Side Yard.** The minimum setback is 0 to 50 feet, as determined by the Architectural Review process. When the side yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a side yard setback of 50 feet is required.
- (3) Rear yard.** The minimum setback is 0 to 50 feet, as determined by the Architectural Review process. When the rear yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a rear yard setback of 50 feet is required.
- (5) The minimum parking and circulation area setback is 5 feet, except when a yard is adjacent to public streets or Residential or Manufacturing Park District, the minimum setback is 10 feet. No setback is required from lot lines within ingress and egress areas shared by abutting properties in accordance with TDC 73.400(2).**
- (6) No spur rail trackage shall be permitted within 200 feet of an adjacent residential district.**
- (7) No setbacks are required at points where side or rear property lines abut a rail-road right-of-way or spur track.**
- (8) No fence shall be constructed within 10 feet of a public right-of-way.**

Staff finds that the building setback standards are met per Table 1 below. The proposed development is not located on a corner lot. Fencing is proposed, however all fencing is located more than 5 feet from the right-of-way. All parking spaces are located more than 5 feet from the property lines. The project does not propose any spur rail lines nor is it located near any existing rail-road facilities.

| Table 1. Setback Requirements | | | | |
|--------------------------------------|-------------|------------------|---------------------|-----------------------------|
| <i>Attribute</i> | <i>Yard</i> | <i>Direction</i> | <i>Min Required</i> | <i>Proposed Lineal Feet</i> |
| <i>Proposed</i> | Front | North/East | 30 | 30 |
| | Rear | South/West | 0 to 50 | 76 |
| | Side 1 | North/West | 0 to 50 | 74 |
| | Side 2 | South/East | 0 to 50 | 39 |

Section 60.085 Sound Barrier Construction

(1) Sound barrier construction shall be used to intercept all straight-line lateral paths of 450 feet or less between a residential property...

The project site is not located near any residential property, Staff finds that this section does not apply.

Section 60.090 Structure Height.

(1) Except as provided in TDC 60.090(2), (3) or (4), no structure shall exceed a height of 50 feet and flagpoles which display the flag of the United States of America either alone or with the State of Oregon flag shall not exceed 100 feet above grade provided that the setbacks are not less than a distance equal to one and one-half times the flagpole height.

(2) The maximum permitted structure height provided in TDC 60.090(1) may be increased to no more than 85 feet, provided that all yards adjacent to the structure are not less than a distance equal to one and one-half times the height of the structure.

(3) Height Adjacent to a Residential District. Where a property line, street or alley separates ML land from land in a residential district, a building, flagpole or wireless communication support structure shall not be greater than 28 feet in height at the required 50 foot setback line. No building or structure, including flagpoles, shall extend above a plane beginning at 28 feet in height at the required 50 foot setback line and extending away from and above the setback line

at a slope of 45 degrees, subject always to the maximum height limitation set in TDC 60.090(1) and (2).

(4) Wireless Communication Support Structure. The maximum structure height for a wireless communication support structure and antennas is 100 feet unless the wireless communication support structure and antennas are located within 300 feet of the centerline of I-5, in which case the maximum structure height is 120 feet. [Ord. 792-90 §5, 1/8/90; Ord. 965-96 §72, 12/9/96; Ord. 1026-99 §80, 8/9/99; Ord. 1046-00 §13, 2/14/00; Ord. 1116-02, 08/26/02]

Staff notes that the structure is below 50 feet, the peak of the structure is proposed at just under 29 feet. The project is not located near any residential property and no wireless communication towers are proposed. The requirement has been met.

Section 73.050 Architectural Review Criteria and Standards.

(1) In exercising or performing his or her powers, duties, or functions, the Community Development Director shall determine whether there is compliance with the following:

- (a) The proposed site development, including the site plan, architecture, landscaping, parking and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height, and appearance of the proposed development are involved;**
- (b) The proposed design of the development is compatible with the design of other developments in the general vicinity; and**
- (c) The location, design, size, color and materials of the exterior of all structures are compatible with the proposed development and appropriate to the design character of other developments in the vicinity.**

Applicant Response: As noted above, the station is located in an industrial area which are typically designed to be more functional than aesthetically pleasing. Notwithstanding, the station includes quality building materials that seek to balance visual appeal with the surrounding area.

The development standards listed in Chapter 73 are analyzed below in detail. The standards from the zone are analyzed above in the review of Chapter 60. The applicant's statement regarding compatibility with the surrounding area is accurate. Staff finds that these criterion are met.

(2) In making his or her determination of compliance with the above requirements, the Community Development Director shall be guided by the objectives and standards set forth in this chapter. If the architectural review plan includes utility facilities or public utility facilities, then the City Engineer shall determine whether those aspects of the proposed plan comply with applicable standards.

Applicant Response: This project is proposing a new fire station which is subject to the architectural review standards set forth in Chapter 73. This project is also proposing public improvements to SW McEwan Road, including connections to existing public utility facilities. As such, this application will also be subject to review by the City Engineer. Responses that show how this application conforms to the public facility standards are provided below.

Staff finds that this criteria is met.

(3) In determining compliance with the requirements set forth, the Community Development Director shall consider the effect of his or her action on the availability and cost of needed housing. The Community Development Director shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Community Development Director from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this Code. As part of the Architectural Review process, the Community Development Director has no authority to reduce dwelling unit densities.

Applicant Response: This project is not a housing project and is being constructed on Industrially-zoned property.

It is not known what impacts the proposed fire station will have on the cost of housing. As the applicant has explained, the project is not directly related to housing. This criterion does not apply.

(4) As part of Architectural Review, the property owner may apply for approval to remove trees, in addition to those exemptions allowed in TDC 34.200(3), by submitting information concerning proposed tree removal, pursuant to TDC 34.210(1). The granting or denial of a tree removal permit shall be based on the criteria in TDC 34.230.

Applicant Response: This project is requesting approval to remove 26 trees on the subject property as part of this Architectural Review. Tree removal is necessary to accommodate the new fire station. In addition, this project is proposing to remove two trees within the public right-of-way in order to accommodate a new sidewalk and meet the street design standards required for SW McEwan Road.

A Tree Preservation Plan has been prepared in conformance with the required plan requirements (Sheet C3 in Exhibit 2). The Tree Preservation Plan includes a table that shows a detailed tree inventory and assessment of trees located on-site and adjacent to the site. Tree protection fences will be provided to protect trees located off-site.

Additional review is provided below for code section 34.230, the criterion for tree removal. See page 27.

(5) Conflicting Standards. In addition to the MUCOD requirements, the requirements in TDC Chapter 73 (Community Design Standards) and other applicable Chapters apply. If TDC Chapters 57, 73 and other applicable Chapters, conflict or are different, they shall be resolved in accordance with TDC 57.200(2). [Ord. 637-84, §5, 6/11/84; Ord. 725-87, §2, 6/22/87; Ord. 743-88, §33, 3/28/88; Ord. 862-92, §51, 3/23/1992; Ord. 864-92, §14, 4/13/82; Ord. 963-96, §5, 6/24/96; Ord. 1025-99, §32, 7/26/99; Ord. 1062.00, §22, 12/11/00; Ord. 1062-00, 1/3/01; Ord. 1227-07 §12, 2/12/07]

Applicant Response: This project is not located in the Mixed Use Commercial Overlay District; therefore, there is not potential conflict with standards.

This standard does not apply.

E. Site Planning:

**TDC 73 Community Design Standards
Section 73.160 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) Pedestrian and Bicycle Circulation.

(a) For commercial, public and semi-public uses:

(i) a walkway shall be provided between the main entrance to the building and any abutting public right-of-way of an arterial or collector street where a transit stop is designated or provided. The walkway shall be a minimum of 6 feet wide and shall be 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;

Applicant Response: The proposed fire station is not located adjacent to arterial or collector street where a transit stop is designated or provided; therefore, this standard does not apply. Notwithstanding, as shown on Sheet L1.0 in Exhibit 2, a walkway is proposed between SW McEwan Road and the entrances to the community room as well as the main office and living quarters. The walkways will be six feet in width and will be paved with concrete.

This standard is met.

(ii) walkways shall be provided between the main building entrances and other on-site buildings and accessways. The walkways shall be a minimum of 6 feet wide and shall be 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;

Applicant Response: This project is not proposing multiple on-site buildings or accessways; therefore, this standard does not apply.

This standard does not apply.

(iii) walkways through parking areas, drive aisles, and loading areas shall be visibly raised and of a different appearance than the adjacent paved vehicular areas;

Applicant Response: This project is not proposing a walkway through a parking area, drive aisle, or loading area; therefore, this standard does not apply. Notwithstanding, walkways are proposed adjacent to the public and employee parking areas, between the parking area and the fire station building.

The proposed parking area is small enough that no walkways are needed. Staff concurs with the applicant that this standard does not apply.

(iv) accessways shall be provided as a connection from the development's internal bikeways and walkways to all of the following locations that apply: abutting arterial or collector streets upon which transit stops or bike lanes are provided or designated; abutting undeveloped residential or commercial areas; adjacent undeveloped sites where an agreement to provide an accessway connection exists; and to abutting publicly-owned land intended for general public use, including schools;

(v) fences or gates which prevent pedestrian and bike access shall not be allowed at the entrance to or exit from any accessway.

Applicant Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

Staff finds that while the applicant has indicated that the standard does not apply, the text above explains that accessways are required if one of several conditions exist on the site, and those conditions are listed. The first condition explains that an accessway is required if the site abuts a Collector Street with a bike lane. SW McEwan Road is a Major Collector according to Figure 1 of the City's Transportation System Plan (TSP), and also features a bike lane; therefore this standard does apply. Section 31.060- Definitions explains that the definition of an accessway is a paved non-vehicular pathway designed for bikes and pedestrians. This definition also specifies that the accessway is not a sidewalk. The project on sheet C4 shows a pedestrian and bike pathway located next to the driveway that connects the street' sidewalks to the main public entrance, and a second bike and pedestrian pathway connects the private fire station office entrance to the street. These two connecting pathways qualify as accessways and meet the requirements of this standard.

(vi) bikeways shall be provided which link building entrances and bike facilities on the site with the adjoining public right-of-way and accessways.

Applicant Response: This project is not proposing a bikeway as part of this project; therefore, this standard does not apply.

Bike parking is required internal to the project. The project includes driveways that will adequately link the street with the bike parking areas. This standard is met.

(vii) 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.

Applicant Response: This project is not proposing an outdoor recreation access route as part of this project; therefore, this standard does not apply.

Staff concurs with the applicants finding.

**(b) For Industrial Uses:
(i) a walkway ...**

Applicant Response: The proposed fire station is not an industrial use; therefore, this standard does not apply.

Staff concurs with the applicants finding.

(c) Curb ramps shall be provided wherever a walkway or accessway crosses a curb.

(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.

(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 review and approval.

Applicant Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

As explained in Section 1(a)(iv) above, staff finds that the project is required to include accessways, and that accessways are provided. However, the accessways shown on sheet C4 and the rest of the applicants submittal are only 6 feet wide for the southern accessway and 5 feet for the northern accessway. Because these qualify as accessways, they are required to be at least 8 feet wide. To assure compliance with this standard, a condition of approval has been added to require the exhibits to be modified.

Condition of approval: Prior to issuance of a Building Permit, three revised Site Plan Drawings shall be submitted for review and approval to the Planning Department with the following changes:

- The applicant shall revise the appropriate sheets to show both the northern and southern pedestrian and bike pathways/accessways, that connect the building to the street, to be at least 8 feet wide.

(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.

Applicant Response: This project is not proposing a bridge or culvert; therefore, this standard does not apply.

Staff concurs with the applicants finding.

(g) Accessways shall be constructed, owned and maintained by the property owner.

Applicant Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

Staff concurs with the applicants finding.

(2) Drive-up Uses.

Applicant Response: This project is not proposing a drive-up use; therefore, this standard does not apply.

Staff concurs with the applicants finding.

(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.

Applicant Response: As shown in The Site Lighting sheet, in Exhibit 2, the public and employee parking areas will be lit at night to allow for high visibility into the areas.

The lighting sheet shows both fixture types and expected light coverage. The site features adequate lighting to ensure safety. In addition to the applicants finding, it should also be noted that the site will have firefighters present, onsite, 24 hours a day. This standard has been met.

(b) In commercial, public and semi-public development and where possible in industrial development, locate windows and provide lighting in a manner which enables surveillance of interior activity from the public right-of-way.

Applicant Response: As shown on the Floor Plan and Elevations sheets in Exhibit 2, there will be windows in the main office and community room areas that will face SW McEwan Road, allowing for surveillance of TVF&R spaces that are used to interact with the general public (i.e. the office and community areas).

Staff notes that the structure has been designed with an office located to the front which will be staffed throughout the day. This standard is met.

(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.

Applicant Response: As shown in The Site Lighting sheet, in Exhibit 2, the public and employee parking areas will be lit at night to allow for high visibility into the areas.

Staff notes that only parking activities are located near the right of way. The parking area features adequate lighting. There are no fish or wildlife areas near the project site. This standard is met.

(d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services.

Applicant Response: As shown on The Elevations Sheets in Exhibit 2, the frontage of the fire station facing SW McEwan Road will have markings to indicate the building is Tualatin Valley Fire & Rescue Station 39. The markings will be of a size and contrast from the building materials to be easily visible from the street. The markings will be located on the building to intuitively indicate the location of the primary entrance to the office area.

Staff concurs with the applicants finding. In addition, the Building and Safety Department in conjunction with the local fire department, TVF&R also ensure the addressing is highly visible

(e) Shrubs in parking areas must not exceed 30 inches in height. Tree canopies must not extend below 8 feet measured from grade.

Applicant Response: The proposed landscaped materials will meet this standard. Shrubs on the outside perimeter of the parking area will not exceed 30 inches. At full maturity, the proposed tree canopies will exceed eight feet in height.

Staff notes the shrub height specification is included on the Landscape Plan (sheet L1.0, dated 4/10/18) as note number 4 and in the schedule. The tree height is not noted on the plans, however, the plans indicate that Paper Bark Maple, Eastern Redbuds, Raywood Ash, Shademaster Honeylocust, Sour Gum, Hogon Cedar, and Village Green Zelkava trees are proposed. All of these types of trees have typical heights well in excess of eight feet, with proper pruning the crown will satisfy this requirement. A note has been added under the conditions of approval that states landscaping must be continually

maintained in a manner substantially similar to that originally approved by the AR decision. This standard is met.

(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.

Applicant Response: This project is not proposing any of the uses listed in section (f); therefore, this standard does not apply.

Staff concurs with the applicants finding.

(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.

Applicant Response: All equipment is screened by site obscuring fencing or building walls.

Staff notes that screening is intended to block unsightly views from the public. It is not clear from the materials submitted that the mechanical equipment, such as air conditioning units, will be screened as required by this standard. As such, to assure compliance a condition of approval has been added.

Condition of Approval: Prior to issuance of a Building Permit, three revised Elevations shall be submitted for review and approval to the Planning Department with the following changes:

- The applicant shall revise the appropriate sheets to illustrate future above-grade mechanical equipment (including rooftop units) screened by a parapet or other method as proposed by the applicant when submitting for permits, pursuant to TDC 73.160(4)(a).

(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.

Applicant Response: This project is not proposing an outdoor storage area; therefore, this standard does not apply.

Staff notes that while the applicant is stating that no outdoor storage is proposed, they are showing areas on the site plan to store diesel fuel, propane and a generator outdoors. This qualifies as outdoor storage and this standard does apply. The project fully conforms to the requirement as these items are stored behind a block wall with slatted-chain link fencing on the gates. This standard is met.

(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.

Applicant Response: This project is not proposing any of the uses listed in section (c); therefore, this standard does not apply.

Staff concurs with the applicants finding.

(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.

Applicant Response: This project has been designed to comply with applicable OSSC requirements.

Staff concurs with the applicants finding.

(6) Development on Transit Designated Street

(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.

(b) In addition to (a) above, new retail, office and institutional uses abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) shall: [...]

Applicant Response: This project is not proposing an industrial, institutional, retail, or office development; therefore, this standard does not apply.

Staff notes that the proposed use could be described as an institutional use. However, there are no transit routes near the site, nor are any planned. The project does provide connection to the sidewalk. As it applies, the project satisfies this standard. Regarding b, the subject site does not abut the major transit stop. This section does not apply.

F. Structure Design:

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.

Applicant Response: As shown in the Site Lighting sheet in Exhibit 2, the public and employee parking areas will be lit to allow for high visibility into the areas.

Staff notes that wall mounted lighting is proposed uniformly around the building. A photometric plan was provided showing compliance with this standard. No wildlife habitat is located in the vicinity of this project. This standard is met.

(b) Provide an identification system which clearly identifies and locates buildings and their entries.

Applicant Response: As shown on The Elevations Sheets in Exhibit 1, the frontage of the fire station facing SW McEwan Road will have markings to indicate the building is Tualatin Valley Fire & Rescue Station 39. The markings will be of a size and contrast from the building materials to be easily visible from the street. The markings will be located on the building to intuitively indicate the location of the

primary entrance to the office area.

Staff concurs with the applicant's finding.

(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.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, the selection of proposed landscaped materials will meet this standard. Shrubs on the outside perimeter of the parking area will not exceed 30 inches. At full maturity, the proposed tree canopies will exceed eight feet in height.

Staff notes the shrub height specification is included on the Landscape Plan (sheet L1.0, dated 4/10/18) as note number 4 and in the schedule. The tree height is not noted on the plans, however, the plans indicate that Paper Bark Maple, Eastern Redbuds, Raywood Ash, Shademaster Honeylocust, Sour Gum, Hogon Cedar, and Village Green Zelkava trees are proposed. All of these types of trees have typical heights well in excess of eight feet. A note has been added under the conditions of approval that states landscaping must be continually maintained in a manner substantially similar to that originally approved by the AR decision. This standard is met.

G. Mixed Solid Waste and Source Separated Recyclables Storage Areas:

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.

(1) The mixed solid waste and source separated recyclables storage standards shall apply to all new or expanded multi-family residential developments containing five or more units and to new or expanded commercial, industrial, public and semi-public development.

Applicant's Response: This project is proposing a new public/semi-public development; therefore, these standards apply.

(2) Minimum Standards Method. This method specifies a minimum storage area requirement based on the size and general use category of the new or expanded development. This method is most appropriate when specific use of a new or expanded development is not known. It provides specific dimensional standards for the minimum size of storage areas by general use category.

(a) The size and location of the storage area(s) shall be indicated on the site plan.

Compliance with the requirements set forth below are reviewed through the Architectural Review process.

(v) Commercial, industrial, public and semi-public developments shall provide a minimum storage area of 10 square feet plus: Wholesale/Warehouse/Manufacturing - 6 square feet/1000 square feet GLA.

Applicant Response: The size of the trash enclosure is shown on The Floor Plan Sheet in Exhibit 2. The trash enclosure will be located at the end of the staff parking area shown on the site plan in Exhibit

2. The fire station and community room will not be available for lease. Notwithstanding, the trash enclosure will be approximately 157 square feet in size, large enough to accommodate multiple bins.

This standard is met.

- (3) Waste Assessment Method. [...]**
- (4) Comprehensive Recycling Plan Method. [...]**
- (5) Franchised Hauler Review Method. [...]**

Applicant Response: This project is proposing to meet minimum standard method above; therefore, th[ese] standard[s] do not apply.

The applicant has chosen to implement the minimum standards method for solid waste storage and is not seeking implementation of any of the remaining three methods. This section does not apply to the proposal.

(6) Location, Design and Access Standards for Storage Areas. The following location, design and access standards are applicable for storage areas:

(a) Location Standards

(i) To encourage its use, the storage area for source separated recyclables may be co-located with the storage area for mixed solid waste.

Applicant Response: The trash enclosure will be able to accommodate a combination of three bins for garbage and recyclables.

This standard is met.

(ii) Indoor and outdoor storage areas shall comply with Building and Fire Code requirements.

Applicant Response: The outdoor trash enclosure will be designed and constructed to comply with Building and Fire Code requirements..

The applicant will comply with the Building and Fire Code requirements through Building Permit review and approval of proposed improvements. This standard is met.

(iii) Storage area space requirements can be satisfied with a single location or multiple locations, and can combine both interior and exterior locations.

Applicant Response: One outdoor trash enclosure – with multiple receptacles for garbage and recyclables – is proposed in the employee parking area, located at the back of the fire station.

This standard is met.

(iv) Exterior storage areas shall not be located within a required front yard setback or in a yard adjacent to a public or private street.

Applicant Response: The proposed outdoor trash enclosure will be located in the employee parking area behind the proposed fire station, outside of the front yard setback. There is only one frontage of the property that faces a public or private street – SW McEwan Road – and the trash enclosure will be visually obstructed from it by the fire station building.

The proposed outdoor storage is located to the rear of the building. This standard is met.

(v) Exterior storage areas shall be located in central and visible locations on the site to enhance security for users.

Applicant Response: The proposed outdoor trash enclosure area's location in the lit employee parking area, outside of the station dayroom area, will allow for adequate visibility from fire station staff.

This standard is met.

(vi) Exterior storage areas can be located in a parking area, if the proposed use provides parking spaces required through the Architectural Review process. Storage areas shall be appropriately screened according to TDC 73.227(6)(b)(iii).

Applicant Response: As noted in the responses above, the proposed outdoor trash enclosure is located in the employee parking area.

This standard is met.

(vii) Storage areas shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on site or on public streets adjacent to the site.

Applicant Response: The proposed outdoor trash enclosure will be located at the end of the employee parking area. The outdoor trash enclosure is located so that it won't obstruct on-site vehicle or pedestrian movement. The parking area will be accessible to collection vehicles.

The bins will be located such that the trash trucks can easily access the bins. This standard is met.

(b) Design Standards

(i) The dimensions of the storage area shall accommodate containers consistent with current methods of local collection at the time of Architectural Review approval.

Applicant Response: Plan sets in Exhibit 2 show the trash enclosure will be approximately 157 square feet in size. Based on the direction received from Republic Services, the trash enclosure redesign will be approximately 130 square feet in size, large enough to accommodate two 2-yard dumpsters – one for waste and one for recyclables – and multiple smaller bins as necessary to help separate recyclables.

This standard is met.

(ii) Storage containers shall meet Fire Code standards and be made and covered with water proof materials or situated in a covered area.

Applicant Response: The outdoor trash enclosure will be designed and constructed to comply with Fire Code requirements. In addition, the outdoor trash enclosure will be covered.

The applicant shall use standard dumpster containers or other storage containers that meet Fire Code standards. This standard is met.

(iii) Exterior storage areas shall be enclosed by a sight obscuring fence or wall at least 6 feet in height. In multi-family, commercial, public and semi-public developments evergreen plants shall

be placed around the enclosure walls, excluding the gate or entrance openings. Gate openings for haulers shall be a minimum of 10 feet wide and shall be capable of being secured in a closed and open position. A separate pedestrian access shall also be provided in multi-family, commercial, public and semi-public developments.

Applicant Response: As shown on Floor Plan and Elevations Sheets in Exhibit 2, the garbage and recycling bins will be enclosed in an outdoor storage area. The enclosure will be constructed with brick on concrete base on three sides and a powder-coated chain link fencing with slats opening on the side facing the parking area. In addition, the area around the trash enclosure will be landscaped on three side to provide additional screening. The trash enclosure will have a single 18-8" opening to allow access to the garbage and recycling bins.

Staff notes that the trash enclosure area is surrounded by landscaping and meets the requirements. The applicant did not discuss the other outdoor storage areas that hold propane, diesel fuel, and a generator. These outdoor storage areas are also surrounded by block wall. The site is considered semi-public, in part because there is a community room on site. As such the requirement for additional landscaping surrounding the storage areas would apply. The landscape plan on sheet L 1.0 shows landscaping on two of the four sides of the enclosures. One side features gates, and requires no landscaping. The second side of the enclosure that does not feature landscaping faces only the rear drive way into the garage, and therefore does not require landscaping because it is not visible by the public. The north facing side of the enclosure features generous landscaping. The eastern facing side of the enclosure shows vines. It is not clear if the vines are intended to cling to the enclosure, or wires separated from the enclosure; it is not clear if they are intended to screen. As such, a condition of approval has been added to clarify they must screen the eastern facing side of the storage enclosure (which faces the semi-public area). Regarding pedestrian access, the storage areas for propane, generator and diesel fuel are not intended for the 'semi-public' aspect of the site. Access by the public to these areas is not appropriate. The applicant has explained that it is the Fire Station staff member's duty to address trash generated in the community room. Thus the public will not need to use the trash enclosure to the rear of the structure. The applicant has indicated that for security reasons, the enclosures will only be used by fire station staff. Because the operations plans for the fire station will limit the public's access to the enclosures, no pedestrian access to the enclosures is required.

Conditions of Approval:

- Prior to issuance of a Building Permit, three revised Landscape Plans shall be submitted for review and approval to the Planning Department with the following changes:
 - The landscaping shown on the eastern side of the storage enclosures (for diesel fuel, propane, and a generator) shall be screened with landscaping.

(iv) Exterior storage areas shall have either a concrete or asphalt floor surface.

Applicant Response: The refuse enclosure has concrete floors.

This standard is met.

(v) Storage areas and containers shall be clearly labeled to indicate the type of material accepted.

Applicant Response: A sign will be placed on the trash enclosure to indicate its use. In addition, the trash and recycling bins will be marked to indicate which bins are used for trash and which bins are used for recycling.

This standard is met.

(c) Access Standards

(i) Access to storage areas can be limited for security reasons. However, the storage areas shall be accessible to users at convenient times of the day, and to hauler personnel on the day and approximate time they are scheduled to provide hauler service.

Applicant Response: The outdoor trash enclosure will be secured at all times for increased security. TVF&R staff and the local hauler will be the only entities that will have access to the enclosure. TVF&R staff will be responsible for maintaining the trash enclosure area.

Based on the operations plan for the fire station, the trash from the community room will be removed by fire station staff. Access to the trash enclosure will be limited to fire station staff only for security reasons. This standard is met.

(ii) Storage areas shall be designed to be easily accessible to hauler trucks and equipment, considering paving, grade, gate clearance and vehicle access. A minimum of 10 feet horizontal clearance and 8 feet vertical clearance is required if the storage area is covered.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, hauler trucks will be able to access the outdoor trash enclosure through the on-site parking area. The parking area is designed accommodate large vehicles, including fire-fighting apparatus and large hauler trucks.

This standard is met.

(iii) Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow vehicles to safely exit the site in a forward motion.

Applicant Response: This project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas and outdoor trash enclosure. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored. The parking area where the trash enclosure will be located will feature a drive aisle over 25 feet in width. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is approximately 30 feet wide and 45 feet long and will provide adequate area for hauler vehicles to turn around so that they can exit the parking area in a forward movement.

This standard has been met.

Landscaping:

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.

Applicant Response: The proposed fire station is located in the ML Planning District and not within the Core Area Parking District; therefore, a minimum landscape requirement of 15 percent applies. This project is not proposing to provide a dedication for a fish and wildlife habitat in the area. As shown on Sheet L1.0 in Exhibit 1, the site will be landscaped.

Staff notes that according to sheet L1.0, the development area is 54,680 sq ft and the applicant is proposing 18,004 sq ft of landscaping, which is 33% of the entire site. The site is not within the core area parking district and not subject to any fish or wildlife limitations. This standard is met.

(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.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, the yard facing SW McEwan Road will be landscaped with a lawn area and trees. All landscaping on the property will be maintained by TVF&R.

This standard is met.

(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.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, the northern and western yards will be landscaped with a combination of trees and shrubs. The southern portion of the property, will be landscaped with grass and shrubs. All landscaping on the property will be maintained by TVF&R.

All areas not proposed for hard surfaces are proposed to be landscaped. This standard is met.

(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.

Applicant Response: Proposed landscaping has been designed to provide maximum coverage on the site by combining a variety of 20 shrubs and 3 types of groundcovers in addition to general lawn areas. As indicated on Sheet L1.0 in Exhibit 2, the shrubs and groundcovers will be spaced three on center to ensure coverage is achieved.

The Landscape Plans, sheets L1.0 and L2.0 demonstrate that with adequate maintenance, the ground will be covered in plantings within three years of planting. The notes on the plans explains that the landscape plans and the applicant are required to assure the standards from the code are maintained. This standard is met.

(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.

Applicant Response: A fence is proposed around the perimeter of the fire station (see Sheet C4 in Exhibit 4). The proposed landscaping will be located on the interior of the perimeter fence, providing a partial screen to from the fire station.

Fencing is shown, it is not anticipated that wild animals will use the site, there are no natural areas near the project. This standard is met.

Section 73.250 Tree Preservation.

(1) Trees and other plant materials to be retained shall be identified on the landscape plan and grading plan.

Applicant Response: This project is not proposing to retain any trees on the property. However, it should be noted that the property was previously part of an existing, larger lot. The subject property is a portion of that existing, larger lot and was acquired by TVF&R in order to site a fire station necessary for the health, safety, and welfare of its fire district. In doing so, TVF&R made a deliberate effort to acquire only as much as was necessary to preserve existing on-site trees from the larger site, while also meeting the station's design and Tualatin's development standards.

Staff notes that the plans identify which trees are to be removed.

(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.

(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.

(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.

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

(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.

(f) Tree root ends shall not remain exposed.

Applicant Response: As shown Sheets C3 and L2.0 in Exhibit 2, tree protection and construction fences will be used to protect existing trees located adjacent to the subject property. As indicated in the notes on Sheet L2.0 in Exhibit 2, chain link fencing or approved equal will be used as a tree protection device. As indicated in the notes on Sheet L2.0 in Exhibit 2, authorization by the project arborist is required for any work within the tree protection area. Top soil storage and construction material storage will not occur within the tree protection area. As noted above, a project arborist's authorization will be required before any work is conducted within the tree protection area. Tree root ends will not remain exposed.

Staff notes that the trees identified in the applicant's narrative are on the adjacent property. No trees are identified for preservation on the project site, therefore, these standards do not apply.

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

Applicant Response: Proposed landscaping has been selected to meet the applicable standards of the latest edition of "American Association of Nurserymen Standards" and will be certified as free from hazardous insects, disease, and noxious weeds that may disturb existing trees.

Staff notes that while some of the landscaping on the property may be located under the tree canopy of trees on the neighboring property, those trees are not the subject of this permit, therefore this standard does not apply.

(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

(5) Pruning for retained deciduous shade trees shall be in accordance with National Arborist Association "Pruning Standards For Shade Trees," revised 1979.

(6) Except for impervious surface areas, one hundred percent (100%) of the area preserved under any tree or group of trees retained in the landscape plan (as approved through the Architectural Review process) shall apply directly to the percentage of landscaping required for a development.

Applicant Response: As noted above, this project is not proposing to retain any on-site trees; therefore, these standards do not apply.

Staff concurs that these standards do not apply.

Section 73.260 Tree and Plant Specifications.

(1) The following specifications are minimum standards for trees and plants:

(a) Deciduous Trees:

Deciduous shade and ornamental trees shall be a minimum one and one-half inch (1 1/2") caliper measured six inches (6") above ground, balled and burlapped. Bare root trees will be acceptable to plant during their dormant season. Trees shall be characteristically shaped specimens.

The Applicant is proposing 1.5" through 2" caliper trees that include Paper Bark Maple, Eastern Redbud, Raywood Ash, Shademaster Honeylocust, Sour Gum, Hogan Cedar, and Village Green Zelkova. Details on sheet L2.0 show full compliance with these requirements. This requirement has been met.

(b) Coniferous Trees.

No coniferous trees are proposed.

(c) Evergreen and Deciduous Shrubs.

Evergreen and deciduous shrubs shall be at least one (1) to five (5) gallon size. Shrubs shall be characteristically branched. Side of shrub with best foliage shall be oriented to public view.

The Plant Legend menu identifies evergreen and deciduous one-gallon shrubs, meeting the requirement.

(d) Groundcovers.

Groundcovers shall be fully rooted and shall be well branched or leafed. English ivy (Hedera helix) is considered a high maintenance material which is detrimental to other landscape materials and buildings and is therefore prohibited.

The Plant Legend menu identifies a menu of perennial plants and groundcovers in 4"-6" pots, Hedera helix is not proposed.

(e) Lawns.

Lawns shall consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry. Lawns shall be 100 percent coverage and weed free.

Applicant Response: As indicated on the Plant List on Sheet L1.0 in Exhibit 2, all proposed trees, shrubs, groundcovers, and lawns will meet the minimum standards.

Staff concurs with the applicant's finding.

Section 73.280 Irrigation System Required.

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

Applicant Response: The landscaped areas will be irrigated to ensure plantings are watered on a regular basis so that they reach full maturity.

The application materials did not include an irrigation system plan. A condition of approval has been added to require full irrigation.

Condition of Approval: Prior to issuance of a Building Permit, three revised Site Plan Drawings shall be submitted for review and approval to the Planning Department with the following changes:

- *The applicant shall revise the appropriate sheets to illustrate that the project site shall feature full irrigation. The applicant shall also install the irrigation system pursuant to the plans.*

Section 73.290 Re-vegetation in Un-landscaped Areas.

The purpose of this section is to ensure erosion protection, and in appropriate areas to encourage soil amendment, for those areas not included within the landscape percentage requirements so native plants will be established, and trees will not be lost.

(1) Where vegetation has been removed or damaged in areas not affected by the landscaping requirements and that are not to be occupied by structures or other improvements, vegetation shall be replanted.

(2) Plant materials shall be watered at intervals sufficient to ensure survival and growth for a minimum of two growing seasons.

(3) The use of native plant materials is encouraged to reduce irrigation and maintenance demands.

(4) Disturbed soils should be amended to an original or higher level of porosity to regain infiltration and stormwater storage capacity.

Applicant Response: All areas of the subject property will either be landscaped with trees, shrubs, and groundcovers, or occupied by the fire station, parking areas, and pedestrian walkway network. All plant materials will be guaranteed for one full growing season or one year, whichever is longer. Plant materials have been selected to conform with all applicable standards of the latest edition of "American Association of Nurserymen Standards." All topsoil on-site will be verified as to whether it will be conducive to proper plant growth. In the case it's not alternative imported topsoil will be provided.

Staff notes that an irrigation plan will insure that plant material is adequately watered and that many native plant materials are proposed. This requirement has been met.

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.

Applicant Response: Only the northern and eastern portions of the proposed fire station will be visible to the general public; the northern wall faces the visitor parking area and the eastern wall faces SW McEwan Road. The southern and western portions of the proposed fire station will not be visible to the general public; the western wall faces the employee parking area and the southern wall faces a stormwater retention area. Except for the entrances to community room, main office, and garage access, the northern and eastern perimeters of the building will include a landscape strip between the building and pedestrian pathways.

Staff notes that the project is considered semi-public. Staff concurs with the applicants findings, except to state that the southern wall is also viewable to the public; however, this wall also features landscaping as the basin on the south side of the building is landscaped also. This standard is met.

(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.

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

Applicant Response: This project is proposing a patio area located outside the dayroom, behind the fire station. As such, the patio area has been counted towards the site landscape area requirement. This project is proposing to landscape all areas that won't be used by pedestrian or vehicles for internal circulation.

This standard is met.

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.

Staff notes that all landscaping near driveways complies with this requirement. This standard has been 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).

(a) The landscape area shall contain:

(i) Deciduous trees on average of not more than 30 feet on center. The trees shall meet the requirements of TDC 73.360(7).

- (ii) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round.**
- (iii) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years.**
- (iv) Native trees and shrubs are encouraged.**

All parking areas feature at least 5 feet of landscaping between parking stalls and property lines. This requirement has been met.

(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.

Staff notes that all parking is located on the primary lot, this standard does not apply.

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.

Applicant Response: A total of 33 parking spaces are proposed, which requires a minimum of 825 square feet of landscape island areas. As shown on Sheet L1.0 in Exhibit 2, landscaped islands are proposed in the general public parking areas. The landscaped islands will provide more than 1,000 square feet of plantings. The landscaped islands will be separated from the parking areas by curbs.

This standard is 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).

Applicant Response: The proposed parking landscape islands will be approximately ten feet or wider, exceeding this requirement.

This standard is met.

(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.

Applicant Response: A total of 17 deciduous trees will be planted to provide shade to the parking area. The location and spacing of the trees are shown on Sheet L1.0 in Exhibit 2.

Staff notes that with 33 spaces provided, a total of 8.25 trees are required. 17 are provided. This standard is 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.

Applicant Response: One parking aisle is proposed as part of this application and will have landscaping islands located at the end of the aisle as well as where the aisle bends around the back of the fire station between the public and staff parking areas.

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.

Applicant Response: The proposed landscaping has been prepared by a registered landscape architect and has been designed with plantings that are appropriate for site conditions to ensure they reach full maturity.

This standard is 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.

Applicant Response: The access to the main parking area will include landscape areas on both sides of the drive aisle and will be wider than 5 feet and extend more than 50 back from the property line.

This standard is met.

H. Tree Preservation:

Section 34.230 Tree Removal Criteria.

The Community Development Director shall consider the following criteria when approving, approving with conditions, or denying a request to cut trees.

(1) An applicant must satisfactorily demonstrate that any of the following criteria are met:

(a) The tree is diseased...

(b) The tree represents a hazard...

(c) It is necessary to remove the tree to construct proposed improvements based on Architectural Review approval, building permit, or approval of a Subdivision or Partition Review.

Applicant Response: This project is proposing to meet the criteria of TDC Section (1)(c) below; as such, this criteria does not apply. As described in more detail to the response to TDC Section (1)(c), the proposed tree removal is necessary to accommodate a new fire station at the site. Notwithstanding, a Tree Preservation Plan has been prepared in conformance with the required plan requirements (Sheet C3 in Exhibit 2). None of the on-site trees were found to have a disease that would necessitate removal. This project is requesting approval to remove 26 trees on the subject property as part of this Architectural Review. In addition, this project is proposing to remove two trees within the public right of-way in order to accommodate a new sidewalk that meets the street design standards for SW McEwan

Road. Tree removal is necessary to accommodate the new fire station. The subject property is a portion of a larger, existing lot that was acquired by TVF&R to site a fire station necessary for the health, safety, and welfare of the fire district. TVF&R made a deliberate effort to acquire the minimum amount land that would be necessary to meet the station's design and scheduled program, as well as meeting Tualatin's development standards. The result of acquiring the minimum amount of land necessary is that trees on the larger property, of which the parcel was previously a part of, would be preserved. A Tree Preservation Plan has been prepared in conformance with the required plan requirements (Sheet C3 in Exhibit 2). The Tree Preservation Plan includes a table that shows a detailed tree inventory and assessment of trees located on-site and adjacent to the site.

The project is proposed in a location that appears to have been a natural open space area for an industrial user. Since the site was constructed, the user has changed a number of times. The current user of the site is U-Haul. TVF&R acquired the site through eminent domain, using primarily only the open space section of the site. Sheet C3 explains that the site currently features 26 trees. None are proposed for preservation. The applicants have noted elsewhere in their narrative that the existing trees off-site to the project (on the U-Haul site) will remain. Item C above explains that the trees can be removed if the removal is required for development. The applicants have also explained in their narrative that the site selected was the smallest possible to provide all the functions required for the Fire Department. As such, this criteria is met.

I. Off-Street Parking and Loading:

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.

Applicant Response: As described in further detail to individual standards below, this project will provide the necessary off-street parking spaces to meet the requirements of this section.

The applicant is proposing a new fire station, subject to the off-street parking and loading standards.

(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.

Applicant Response: This project is proposing to build a fire station with an attached community room, which is not specifically listed as a use with associated parking requirements. Notwithstanding, the most comparable use to a fire station would be a general office, which requires 2.7 spaces per 1,000 square feet of gross floor area. The most comparable use to a community room would be a library/reading room, which requires 1 space per 400 square feet of public area. The overall building is approximately 9,500 square feet, of which approximately 600 square feet is dedicated to the community room. As such, the fire station use would require 24 parking spaces and the community room use

would require 2 parking spaces. This project is proposing 33 parking spaces, which is more than adequate to serve the site.

Staff concurs with the applicant's analysis and finding. This standard is met.

(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.

Applicant Response: The proposed parking lot is separated into two areas; a public parking area for visitors and an employee parking area for TVF&R staff. None of the proposed parking spaces will be used as long-term vehicle or material storage. Fire apparatus will be stored in within the station garage and not in the parking areas.

Staff concurs with the applicants finding.

(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:

Applicant Response: The parking area will be jointly used by TVF&R staff and the people attending meetings held at the community room.

Staff finds that the concept of joint use parking is traditionally two different kinds of businesses often by two owners. The proposed project will feature a fire station and a community room. This could be interpreted to be the same use, since both are semi-public. However, in an abundance of caution, staff is considering the project joint use, as is the applicant. Thus the following criteria apply.

(i) There shall be no substantial conflict in the principal operating hours of the buildings or uses for which the joint use parking is proposed. Future change of use, such as expansion of a building or establishment of hours of operation which conflict with or affect a joint use parking agreement are prohibited, unless approval is obtained through the Architectural Review process;

Applicant Response: At full-staffing, Station 39 will house six firefighters per shift, with shifts covering 24 hours a day. The parking area has been designed to accommodate a shift change of 12 firefighters while still providing more than adequate parking accommodations for when the community room is in use. It should also be noted that the community room will only be used as-needed and will not be used on a regular basis.

Staff finds that the two uses are linked as the community room is provided out of good will on the part of the applicant and would likely not operate if the fire station were to cease operations. As such, this criteria is met.

(ii) The joint use parking spaces shall be located no more than 500 feet from a building or use to be served by the joint use parking;

Applicant Response: The proposed parking area is located adjacent to the building.

Staff concurs with the applicant's findings.

(iii) The number and location of parking spaces, hours of use and changes in operating hours of uses subject to joint use shall be approved through the Architectural Review process;

Applicant Response: This application is requesting approval for 33 parking spaces located adjacent to the proposed fire station.

A fire station operates 24 hours a day. Any changes to the use of the community room or the fire station use will require additional review.

(iv) Legal documentation, to the satisfaction of the City Attorney, shall be submitted verifying the joint use parking between the separate developments. Joint use parking agreements may include provisions covering maintenance, liability, hours of use and cross easements; and

(v) The City Attorney approved legal documentation shall be recorded by the applicant at the Washington or Clackamas County Recorder's Office and a copy of the recorded document submitted to the Planning Department prior to issuance of a building permit.

Applicant Response: The joint use parking area will be solely owned and operated by TVF&R. Parking spaces will be available to people attending meetings at the community room. As such, this project is not proposing documentation specifying maintenance, liability, and hours of use.

Staff finds that traditionally joint use parking is used for shopping centers where an agreement for maintenance and responsibility would be critical; however, the community room is being provided by the applicant as a measure of good will to the surrounding community and will be owned and operated by the applicant. As such, no additional legal documentation is required and this criteria is met.

(vi) Areas in the 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 would be better protected.

Applicant Response: This project is not located in the Natural Resource Protection Overlay District, Other Natural Areas; therefore, this standard does not apply.

(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.

Applicant Response: Short-term bicycle parking is proposed near the entrance to the community room. Long-term bicycle parking can be accommodated in the TVF&R living quarters or general storage areas in the fire station.

Staff finds that the fire station use is distinctive and the applicant has a proven track record for understanding the needs for the operation and maintenance of the facility. While no traditional bike racks are provided for the staff of the station, the applicant has indicated that there will be ample room

within the living area to accommodate the bicycles. Staff concurs with the applicants findings and accepts the proposed alternative to the section 73.370(n) requirement.

(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.

Applicant Response: As shown on the Site Plan sheet in Exhibit 2, short-term bicycle parking spaces have been designed to meet the dimensional standards of this requirement.

Staff finds that all long term bike parking is located inside the structure in unspecified areas, as is described above in the response to 73.370(n) and is compatible with this requirement. The short term bike parking for the community room is located in area that meets these requirements.

(p) A paved 5-foot-wide bicycle maneuvering area shall be provided and maintained beside or between each row of bicycle parking.

(q) Access to bicycle parking shall be provided by an impervious surface at least 3 feet in width.

Applicant Response: As shown on the Site Plan sheet in Exhibit 2, a bicycle maneuvering area is proposed adjacent to the bicycle parking areas and will be constructed with a concrete surface.

Staff finds that the design of the site plan meets this requirement.

(r) Required bicycle parking shall be located in convenient, secure, and well lighted locations approved through the Architectural Review process.

Applicant Response: The short-term bicycle parking will be located between the fire station and the public parking area, adjacent to the community room entrance where it will be most visible. It will be indirectly lit by a combination of parking lot and building lighting as shown on The Site Lighting sheet in Exhibit 2.

Staff finds that the design of the site plan meets this requirement.

(s) Bicycle parking facilities may be provided inside a building in suitable secure and accessible locations.

Applicant Response: As noted above, long-term bicycle parking can be accommodated in the TVF&R living quarters or general storage areas in the fire station. The living quarters portion of the fire station is secured for the general safety of TVF&R staff. In addition, the station will have 24-hour staffing, reducing the likelihood of theft.

Staff finds that all long term bike parking is located inside the structure in unspecified areas, as is described above in the response to 73.370(n). This requirement is met.

(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.

Applicant Response: Signage will be placed to identify the location of bicycle parking facilities.

Staff finds that because the plans do not show this signage, a condition of approval has been included to ensure the placement of the signage.

Condition of approval: *Prior to occupancy, appropriate signage shall be placed at both the main entrance to the station and the community room entrance to clearly indicate the location of the bike parking area.*

(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.

Applicant Response: Proposed bicycle parking spaces located outside the building will be available to the general public for short-term bicycle parking at no cost.

Staff concurs with the applicants finding.

(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.

Applicant Response: This project is a new use and does have existing parking facilities available to convert for transit supportive uses; therefore, this standard does not apply.

Staff concurs with the applicants finding.

(x) Required vanpool and carpool parking shall meet the 9-foot parking stall standards in Figure 73- 1 and be identified with appropriate signage.

Applicant Response: This project is not proposing a vanpool or carpool parking space. The parking area has been designed to accommodate the anticipated full-staffing of six firefighters per shift.

Staff concurs with the applicants finding.

(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.

Applicant Response: This project is proposing to build a fire station with an attached community room, which is not specifically listed as a use with associated parking requirements. Notwithstanding, the most comparable use to a fire station would be a general office, which requires 2.7 spaces per 1,000 square feet of gross floor area. The most comparable use to a community room would be a

library/reading room, which requires 1 space per 400 square feet of public area. The overall building is approximately 9,500 square feet, of which approximately 600 square feet is dedicated to the community room. As such, the fire station use would require 24 parking spaces and the community room use would require 2 parking spaces. This project is proposing 33 parking spaces, which is more than adequate to serve the site.

Staff concurs with the applicants finding.

(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:

| 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 |

Applicant Response: This project is not proposing a vanpool or carpool parking space. The parking area has been designed to accommodate the anticipated full-staffing of six firefighters per shift.

Staff notes that the site plan provides thirty three (33) parking spaces, thus requires at least 1 vanpool and Carpool parking space. None are shown on the plan. A condition of approval has been added to require one of the spaces to be marked as a Vanpool/Carpool parking space.

Condition of Approval: *Prior to issuance of a Building Permit, three revised Site Plan Drawings shall be submitted for review and approval to the Planning Department with the following changes:*

- The applicant shall revise the appropriate sheets to illustrate one vanpool and/or carpool 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.

Applicant Response: The proposed parking lot has been designed to meet the dimensional standards in Figure 73-1.

Sheet 1, Site Plan, illustrates that parking stalls are 9 x 20 ft and two way access aisles are 24 ft wide at narrowest point. Figure 73-1 requires a stall depth of 18.5 ft for 90 degree parking. This standard is met.

(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.

Applicant Response: This project is not proposing sub-compact parking spaces; therefore, this standard does not apply.

(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.

Applicant Response: The proposed parking stalls will not exceed eight continuous spaces in a row. The parking row near the northern portion of the property will have 13 parking stalls that are separated by a landscape island, which will provide relief in the parking area.

Staff notes that the subject site is not located in the Central Design District. This standard is met.

(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.

Applicant Response: The parking lot, including drive aisles and parking stalls, will be constructed of concrete. They have been designed to allow for proper drainage so as to prevent flooding in the parking areas.

This standard is met.

(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.

Applicant Response: The proposed fire station is not located in or adjacent to a residential planning district; therefore, this standard does not apply.

Staff notes that the project is not adjacent to any residential districts.

(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.

Applicant Response: The proposed fire station is not located in or adjacent to a residential planning district; therefore, this standard does not apply.

This standard does not apply.

(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.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, all off-street parking stalls will be accessible via a drive aisle. None of the proposed parking stalls will require a backing movement within a street right-of-way.

All parking stalls are served by a drive aisle. This standard is met.

(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.

Applicant Response: This project is not proposing a service drive; therefore, this standard does not apply.

Unlike a traditional business where a service isle may be used for deliveries, a fire station uses driveways, similar to service drives, for the use of the vehicles related to the firefighting use. All drive aisles meet the minimum requirements and have been designed by the applicant to accommodate the vehicles used by the station safely. This standard 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.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, wheel stops will be provided to prevent cars from encroaching on adjacent landscaped areas and pedestrian walkways. No parking stalls are proposed that will face the street right-of-way.

Staff notes that sheet L1.0 shows wheel stops at all parking stalls. This standard has been met.

(10) Disability parking spaces and accessibility shall be provided in accordance with applicable federal and state requirements.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, two ADA compliant parking spaces are proposed in the public parking area. The ADA compliant spaces will be located closest to the community room entrance and will be marked to indicate their use.

The Applicant is proposing to include 2 ADA stalls out of 33 spaces. The Building Division will review for compliance with the American Disability Act (ADA).

(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.

Applicant Response: Drive aisles in the proposed parking area will be approximately 25 feet in width to allow for two-way traffic.

This standard is 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:

| Square Feet of Floor Area | Number of Berths |
|----------------------------------|-------------------------|
| 5,000 – 9,500 | 1 |

(2) Loading berths shall conform to the following minimum size specifications.

(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'

(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.

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

(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.

Applicant Response: This project is not proposing a loading berth as part of this application. This project is proposing a fire station, which is considered a public/semi-public use. However, fire stations are a distinct use and with specific and targeted functions; namely to provide fire protective services. Fire stations do not require regular or semi-regular deliveries of goods or supplies in sufficient enough quantity to justify a loading berth.

Staff finds that the use is distinct and does not have the traditional loading area needs that most businesses do. However, it should be noted that the station design features a driveway/staging area to the rear of the building (in front of the driveways) that acts like a traditional loading area. The rear driveway/staging area meets all the requirements outlined above. Having that said, staff agrees with the applicant that this requirement does not apply to this specific use.

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.

Applicant Response: This project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas and outdoor trash enclosure. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored.

Staff finds that access is shown on Exhibit 1.

(2) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same ingress and egress when the combined ingress and egress of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts shall be placed on permanent file with the City Recorder.

Applicant Response: This project is not proposing to use joint access; therefore, this standard does not apply.

Staff notes that although the applicant has explained in their response to this specific code requirement that the project is not proposing joint use, in other sections of the narrative they have indicated that the mixture of the fire station and community room do qualify as a joint use. To provide a consistent narrative, staff contends that the project is a joint use and this standard does apply. The site plan shows that the two uses will be sharing a driveway access point to the north of the site. However, the requirement above for legal documentation to establish maintenance and operating responsibilities is not required. The community room is being provided as a matter of good will to the community and will be owned and operated by the applicant, TVF&R. This standard is met.

(3) Joint and Cross Access.

(a) Adjacent commercial uses may be required to provide cross access drive and pedestrian access to allow circulation between sites.

Applicant Response: This project is not proposing to use joint access; therefore, these standards does not apply.

Staff notes that the project is not a commercial project, these requirements do not apply.

(4) Requirements for Development on Less than the Entire Site

Applicant Response: This project is proposing to develop the entire site; therefore, these standards do not apply.

This standard does not apply.

(5) Lots that front on more than one street may be required to locate motor vehicle accesses on the street with the lower functional classification as determined by the City Engineer.

Applicant Response: The subject property has frontage on one street – SW McEwan Road; therefore, this standard does not apply.

This requirement does not apply.

(6) Except as provided in TDC 53.100, all ingress and egress shall connect directly with public streets.

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, this project is proposing two access points from the property onto SW McEwan Road. One access point will provide ingress and egress to the parking areas for the general public and TVF&R employees. The same access point will provide

ingress for fire apparatus. The second access point will strictly provide egress for fire apparatus from the station garage.

Both access points connect to SW McEwan Road. This standard is met.

(7) Vehicular access for residential uses shall be brought to within 50 feet of the ground floor entrances or the ground floor landing of a stairway, ramp or elevator leading to dwelling units.

Applicant Response: This project is not proposing a residential use; therefore, this standard does not apply.

This section does not apply to the proposal.

(8) To afford safe pedestrian access and egress for properties within the City, a sidewalk shall be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. [...]

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, this project proposing to construct a sidewalk along the majority of the property frontage on SW McEwan Road.

Staff notes that the applicant is providing sidewalks as required by the code. There are no existing sidewalks on the south-west side of SW McEwan Road to the north and south of the site. Therefore, the new sidewalks will not be connecting to any existing sidewalks. The location of the proposed sidewalks are consistent with the code requirements. This requirement has been met.

(11) Minimum Access Requirements for Commercial, Public and Semi-Public Uses. Ingress and egress for industrial uses shall not be less than the following:

| Required Parking Spaces | Minimum Number Required | Minimum Pavement Width | Minimum Pavement Walkways, Etc. |
|-------------------------|-------------------------|--|---|
| 1-99 | 1 | 32 ft for first 50 ft from ROW, 24 ft thereafter | Curbs required; walkway on one side only. |

Applicant Response: As noted above, this project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is approximately 30 feet wide and 50 feet long and will provide adequate area.

Staff finds that the use is semi-public. The design provided by the applicants show one point of access for the fire apparatus (trucks) that would use the large bay doors on the front of the structure and the dedicated driveway proposed for their use. That access is 38 feet wide. The staff, public, and returning fire apparatus will use the second proposed access point. The drawings show the second access point as 30 feet wide including 24 feet of pavement and a 5 foot walkway connecting to the street (for a total of 30 feet wide as indicated in the narrative above). This means the access is 2 feet under the requirement. The site provides 33 parking spaces and 2 access points. This standard is not met, but a condition of approval is included to assure the design meets the code.

Condition of Approval: Prior to issuance of a Building Permit, three revised Site Plan Drawings shall be submitted for review and approval to the Planning Department with the following changes:

- The applicant shall revise the appropriate sheets to assure the access drive used by the public for the community room is at least 32 feet wide for the first 50 feet.

(14) Maximum Driveway Widths and Other Requirements.

(a) Unless otherwise provided in this chapter, maximum driveway widths shall not exceed 40 feet.

Applicant Response: The proposed driveway width for the main parking area is approximately 25 feet and the proposed driveway width for fire station garage is approximately 40 feet.

This standard has been met.

(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).

Applicant Response: As shown on Sheet L1.0 in Exhibit 2, the driveway closest to adjacent property line will be over 20 feet away.

This standard has been met.

(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.

Applicant Response: The two proposed driveways will be over 45 feet apart.

This standard has been met.

(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.

Applicant Response: The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

Staff finds that SW McEwan Road is a Minor Collector. The closest Arterial is Lower Boones Ferry Road, well over 150 feet from the site. This standard is met.

(b) At the intersection of two local streets, driveways shall be located a minimum of 30 feet from the intersection.

Applicant Response: The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

Staff finds that the project site on SW McEwan Road is not located within 30 feet of any intersections. This standard does not apply.

(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).

Applicant Response: As noted in the responses above, the proposed driveways will not be located within the minimum distance from a street intersection.

This standard does not apply.

(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.

Applicant Response: This project is not requesting approval of a driveway located within 150 feet from the intersection of a collector or arterial street; therefore, this standard does not apply.

This standard does not apply.

(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).

Applicant Response: This project is not located adjacent to a local street; therefore, this standard does not apply.

This standard does not apply.

(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).

Applicant Response: Both driveway connections to SW McEwan Road – a collector street – will be free of visual obstructions within the vision clearance area.

The project is located on a Collector, so this requirement applies. The landscape plan shows no plantings of a significant height in the clear vision areas of the two proposed driveways. This standard is 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).

Applicant Response: Both driveway connections to SW McEwan Road – a collector street – will be free of visual obstructions within the vision clearance area.

This standard is met.

J. Time Limit on Approval:

73.056 Architectural Review approvals shall expire after two years unless:

(1) A building, or grading permit submitted in conjunction with a building permit application, has been issued and substantial construction pursuant thereto has taken place and an inspection performed by a member of the Building Division; or

(2) The Architectural Review (AR) applicant requests in writing an extension and the City approves it. If the Community Development Director and City Engineer or their designees approved the AR. then the Community Development Director and City Engineer shall decide upon the extension request. If the Architectural Review Board (ARB) approved the AR. then the ARB shall decide upon the extension request. The applicant shall provide notice of extension request to past recipients of the AR notice of application and post a sign pursuant to TDC 31.064. Before approving an extension, the deciding party shall find the request meets these criteria:

(a) The applicant submitted a written extension request prior to the original expiration date.

(b) There have been no significant changes in any conditions, ordinances, regulations or other standards of the City or applicable agencies that affect the previously approved project so as to warrant its resubmittal for AR.

(c) If the previously approved application included a special study, the applicant provided with the extension a status report that shows no significant changes on the site or within the vicinity of the site. A letter from a recognized professional also would satisfy this criterion if it states that conditions have not changed after the original approval and that no new study is warranted.

(d) If the AR applicant neglected site maintenance and allowed the site to become blighted, the deciding party shall factor this into its decision.

(e) The deciding party shall grant no more than a single one-year extension for an AR approval.

(f) If the Community Development Director and City Engineer or their designees are the deciding party, then they shall decide within thirty (30) days of receipt of the request. If the ARB is the deciding party, then the ARB shall decide within sixty (60) days of receipt of the request. If the deciding party fails to decide within the applicable time period, the decision shall default to approval.

IV. APPEAL

The Architectural Review decision will be final after 14 calendar days on **July 6, 2018** unless a written appeal is received by the **Community Development Department – Planning Division at 18880 Martinazzi Avenue, Tualatin, Oregon 97062 before 5:00 p.m., July 20, 2018. The appeal must be submitted on the City appeal form with all the information requested provided thereon and signed by the appellant.** The plans and appeal forms are available at the Tualatin Library and at the Community Development Department – Planning Division offices. Appeals of a staff Architectural Features decision are reviewed by the Architectural Review Board (ARB).

Submitted by:



Matt Straite
Contract Planner

Issued by:



Aquilla Hurd-Ravich
Community Development Director

Attachments:

101. PFR decision, dated July 6, 2018
102. Application Narrative dated May 2018
103. Applicant's plans, including:
 - existing conditions plan
 - grading plan
 - tree preservation plan
 - public facilities plan
 - landscaping plan
 - site plan
 - floor plans
 - roof plan
 - elevations
 - exterior materials schedule
 - Site lighting plan and cut sheets
104. ODOT letter dated January 25, 2018
105. Lake Oswego Engineering letter dated June 6, 2018
106. CWS letter dated June 12, 2018
107. TVF&R letter dated June 5, 2018

file:AR-18-0001



City of Tualatin

www.tualatinoregon.gov

July 6, 2018

CITY ENGINEER'S REVIEW FINDING AND DECISION FOR AR18-0001, TVF&R STATION 39

Contents

| | | |
|------|--|----|
| I. | RECOMMENDATION | 4 |
| A. | PRIOR TO ISSUANCE OF EROSION CONTROL, PUBLIC WORKS, AND WATER QUALITY PERMITS:..... | 4 |
| B. | PRIOR TO ISSUANCE OF A BUILDING PERMIT: | 4 |
| C. | PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: | 5 |
| II. | APPEAL | 5 |
| III. | STANDARDS AND APPLICABLE CRITERIA | 6 |
| IV. | CONCLUSIONS | 6 |
| A. | TMC TITLE 03: UTILITIES AND WATER QUALITY | 6 |
| I. | TMC CHAPTER 03-02: SEWER REGULATIONS; RATES | 6 |
| 1. | TMC 3-2-020 APPLICATION, PERMIT AND INSPECTION PROCEDURE. . | 6 |
| 2. | TMC 3-2-030 MATERIALS AND MANNER OF CONSTRUCTION. | 6 |
| II. | TMC CHAPTER 03-03: WATER SERVICE | 7 |
| 1. | TMC 3-3-040 SEPARATE SERVICES REQUIRED. | 7 |
| 2. | TMC 3-3-110 CONSTRUCTION STANDARDS. | 8 |
| 3. | TMC 3-3-120 BACKFLOW PREVENTION DEVICES AND CROSS CONNECTIONS..... | 8 |
| 4. | TMC 3-3-130 CONTROL VALVES. | 9 |
| III. | TMC 3-5 ADDITIONAL SURFACE WATER MANAGEMENT STANDARDS .. | 10 |
| 1. | TMC 3-5-010 POLICY. | 10 |
| 2. | TMC 3-5-050 EROSION CONTROL PERMITS. | 10 |
| 3. | TMC 3-5-060 PERMIT PROCESS. | 11 |
| 4. | TMC 3-5-200 DOWNSTREAM PROTECTION REQUIREMENT. | 11 |
| 5. | TMC 3-5-210 REVIEW OF DOWNSTREAM SYSTEM. | 11 |
| 6. | TMC 3-5-220 CRITERIA FOR REQUIRING ON-SITE DETENTION TO BE CONSTRUCTED..... | 12 |

| | | |
|-------|--|----|
| IV. | TMC 3-5 PERMANENT ON-SITE WATER QUALITY FACILITIES | 13 |
| 1. | TMC 3-5-280 PLACEMENT OF WATER QUALITY FACILITIES. | 13 |
| 2. | TMC 3-5-290 PURPOSE OF TITLE. | 13 |
| 3. | TMC 3-5-300 APPLICATION OF TITLE. | 13 |
| 4. | TMC 3-5-310 EXCEPTIONS. | 13 |
| 5. | TMC 3-5-320 DEFINITIONS. | 14 |
| 6. | TMC 3-5-330 PERMIT REQUIRED. | 14 |
| 7. | TMC 3-5-340 FACILITIES REQUIRED. | 15 |
| 8. | TMC 3-5-345 INSPECTION REPORTS. | 15 |
| 9. | TMC 3-5-350 PHOSPHOROUS REMOVAL STANDARD. | 15 |
| 10. | TMC 3-5-360 DESIGN STORM. | 15 |
| 11. | TMC 3-5-370 DESIGN REQUIREMENTS. | 15 |
| 12. | TMC 3-5-330 PERMIT REQUIRED. | 15 |
| 13. | TMC 3-5-340 FACILITIES REQUIRED. | 16 |
| 14. | TMC 3-5-390 FACILITY PERMIT APPROVAL. | 16 |
| B. | CHAPTER 04-02: FIRE HYDRANT LOCATIONS AND RATES OF FLOW .. | 17 |
| I. | TMC 4-2-010 HYDRANTS AND WATER SUPPLY FOR FIRE PROTECTION. | 17 |
| C. | TDC CHAPTER 73: COMMUNITY DESIGN STANDARDS | 17 |
| I. | TDC SECTION 73.270 GRADING. | 17 |
| II. | TDC SECTION 73.400 ACCESS. | 18 |
| D. | TDC CHAPTER 74: PUBLIC IMPROVEMENT REQUIREMENTS | 22 |
| I. | TDC SECTION 74.120 PUBLIC IMPROVEMENTS. | 22 |
| II. | TDC SECTION 74.130 PRIVATE IMPROVEMENTS. | 23 |
| III. | TDC SECTION 74.140 CONSTRUCTION TIMING. | 23 |
| IV. | TDC SECTION 74.210 MINIMUM STREET RIGHT-OF-WAY WIDTHS. ... | 23 |
| V. | TDC SECTION 74.330 UTILITY EASEMENTS. | 25 |
| VI. | TDC SECTION 74.420 STREET IMPROVEMENTS. | 25 |
| VII. | TDC SECTION 74.425 STREET DESIGN STANDARDS. | 28 |
| VIII. | TDC SECTION 74.430 STREETS, MODIFICATIONS OF REQUIREMENTS IN CASES OF UNUSUAL CONDITIONS..... | 30 |
| IX. | TDC 74.440 STREETS, TRAFFIC STUDY REQUIRED | 31 |
| X. | TDC SECTION 74.470 STREET LIGHTS. | 32 |
| XI. | TDC SECTION 74.485 STREET TREES. | 32 |
| XII. | TDC SECTION 74.610 WATER SERVICE. | 33 |
| XIII. | TDC SECTION 74.620 SANITARY SEWER SERVICE. | 34 |
| XIV. | TDC SECTION 74.630 STORM DRAINAGE SYSTEM. | 34 |

| | |
|---|----|
| XV. TDC SECTION 74.640 GRADING. | 36 |
| XVI. TDC SECTION 74.650 WATER QUALITY, STORM WATER DETENTION AND EROSION CONTROL. | 37 |
| XVII. TDC 74.660 UNDERGROUND. | 38 |
| XVIII. TDC SECTION 74.670 EXISTING STRUCTURES. | 39 |

I. RECOMMENDATION

Based on the findings presented, the City Engineer approves AR18-0001, TVF&R Station 39 with the following conditions:

A. PRIOR TO ISSUANCE OF EROSION CONTROL, PUBLIC WORKS, AND WATER QUALITY PERMITS:

- PFR-1 Submit final sanitary sewer plans that show location of the lines, grade, materials, and other details including a clean out at the right-of-way.
- PFR-2 Submit final water system plans that show location of the water lines, grade, materials, and other details that include a separate lateral with a valve at the main for domestic and fire water services.
- PFR-3 Show a public utility easement surrounding the exterior of the DCVA 5 feet.
- PFR-4 Obtain a City of Tualatin erosion control permit in accordance with code section TMC 3-5-060.
- PFR-5 Submit plans for a 1200CN NPDES Erosion Control Permit.
- PFR-6 Submit final stormwater calculations and the DEQ UIC approval.
- PFR-7 Submit revised plans will show the 100-year storm directed towards public right-of-way with appropriate outfall into a ditch or connection to a public pipe and a clean out at the right-of-way.
- PFR-8 Pay a fee-in-lieu for untreated public stormwater due to added impervious surfaces addition.
- PFR-9 Submit plans that meet the requirements of TVF&R.
- PFR-10 Submit plans that show the full access driveway to be 32 feet wide at right-of-way.
- PFR-11 Prove that any existing street light illumination is adequate or construct street lights in accordance with Public Works Construction Code.
- PFR-12 Submit plans that are sufficient to obtain a Stormwater Connection Permit Authorization Letter that complies with the submitted Service Provider Letter conditions.
- PFR-13 Submit plans that minimize the impact of stormwater from the development to adjacent properties.
- PFR-14 Submit plans that show overhead utilities underground.
- PFR-15 Submit a plan sheet that includes all City Engineer and Planning Division conditions of approval. Include Clean Water Services' Service Provider Letter.
- PFR-16 Submit PDFs of final site and permit plans.

B. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

- PFR-17 Obtain an Erosion Control, Public Works, and Water Quality Permit from the City of Tualatin.
- PFR-18 Complete all the public improvements, shown on submitted plans and corrected by conditions of approval, and have them accepted by the City or provide financial assurance.

C. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

- PFR-19 Construct all private and public improvements shown on submitted plans and corrected by conditions of approval.
- PFR-20 Record the public utility easement including surrounding the exterior of the DCVA by 5 feet.
- PFR-21 Dedicate right-of-way to total 37 feet from centerline for SW McEwan Road.

II. APPEAL

Requests for review of this decision must be received by the Engineering Division within the 14-day appeal period ending on **July 20, 2018 at 5 PM**. Issues must have been described with adequate clarity and detail with identification of the associated Tualatin Municipal or Development Code section to afford a decision maker an opportunity to respond to the issue. A request for review must be submitted on the form provided by the City, as detailed in TDC 36.161, and signed by the appellant.

Sincerely,



Tony Doran, EIT
Engineering Associate

III. STANDARDS AND APPLICABLE CRITERIA

Tualatin Municipal Code (TMC)
Title 03: Utilities and Water Quality
Title 04: Building

Tualatin Development Code (TDC)
Chapter 73: Community Design Standards
Chapter 74: Public Improvement Requirements
Chapter 75: Access Management

IV. CONCLUSIONS

A. TMC TITLE 03: UTILITIES AND WATER QUALITY

I. TMC CHAPTER 03-02: SEWER REGULATIONS; RATES

1. TMC 3-2-020 APPLICATION, PERMIT AND INSPECTION PROCEDURE.

(1) No person shall connect to any part of the sanitary sewer system without first making an application and securing a permit from the City for such connection, nor may any person substantially increase the flow, or alter the character of sewage, without first obtaining an additional permit and paying such charges therefore as may be fixed by the City, including such charges as inspection charges, connection charges and monthly service charges.

FINDINGS:

As shown on Sheet C4, this project is proposing a six-inch sanitary sewer connection lateral that will connect with the existing sanitary sewer main under SW McEwan Road. A new manhole will be installed where the sanitary sewer lines connects with the public sanitary sewer main. Sanitary sewer line designs will be in conformance with the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-1, PFR-17, and PFR-19.

2. TMC 3-2-030 MATERIALS AND MANNER OF CONSTRUCTION.

(1) All building sewers, side sewers and connections to the main sewer shall be so constructed as to conform to the requirements of the Oregon State Plumbing Laws and rules and regulations and specifications for sewerage construction of the City.

FINDINGS:

As shown on Sheet C4, this project is proposing a six-inch sanitary sewer connection lateral that will connect with the existing sanitary sewer main under SW McEwan Road. A new manhole will be installed where the sanitary sewer lines connects with the public sanitary sewer main. Sanitary sewer line designs will be in conformance with the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-1, PFR-17, and PFR-19.

(3) A public works permit must be secured from the City and other agency having jurisdiction by owners or contractors intending to excavate in a public street for the purpose of installing sewers or making sewer connections.

FINDINGS:

As shown on Sheet C4, this project is proposing a six-inch sanitary sewer connection lateral that will connect with the existing sanitary sewer main under SW McEwan Road. A new manhole will be installed where the sanitary sewer lines connects with the public sanitary sewer main. Sanitary sewer line designs will be in conformance with the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-1, PFR-17, and PFR-19.

II. TMC CHAPTER 03-03: WATER SERVICE

1. TMC 3-3-040 SEPARATE SERVICES REQUIRED.

(1) Except as authorized by the City Engineer, a separate service and meter to supply regular water service or fire protection service shall be required for each building, residential unit or structure served. For the purposes of this section, trailer parks and multi-family residences of more than four dwelling units shall constitute a single unit unless the City Engineer determines that separate services are required.

FINDING:

As shown on Sheet C4, this application is proposing a fire service connection and a domestic water connection line that will connect with the existing public water main under SW McEwan Road. Water line designs will be in conformance with the Public Works Construction Code.

The plans show on Sheet C4 a single connection for domestic and fire. Separate laterals are needed for each service with valves at the main. The final plans will include a separate lateral with a valve at the main for domestic and fire water services.

The applicant will submit water system plans that show location and other details prior to obtaining a Building Permit. A public works construction permit for the domestic and fire connections will be obtained. The applicant has not applied for a public works permit for these improvements. The applicant will need to submit water system plans that show

location of the water lines, grade, materials, and other details prior to obtaining a public works permit.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-13, PFR-15, and PFR-16.

2. TMC 3-3-110 CONSTRUCTION STANDARDS.

All water line construction and installation of services and equipment shall be in conformance with the City of Tualatin Public Works Construction Code. In addition, whenever a property owner extends a water line, which upon completion, is intended to be dedicated to the City as part of the public water system, said extension shall be carried to the opposite property line or to such other point as determined by the City Engineer. Water line size shall be determined by the City Engineer in accordance with the City's Development Code or implementing ordinances and the Public Works Construction Code.

FINDING:

As shown on Sheet C4, this application is proposing a fire service connection and a domestic water connection line that will connect with the existing public water main under SW McEwan Road. Water line designs will be in conformance with the Public Works Construction Code.

The plans show on Sheet C4 a single connection for domestic and fire. Separate laterals are needed for each service with valves at the main. The final plans will include a separate lateral with a valve at the main for domestic and fire water services.

The applicant will submit water system plans that show location and other details prior to obtaining a Building Permit. A public works construction permit for the domestic and fire connections will be obtained. The applicant has not applied for a public works permit for these improvements. The applicant will need to submit water system plans that show location of the water lines, grade, materials, and other details prior to obtaining a public works permit.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-13, PFR-15, and PFR-16.

3. TMC 3-3-120 BACKFLOW PREVENTION DEVICES AND CROSS CONNECTIONS.

- (1) Except where this ordinance provides more stringent requirements, the definitions, standards, requirements and regulations set forth in the Oregon Administrative Rules pertaining to public water supply systems and specifically OAR 333 Division 61 in effect on the date this ordinance becomes effective are hereby adopted and incorporated by reference.**
- (2) The owner of property to which City water is furnished for human consumption shall install in accordance with City standards an appropriate**

backflow prevention device on the premises where any of the following circumstances exist:

- (a) Those circumstances identified in regulations adopted under subsection (1) of this section;**
- (b) Where there is a fire protection service, an irrigation service or a nonresidential service connection which is two inches (2") or larger in size;**
- (c) Where the potable water supply provided inside a structure is 32 feet or more, higher than the elevation of the water main at the point of service connection;**

FINDING:

The proposed water lateral connections will connect to the City's existing public water main within SW McEwan Road. Sheet C4 shows a fire service backflow prevention vault DCDV within an 8-foot wide public utility easement adjacent to SW McEwan Road right-of-way. The domestic service includes a reduced pressure backflow preventer and irrigation backflow preventer after the water meter at the right-of-way. The applicant will provide final plans and install these backflow preventers. The public utility easement will surround the DCVA by 5 feet.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-13, PFR-15, and PFR-16.

(4) Except as otherwise provided in this subsection, all irrigation systems shall be installed with a double check valve assembly. Irrigation system backflow prevention device assemblies installed before the effective date of this ordinance, which were approved at the time they were installed but are not on the current list of approved device assemblies maintained by the Oregon State Health Division, shall be permitted to remain in service provided they are properly maintained, are commensurate with the degree of hazard, are tested at least annually, and perform satisfactorily. When devices of this type are moved, or require more than minimum maintenance, they shall be replaced by device assemblies which are on the Health Division list of approved device assemblies.

FINDING:

The proposed water lateral connections will connect to the City's existing public water main within SW McEwan Road. Sheet C4 shows a fire service backflow prevention vault DCDV within an 8-foot wide public utility easement adjacent to SW McEwan Road right-of-way. The domestic service includes a reduced pressure backflow preventer and irrigation backflow preventer after the water meter at the right-of-way. The applicant will provide final plans and install these backflow preventers. The public utility easement will surround the DCVA by 5 feet.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-13, PFR-15, and PFR-16.

4. TMC 3-3-130 CONTROL VALVES.

The customer shall install a suitable valve, as close to the meter location as practical, the operation of which will control the entire water supply from the service. The operation by the customer of the curb stop in the meter box is prohibited.

FINDING:

As shown on Sheet C4, this application is proposing a fire service connection and a domestic water connection line that will connect with the existing public water main under SW McEwan Road. Water line designs will be in conformance with the Public Works Construction Code.

The plans show on Sheet C4 a single connection for domestic and fire. Separate laterals are needed for each service with valves at the main. The final plans will include a separate lateral with a valve at the main for domestic and fire water services.

The applicant will submit water system plans that show location and other details prior to obtaining a Building Permit. A public works construction permit for the domestic and fire connections will be obtained. The applicant has not applied for a public works permit for these improvements. The applicant will need to submit water system plans that show location of the water lines, grade, materials, and other details prior to obtaining a public works permit.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-13, PFR-15, and PFR-16.

III. TMC 3-5 ADDITIONAL SURFACE WATER MANAGEMENT STANDARDS

1. TMC 3-5-010 POLICY.

It is the policy of the City to require temporary and permanent measures for all construction projects to lessen the adverse effects of construction on the environment. The contractor shall properly install, operate and maintain both temporary and permanent works as provided in this chapter or in an approved plan, to protect the environment during the term of the project. In addition, these erosion control rules apply to all properties within the City, regardless of whether that property is involved in a construction or development activity. Nothing in this chapter shall relieve any person from the obligation to comply with the regulations or permits of any federal, state, or local authority...

2. TMC 3-5-050 EROSION CONTROL PERMITS.

(1) Except as noted in subsection (3) of this section, no person shall cause any change to improved or unimproved real property that causes, will cause, or is likely to cause a temporary or permanent increase in the rate of soil erosion from

the site without first obtaining a permit from the City and paying prescribed fees...

3. TMC 3-5-060 PERMIT PROCESS.

(1) Applications for an Erosion Control Permit. Application for an Erosion Control Permit shall include an Erosion Control Plan which contains methods and interim facilities to be constructed or used concurrently and to be operated during construction to control erosion. The plan shall include either:

(a) A site specific plan outlining the protection techniques to control soil erosion and sediment transport from the site to less than one ton per acre per year as calculated using the Soil Conservation Service Universal Soil Loss Equation or other equivalent method approved by the City Engineer, or

(b) Techniques and methods contained and prescribed in the Soil Erosion Control Matrix and Methods, outlined in TMC 3-5.190 or the Erosion Control Plans - Technical Guidance Handbook, City of Portland and Unified Sewerage Agency, January, 1991.

(2) Site Plan. A site specific plan, prepared by an Oregon registered professional engineer, shall be required when the site meets any of the following criteria:

(a) greater than five acres;

(b) greater than one acre and has slopes greater than 20 percent;

(c) contains or is within 100 feet of a City-identified wetland or a waterway identified on FEMA floodplain maps; or

(d) greater than one acre and contains highly erodible soils.

FINDING:

The application material indicate disturbance of 1.16 acres. The applicant shall obtain a 1200CN Construction Erosion Control permit from Clean Water Services as agent for Oregon DEQ and obtain a grading and erosion control permit from the City of Tualatin prior to issuance of permits allowing construction activities.

This criterion is satisfied with conditions of approval PFR-4 and PFR-5.

4. TMC 3-5-200 DOWNSTREAM PROTECTION REQUIREMENT.

Each new development is responsible for mitigating the impacts of that development upon the public storm water quantity system. The development may satisfy this requirement through the use of any of the following techniques, subject to the limitations and requirements in TMC 3-5-210: Construction of permanent on-site stormwater quantity detention facilities designed in accordance with this title;...

5. TMC 3-5-210 REVIEW OF DOWNSTREAM SYSTEM.

For new development other than the construction of a single family house or duplex, plans shall document review by the design engineer of the downstream capacity of any existing storm drainage facilities impacted by the proposed development. That review shall extend downstream to a point where the impacts to the water surface elevation from the development will be insignificant, or to a point where the conveyance system has adequate capacity, as determined by the City Engineer. To determine the point at which the downstream impacts are insignificant or the drainage system has adequate capacity, the design engineer shall submit an analysis using the following guidelines:

- (1) evaluate the downstream drainage system for at least ¼ mile;**
- (2) evaluate the downstream drainage system to a point at which the runoff from the development in a build out condition is less than 10 percent of the total runoff of the basin in its current development status. Developments in the basin that have been approved may be considered in place and their conditions of approval to exist if the work has started on those projects;**
- (3) evaluate the downstream drainage system throughout the following range of storms: 2, 5, 10, 25 year;**
- (4) The City Engineer may modify items 1, 2, 3 to require additional information to determine the impacts of the development or to delete the provision of unnecessary information.**

FINDING:

The preliminary stormwater calculations, provided by AKS Engineering and Forestry, determined that there is not a downstream deficiency for the proposed plan that would require detention for the public stormwater and the private stormwater is infiltrated up to the 100-year storm event.

This criterion is satisfied.

**6. TMC 3-5-220 CRITERIA FOR REQUIRING ON-SITE
DETENTION TO BE CONSTRUCTED.**

The City shall determine whether the onsite facility shall be constructed. If the onsite facility is constructed, the development shall be eligible for a credit against Storm and Surface Water System Development Charges, as provided in City ordinance. On-site facilities shall be constructed when any of the following conditions exist:

- (1) There is an identified downstream deficiency, as defined in TMC 3-5-210, and detention rather than conveyance system enlargement is determined to be the more effective solution...**

FINDING:

The preliminary stormwater calculations, provided by AKS Engineering and Forestry, determined that there is not a downstream deficiency for the proposed plan that would require detention for the public stormwater and the private stormwater is infiltrated up to the 100-year storm event.

This criterion is satisfied.

IV. TMC 3-5 PERMANENT ON-SITE WATER QUALITY FACILITIES

1. TMC 3-5-280 PLACEMENT OF WATER QUALITY FACILITIES.

Title III specifies that certain properties shall install water quality facilities for the purpose of removing phosphorous. No such water quality facilities shall be constructed within the defined area of existing or created wetlands unless a mitigation action, approved by the City, is constructed to replace the area used for the water quality facility.

FINDING:

The site's proposed water quality facility is not located in wetlands or associated buffers.

This criterion is met.

2. TMC 3-5-290 PURPOSE OF TITLE.

The purpose of this title is to require new development and other activities which create impervious surfaces to construct or fund on-site or off-site permanent water quality facilities to reduce the amount of phosphorous entering the storm and surface water system.

3. TMC 3-5-300 APPLICATION OF TITLE.

Title III of this Chapter shall apply to all activities which create new or additional impervious surfaces, except as provided in TMC 3-5.310.

4. TMC 3-5-310 EXCEPTIONS.

(1) Those developments with application dates prior to July 1, 1990, are exempt from the requirements of Title III.

The application date shall be defined as the date on which a complete application for development approval is accepted by the City in accordance with City regulations.

(2) Construction of one and two family (duplex) dwellings are exempt from the requirements of Title III.

(3) Sewer lines, water lines, utilities or other land development that will not directly increase the amount of storm water run-off or pollution leaving the site once construction has been completed and the site is either restored to or not

altered from its approximate original condition are exempt from the requirements of Title III.

5. TMC 3-5-320 DEFINITIONS.

(1) "Stormwater Quality Control Facility" refers to any structure or drainage way that is designed, constructed and maintained to collect and filter, retain, or detain surface water run-off during and after a storm event for the purpose of water quality improvement. It may also include, but is not limited to, existing features such as constructed wetlands, water quality swales, low impact development approaches ("LIDA"), and ponds which are maintained as stormwater quality control facilities.

(2) "Low impact development approaches" or "LIDA: means stormwater facilities constructed utilizing low impact development approaches used to temporarily store, route or filter run-off for the purpose of improving water quality. Examples include; but are not limited to, Porous Pavement, Green Roofs, Infiltration Planters/Rain Gardens, Flow-Through Planters, LIDA Swales, Vegetated Filter Strips, Vegetated Swales, Extended Dry Basins, Constructed Water Quality Wetland, Conveyance and Stormwater Art, and Planting Design and Habitats.

(3) "Water Quality Swale" means a vegetated natural depression, wide shallow ditch, or constructed facility used to temporarily store, route or filter run-off for the purpose of improving water quality.

(4) "Existing Wetlands" means those areas identified and delineated as set forth in the Federal Manual for Identifying the Delineating Jurisdictional Wetlands, January, 1989, or as amended, by a qualified wetlands specialist.

(5) "Created Wetlands" means those wetlands developed in an area previously identified as a non-wetland to replace, or mitigate wetland destruction or displacement.

(6) "Constructed Wetlands" means those wetlands developed as a water quality or quantity facility, subject to change and maintenance as such. These areas must be clearly defined and/or separated from existing or created wetlands. This separation shall preclude a free and open connection to such other wetlands.

6. TMC 3-5-330 PERMIT REQUIRED.

Except as provided in TMC 3-5-310, no person shall cause any change to improved or unimproved real property that will, or is likely to, increase the rate or quantity of run-off or pollution from the site without first obtaining a permit from the City and following the conditions of the permit.

7. TMC 3-5-340 FACILITIES REQUIRED.

For new development, subject to the exemptions of TMC 3-5-310, no permit for construction, or land development, or plat or site plan shall be approved unless the conditions of the plat, plan or permit approval require permanent stormwater quality control facilities in accordance with this Title III.

8. TMC 3-5-345 INSPECTION REPORTS.

The property owner or person in control of the property shall submit inspection reports annually to the City for the purpose of ensuring maintenance activities occur according to the operation and maintenance plan submitted for an approved permit or architectural review.

9. TMC 3-5-350 PHOSPHOROUS REMOVAL STANDARD.

The stormwater quality control facilities shall be designed to remove 65 percent of the phosphorous from the runoff from 100 percent of the newly constructed impervious surfaces. Impervious surfaces shall include pavement, buildings, public and private roadways, and all other surfaces with similar runoff characteristics.

10. TMC 3-5-360 DESIGN STORM.

The stormwater quality control facilities shall be designed to meet the removal efficiency of TMC 3-5-350 for a mean summertime storm event totaling 0.36 inches of precipitation falling in four hours with an average return period of 96 hours.

11. TMC 3-5-370 DESIGN REQUIREMENTS.

The removal efficiency in TDC Chapter 35 specifies only the design requirements and are not intended as a basis for performance evaluation or compliance determination of the stormwater quality control facility installed or constructed pursuant to this Title III.

12. TMC 3-5-330 PERMIT REQUIRED.

Except as provided in TMC 3-5-310, no person shall cause any change to improved or unimproved real property that will, or is likely to, increase the rate or quantity of run-off or pollution from the site without first obtaining a permit from the City and following the conditions of the permit.

13. TMC 3-5-340 FACILITIES REQUIRED.

For new development, subject to the exemptions of TMC 3-5-310, no permit for construction, or land development, or plat or site plan shall be approved unless the conditions of the plat, plan or permit approval require permanent stormwater quality control facilities in accordance with this Title III.

14. TMC 3-5-390 FACILITY PERMIT APPROVAL.

A stormwater quality control facility permit shall be approved only if the following are met:

- (1) The plat, site plan, or permit application includes plans and a certification prepared by an Oregon registered, professional engineer that the proposed stormwater quality control facilities have been designed in accordance with criteria expected to achieve removal efficiencies for total phosphorous required by this Title III. Clean Water Services Design and Construction Standards shall be used in preparing the plan for the water quality facility; and**
- (2) The plat, site plan, or permit application shall be consistent with the areas used to determine the removal required in TMC 3-5-350; and**
- (3) A financial assurance, or equivalent security acceptable to the City, is provided by the applicant which assures that the stormwater quality control facilities are constructed according to the plans established in the plat, site plan, or permit approval. The financial assurance may be combined with our financial assurance requirements imposed by the City; and**
- (4) A stormwater facility agreement identifies who will be responsible for assuring the long term compliance with the operation and maintenance plan.**

FINDING:

As shown on Sheet C4, this project is proposing two permanent on-site drywell infiltration facilities as part of this application. As indicated in the stormwater report, the drywell infiltration facilities have been designed to accommodate the anticipated stormwater runoff on the subject property. TVF&R will manage all stormwater runoff on-site and is not proposing to connect to stormwater main.

Approval from DEQ for the underground injection control will be provided. Plans will include 100-year stormwater overflow to the public stormwater system. This connection may be outfall into a ditch or connection to a public pipe.

The preliminary stormwater report is requesting a fee-in-lieu for treatment of the additional impervious area within SW McEwan Road and has identified a lack of downstream conveyance deficiency.

This criterion is satisfied with conditions of approval PFR-6, PFR-7, and PFR-8.

B. CHAPTER 04-02: FIRE HYDRANT LOCATIONS AND RATES OF FLOW

I. TMC 4-2-010 HYDRANTS AND WATER SUPPLY FOR FIRE PROTECTION.

- (1) Every application for a building permit and accompanying plans shall be submitted to the Building Division for review of water used for fire protection, the approximate location and size of hydrants to be connected, and the provisions for access and egress for firefighting equipment. If upon such review it is determined that the fire protection facilities are not required or that they are adequately provided for in the plans, the Fire and Life Safety Reviewer shall recommend approval to the City Building Official.
- (2) If adequate provisions for such facilities are not made, the Fire and Life Safety Reviewer shall either recommend against approval of the plans or indicate to the applicant in writing where the plans are deficient or recommend approval of plans subject to conditions.

FINDING:

The plans show one proposed private fire hydrant. There is one existing public fire hydrant to the northwest and one on the opposite side of SW McEwan Road to the southeast.

TVF&R has submitted an attached letter dated June 5, 2018 regarding their requirements. The applicant will need to address these requirements in the final plans. This criterion is satisfied with conditions of approval PFR-9.

C. TDC CHAPTER 73: COMMUNITY DESIGN STANDARDS

I. TDC 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.

FINDING:

As shown on Sheet C2, the proposed site grading is generally minimal. The site is relatively flat and will only require minor grading to accommodate the proposed fire station.

This criterion is satisfied with conditions of approval PFR-4 and PFR-5.

- (2) All planting areas shall be graded to provide positive drainage.

FINDING:

Proposed grading will not substantially change the general slope of the site. All planting areas have been designed to integrate the natural slope of the site and direct excess water away from the building and into the proposed stormwater network.

This criterion is satisfied with conditions of approval PFR-4 and PFR-5.

(3) Neither soil, water, plant materials nor mulching materials shall be allowed to wash across roadways or walkways.

FINDING:

Proposed landscaping will be bounded by curbs or the paved on-site pedestrian network so as to ensure that landscape materials will not wash across roadways or walkways.

This criterion is satisfied with conditions of approval PFR-4 and PFR-5.

(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.

FINDING:

As shown on Sheet C4, storm sewer catch basins are proposed at strategic locations to capture and redirect surface drainage from parking areas.

This criterion is satisfied with conditions of approval PFR-4 and PFR-5.

II. TDC 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.

FINDINGS:

This project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas and outdoor trash enclosure. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored.

This criterion is met.

(6) Except as provided in TDC 53.100, all ingress and egress shall connect directly with public streets.

FINDINGS:

As shown on Sheet L1.0, this project is proposing two access points from the property onto SW McEwan Road. One access point will provide ingress and egress to the parking areas for the general public and TVF&R employees. The same access point will provide ingress for fire apparatus. The second access point will strictly provide egress for fire apparatus from the station garage.

This criterion is met.

(8) To afford safe pedestrian access and egress for properties within the City, a sidewalk shall be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to City standards, except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design and in a manner approved by the City Engineer. Sidewalks approved by the City Engineer may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grades and alignment established by the City Engineer.

FINDINGS:

As shown on Sheet L1.0, this project proposing to construct a sidewalk along the majority of the property frontage on SW McEwan Road.

This criterion is met.

(9) The standards set forth in this Code are minimum standards for access and egress, and may be increased through the Architectural Review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety, and general welfare.

FINDINGS:

TVF&R understands that minimum access and egress standards may be increased as part of Architectural Review. This project has been designed to meet the minimum requirements, which TVF&R believes is sufficient to protect the public health, safety, and general welfare.

This criterion is met.

(11) Minimum Access Requirements for Commercial, Public and Semi-Public Uses.

In the Central Design District, when driveway access is on local streets, not collectors or arterials and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, ingress

and egress shall not be less than 24 feet. In all other cases, ingress and egress for commercial uses shall not be less than the following:

| Required Parking Spaces | Minimum Number Required | Minimum Pavement Width | Minimum Pavement Walkways, Etc. |
|--------------------------------|-------------------------------------|---|--|
| 1-99 | 1 | 32 feet for first 50 feet from ROW, 24' thereafter | Curbs required; walkway 1 side only |
| 100-249 | 2 | 32 feet for first 50 feet from ROW, 24' thereafter | Curbs required; walkway 1 side only |
| Over 250 | As required by City Engineer | As required by City Engineer | As required by City Engineer |

FINDINGS:

This project is proposing two driveways that will connect to SW McEwan Road. The 38-foot wide driveway will provide a route out of the structure for emergency vehicles only.

However only one 24-foot wide driveway will provide access to the parking areas. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is shown as 24 feet wide and 50 feet long. This is less than the 32-foot wide minimum. The final plans will include a full access driveway to be 32 feet wide at right-of-way.

This criterion is satisfied with conditions of approval PFR-10.

(14) Maximum Driveway Widths and Other Requirements.

(a) Unless otherwise provided in this chapter, maximum driveway widths shall not exceed 40 feet.

FINDINGS:

As noted above, this project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is approximately 30 feet wide and 50 feet long and will provide adequate area.

The other driveway will provide a route out of the structure for emergency vehicles only. This width is 38 feet wide, less than the maximum.

This criterion is met.

(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).

FINDINGS:

As shown on Sheet L1.0 in Exhibit 2, the driveway closest to adjacent property line will be over 20 feet away.

This criterion is met.

(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.

FINDINGS:

The two proposed driveways will be over 45 feet apart.

This criterion is met.

(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.

FINDINGS:

The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

This criterion is met.

(b) At the intersection of two local streets, driveways shall be located a minimum of 30 feet from the intersection.

FINDINGS:

The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

This criterion is met.

(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.

FINDINGS:

This project is not requesting approval of a driveway located within 150 feet from the intersection of a collector or arterial street; therefore, this standard does not apply.

This criterion is met.

(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).

(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).

(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).

FINDINGS:

Both driveway connections to SW McEwan Road – a collector street – will be free of visual obstructions within the vision clearance area.

This criterion is satisfied with conditions of approval PFR-17, PFR-18, and PFR-19.

D. TDC CHAPTER 74: PUBLIC IMPROVEMENT REQUIREMENTS

I. TDC SECTION 74.120 PUBLIC IMPROVEMENTS.

(1) Except as specially provided, all public improvements shall be installed at the expense of the applicant. All public improvements installed by the applicant shall be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. No work shall be undertaken on any public improvement until after the construction plans

have been approved by the City Engineer and a Public Works Permit issued and the required fees paid.

FINDINGS:

All public improvements proposed as part of this project will be installed by TVF&R in accordance with the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-17, PFR-18, and PFR-19.

II. TDC SECTION 74.130 PRIVATE IMPROVEMENTS.

All private improvements shall be in-stalled at the expense of the applicant. The property owner shall retain maintenance responsibilities over all private improvements.

FINDINGS:

The applicant will be responsible for proposed utility facilities located within the subject property.

This criterion is satisfied with conditions of approval PFR-19.

III. TDC SECTION 74.140 CONSTRUCTION TIMING.

(1) All the public improvements required under this chapter shall be completed and accepted by the City prior to the issuance of a Certificate of Occupancy; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.

(2) All private improvements required under this chapter shall be approved by the City prior to the issuance of a Certificate of Occupancy; or for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.

FINDINGS:

All public and private improvements required under TDC Chapter 74 will be complete prior to receiving a Certificate of Occupancy.

This criterion is satisfied with conditions of approval PFR-19.

IV. TDC SECTION 74.210 MINIMUM STREET RIGHT-OF-WAY WIDTHS.

The width of streets in feet shall not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street is required to be improved according to the standards of the TDC, the width of the right-of-way shall not be less than the

minimums indicated in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G.

(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G of the Tualatin Community Plan shall be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This right-of-way dedication shall be for the full width of the property abutting the roadway and, if required by the City Engineer, additional dedications shall be provided for slope and utility easements if deemed necessary.

FINDINGS:

Additional right-of-way along SW McEwan Road will be dedicated, consistent with Figures 74-2A through 74-2G, in order to comply with TDC Chapter 74. As shown in Sheet C4, this project is proposing to provide one foot of right-of-way dedication. The dedication will increase the right-of-way to 37 feet from centerline.

This criterion is satisfied with conditions of approval PFR-21.

(3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant shall be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form shall be obtained from the City Engineer and upon completion returned to the City Engineer for acceptance by the City. On subdivision and partition plats the right-of-way dedication shall be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication shall be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

FINDINGS:

A transportation impact study was prepared and evaluated potential impacts by the proposed station on SW McEwan Road and nearby transportation facilities. The study found that the proposed development is projected to generate 12 site trips during the morning peak hour and 4 site trips during the evening peak hour. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

This criterion is satisfied.

V. TDC SECTION 74.330 UTILITY EASEMENTS.

(1) Utility easements for water, sanitary sewer and storm drainage facilities, telephone, television cable, gas, electric lines and other public utilities shall be granted to the City.

FINDINGS:

This project is proposing a public utility easement along the SW McEwan property frontage. The public utility easement will be eight feet in width as shown on Sheet C4. This easement will surround the DCVA by 5 feet.

This criterion is satisfied with conditions of approval PFR-3 and PFR-20.

(4) For development applications other than subdivisions and partitions, and for both on-site and off-site easement areas, a utility easement shall be granted to the City; building permits shall not be issued for the development prior to acceptance of the easement by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

FINDINGS:

This application is proposing a public utility easement along the property frontage as shown on Sheet C4. The applicant understands that utility easements are required to be submitted to the City in order to receive building permits.

This criterion is satisfied with conditions of approval PFR-3 and PFR-20.

(5) The width of the public utility easement shall meet the requirements of the Public Works Construction Code.

FINDINGS:

The proposed public utility easement will be eight feet wide along the property frontage shown on Sheet C4. Public utility easements dedicated as part of this project will be in conformance with the requirements of the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-3 and PFR-20.

VI. TDC SECTION 74.420 STREET IMPROVEMENTS.

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under TDC 74.220, the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the Transportation Plan (TDC Chapter 11), TDC 74.425 (Street Design Standards), and the City's Public Works Construction Code, subject to the following provisions:

(1) For any development proposed within the City, roadway facilities within the right-of-way described in TDC 74.210 shall be improved to standards as set out in the Public Works Construction Code.

FINDINGS:

As shown on Sheet C4, this project is proposing half-street improvements on SW McEwan Road along the property frontage. Improvements to SW McEwan Road include a one-foot right of- way dedication, six-foot wide sidewalks, planter strips adjacent to the street, and a curbed street improvement with a bicycle lane and travel lane.

The applicant will prove that any existing street light illumination is adequate or construct street lights in accordance with Public Works Construction Code.

This criterion is with conditions of approval PFR-17, and PFR-19.

(2) The required improvements may include the rebuilding or the reconstruction of any existing facilities located within the right-of-way adjacent to the proposed development to bring the facilities into compliance with the Public Works Construction Code.

FINDINGS:

As shown in Sheet C1, the existing transportation facilities on SW McEwan Road is currently improved with travel lanes and unimproved yards in the right-of-way, but do not include sidewalks, planter strips, or marked bicycle facilities. This project is proposing to improve the transportation facilities along the property frontage to bring the street into conformance with existing standards to the centerline with modification as identified by the traffic study provided by Lancaster Engineering.

The applicant will prove that any existing street light illumination is adequate or construct street lights in accordance with Public Works Construction Code.

This criterion is with conditions of approval PFR-17PFR-17, and PFR-19.

(3) The required improvements may include the construction or rebuilding of off-site improvements which are identified to mitigate the impact of the development.

FINDINGS:

A transportation impact study was prepared by Lancaster Engineering which evaluated potential impacts on nearby transportation facilities. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

This criterion is satisfied.

(4) Where development abuts an existing street, the improvement required shall apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement beyond the centerline deemed necessary by the

City Engineer to ensure a smooth transition between a new improvement and the existing roadway (half-street improvement). Additional right-of-way and street improvements and off-site right-of-way and street improvements may be required by the City to mitigate the impact of the development. The new pavement shall connect to the existing pavement at the ends of the section being improved by tapering in accordance with the Public Works Construction Code.

FINDINGS:

Half-street improvements on SW McEwan Road will be completed in conformance with these standards with modification as identified to accommodate traffic per the Lancaster Engineering traffic study. As noted in the transportation impact study in Exhibit 7, no additional off-site right-of-way or street improvements were recommended.

This criterion is with conditions of approval PFR-17 and PFR-19.

(6) All required street improvements shall include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.

FINDINGS:

As shown in Sheet C4, this project is proposing to improve SW McEwan Road adjacent to the subject property with six-foot wide sidewalks, planter strips that are six feet or wider in width, standard curb and gutter, and a bicycle lane and automotive travel lane. As shown in Sheet L1.0, there will be two trees planted in the planter strips.

The preliminary stormwater report is requesting a fee-in-lieu for treatment of the additional impervious area within SW McEwan Road and has identified a lack of downstream conveyance deficiency.

The applicant will prove that any existing street light illumination is adequate or construct street lights in accordance with Public Works Construction Code.

This criterion is with conditions of approval PFR-8, PFR-17, and PFR-19.

(8) For development applications other than subdivisions and partitions, all street improvements required by this section shall be completed and accepted by the City prior to the issuance of a Certificate of Occupancy.

FINDINGS:

The applicant understands that all improvements to SW McEwan Road must be completed prior to the issuance of a Certificate of Occupancy.

This criterion is with conditions of approval PFR-17.

(11) Existing streets which abut the proposed development site shall be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and TDC Chapter 11, Transportation Plan, and TDC 74.425 (Street Design Standards).

FINDINGS:

As shown in Sheet C4, SW McEwan Road, which is adjacent to the subject property, will be improved with asphalt concrete in conformance with all standards and modifications allowed by the City Engineer.

This criterion is with conditions of approval PFR-17, and PFR-19.

(12) Sidewalks with appropriate buffering shall be constructed along both sides of each internal street and at a minimum along the development side of each external street in accordance with the Public Works Construction Code.

FINDINGS:

This project is proposing half-street improvements to SW McEwan Road, an external street, which includes a planter strip that will act as a buffer between the street and the proposed sidewalk. The planter strip will vary in width and will be six feet or wider. There are no internal streets proposed as part of this project.

This criterion is with conditions of approval PFR-17, and PFR-19.

(17) Intersections should be improved to operate at a level of service of at least D and E for signalized and unsignalized intersections, respectively.

FINDINGS:

A transportation impact study was prepared Lancaster Engineering which evaluated potential impacts on nearby transportation facilities. They identified "All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably upon buildout of the proposed development through the year 2019. Accordingly, no specific mitigation is recommended or proposed.

This criterion is satisfied.

VII. TDC SECTION 74.425 STREET DESIGN STANDARDS.

- (1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.**
- (2) The proposed street design standards are shown in Figures 72A through 72G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets**

FINDINGS:

SW McEwan Road is designated as a collector street. As such, proposed improvements to SW McEwan Road will conform to the street design standards for a collector street classification. The cross-section is modified as identified by the traffic study prepared by Lancaster Engineering with meandering sidewalk to allow specific franchise infrastructure to not be relocated at this time.

This criterion is met.

(4) All streets shall be designed and constructed according to the preferred standard. The City Engineer may reduce the requirements of the preferred standard based on specific site conditions, but in no event will the requirement be less than the minimum standard. The City Engineer shall take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

(a) Arterials:

- (i) Whether adequate right-of-way exists**
- (ii) Impacts to properties adjacent to right-of-way**
- (iii) Current and future vehicle traffic at the location**
- (iv) Amount of heavy vehicles (buses and trucks).**

(b) Collectors:

- (i) Whether adequate right-of-way exists**
- (ii) Impacts to properties adjacent to right-of-way**
- (iii) Amount of heavy vehicles (buses and trucks)**
- (iv) Proximity to property zoned manufacturing or industrial.**

(c) Local Streets:

(i) Local streets proposed within areas which have environmental constraints and/or sensitive areas and will not have direct residential access may utilize the minimum design standard. When the minimum design standard is allowed, the City Engineer may determine that no parking signs are required on one or both sides of the street.

FINDINGS:

This project is proposing to construct a meandering six-foot sidewalk and six-foot planter strip within the public right-of-way on SW McEwan Road, along the property frontage. The sidewalk and planter strip will be constructed in conformance with Tualatin's street design standards.

This project is proposing a modified half-street improvements to SW McEwan Road along the property's frontage to improve the condition of the street to centerline. The sidewalk and planter strip are generally designed in conformance with Tualatin's street design standards. The sidewalk is adjacent to the edge of right-of-way with meandering to avoid relocation of franchise infrastructure that would be challenging to relocate. Relocation is currently unneeded for the cross-section identified as necessary by the traffic study prepared by Lancaster Engineering.

This criterion is satisfied with conditions of approval PFR-15, and PFR-19.

VIII. TDC SECTION 74.430 STREETS, MODIFICATIONS OF REQUIREMENTS IN CASES OF UNUSUAL CONDITIONS.

- (1) When, in the opinion of the City Engineer, the construction of street improvements in accordance with TDC 74.420 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Engineer may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Engineer may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.**
- (2) When the City Engineer determines that modification of the street improvement requirements in TDC 74.420 is warranted pursuant to subsection (1) of this section, the City Engineer shall prepare written findings of modification. The City Engineer shall forward a copy of said findings and description of modification to the applicant, or his authorized agent, as part of the Utility Facilities Review for the proposed development, as provided by TDC 31.072. The decision of the City Engineer may be appealed to the City Council in accordance with TDC 31.076 and 31.077.**
- (3) To accommodate bicyclists on streets prior to those streets being upgraded to the full standards, an interim standard may be implemented by the City. These interim standards include reduction in motor vehicle lane width to 10 feet [the minimum specified in AASHTO's A Policy on Geo-metric Design of Highways and Streets (1990)], a reduction of bike lane width to 4-feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation 2 to 4 feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing.**

FINDINGS:

This project is proposing a modified half-street improvements to SW McEwan Road along the property's frontage to improve the condition of the street to centerline. The sidewalk and planter strip are generally designed in conformance with Tualatin's street design standards. The sidewalk is adjacent to the edge of right-of-way with meandering to avoid relocation of franchise infrastructure that would be challenging to relocate. Relocation is currently unneeded for the cross-section identified as necessary by the traffic study prepared by Lancaster Engineering.

This criterion is satisfied with conditions of approval PFR-13, PFR-15, and PFR-19.

IX. TDC 74.440 STREETS, TRAFFIC STUDY REQUIRED

- (1) The City Engineer may require a traffic study to be provided by the applicant and furnished to the City as part of the development approval process as provided by this Code, when the City Engineer determines that such a study is necessary in connection with a proposed development project in order to:**
- (a) Assure that the existing or proposed transportation facilities in the vicinity of the proposed development are capable of accommodating the amount of traffic that is expected to be generated by the proposed development, and/or**
 - (b) Assure that the internal traffic circulation of the proposed development will not result in conflicts between on-site parking movements and/or on-site loading movements and/or on-site traffic movements, or impact traffic on the adjacent streets.**

FINDINGS:

A transportation impact study was required by the City Engineer. It was prepared by Lancaster Engineering and the evaluated potential impacts by the proposed station on SW McEwan Road and nearby transportation facilities.

This criterion is met.

- (2) The required traffic study shall be completed prior to the approval of the development application.**

FINDINGS:

The transportation impact study was prepared prior to, and submitted with, the conditional use application, CUP 17-0002, which allowed the propose use on this lot and this architectural review.

This criterion is met.

- (3) The traffic study shall include, at a minimum:**
- (a) an analysis of the existing situation, including the level of service on adjacent and impacted facilities.**
 - (b) an analysis of any existing safety deficiencies.**
 - (c) proposed trip generation and distribution for the proposed development.**
 - (d) projected levels of service on adjacent and impacted facilities.**
 - (e) recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D and E for signalized and unsignalized intersections respectively, after the future traffic impacts are considered.**
 - (f) The City Engineer will determine which facilities are impacted and need to be included in the study.**
 - (g) The study shall be conducted by a registered engineer.**

FINDINGS:

The study was prepared by Lancaster Engineering, a firm specializing in transportation engineering and planning with registered engineering professionals. The study reviewed

selected vicinity streets, study intersections, transit, and traffic counts; analyzed site trip generation and trip distribution; conducted a safety analysis, including crash data analysis, sight distance analysis, warrant analysis, and driveway width analysis; and conducted an operational analysis.

This criterion is met.

(4) The applicant shall implement all or a portion of the improvements called for in the traffic study as determined by the City Engineer.

FINDINGS:

The study found that the proposed development is projected to generate 12 site trips during the morning peak hour and 4 site trips during the evening peak hour. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

This criterion is met.

X. TDC SECTION 74.470 STREET LIGHTS.

(1) Street light poles and luminaries shall be installed in accordance with the Public Works Construction Code.

(2) The applicant shall submit a street lighting plan for all interior and exterior streets on the proposed development site prior to issuance of a Public Works Permit.

FINDINGS:

This project is not proposing to install street lights as part of this application. Street illumination will be shown to adequate to current Public Works Construction Code or street lights will be constructed to meet illumination standards.

This criterion is satisfied with conditions of approval PFR-11, PFR-17, and PFR-20.

XI. TDC SECTION 74.485 STREET TREES.

(2) In nonresidential subdivisions and partitions street trees shall be planted by the owners of the individual lots as development occurs.

(3) The Street Tree Ordinance specifies the species of tree which is to be planted and the spacing between trees.

FINDINGS:

The species and spacing of proposed street trees will be in conformance with the Street Tree Ordinance.

This criterion is satisfied with conditions of approval PFR-17 and PFR-20.

XII. TDC SECTION 74.610 WATER SERVICE.

(1) Water lines shall be installed to serve each property in accordance with the Public Works Construction Code. Water line construction plans shall be submitted to the City Engineer for review and approval prior to construction.

FINDINGS:

As shown on Sheet C4, this application is proposing a fire service connection and a domestic water connection line that will connect with the existing public water main under SW McEwan Road. Water line designs will be in conformance with the Public Works Construction Code.

The plans show on Sheet C4 a single connection for domestic and fire. Separate laterals are needed for each service with valves at the main. The final plans will include a separate lateral with a valve at the main for domestic and fire water services.

The applicant will submit water system plans that show location and other details prior to obtaining a Building Permit. A public works construction permit for the domestic and fire connections will be obtained. The applicant has not applied for a public works permit for these improvements. The applicant will need to submit water system plans that show location of the water lines, grade, materials, and other details prior to obtaining a public works permit.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-17, and PFR-20.

(2) If there are undeveloped properties adjacent to the subject site, public water lines shall be extended by the applicant to the common boundary line of these properties. The lines shall be sized to provide service to future development, in accordance with the City's Water System Master Plan, TDC Chapter 12.

FINDINGS:

The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own water line connections. As such, this project is not proposing to extend the water lines beyond the connection to the proposed fire station. The public water system in SW McEwan Road extends both directions to serve adjacent lots.

This criterion is satisfied.

(3) As set forth in TDC Chapter 12, Water Service, the City has three water service levels. All development applicants shall be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant shall be required to connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.

FINDINGS:

The proposed water lateral connections will connect to the City's existing public water main within SW McEwan Road. Sheet C4 shows a fire service backflow prevention vault DCDV within an 8-foot wide public utility easement adjacent to SW McEwan Road right-of-way. The domestic service includes a reduced pressure backflow preventer and irrigation backflow preventer after the water meter at the right-of-way. The applicant will provide final plans and install these backflow preventers.

This criterion is satisfied with conditions of approval PFR-2, PFR-3, PFR-17, and PFR-20.

XIII. TDC SECTION 74.620 SANITARY SEWER SERVICE.

(1) Sanitary sewer lines shall be installed to serve each property in accordance with the Public Works Construction Code. Sanitary sewer construction plans and calculations shall be submitted to the City Engineer for review and approval prior to construction.

FINDINGS:

As shown on Sheet C4, this project is proposing a six-inch sanitary sewer connection lateral that will connect with the existing sanitary sewer main under SW McEwan Road. A new manhole will be installed where the sanitary sewer lines connects with the public sanitary sewer main. Sanitary sewer line designs will be in conformance with the Public Works Construction Code.

This criterion is satisfied with conditions of approval PFR-1, PFR-17, and PFR-19.

(2) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant shall extend public sanitary sewer lines to the common boundary line with these properties. The lines shall be sized to convey flows to include all future development from all up stream areas that can be expected to drain through the lines on the site, in accordance with the City's Sanitary Sewer System Master Plan, TDC Chapter 13.

FINDINGS:

The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own sanitary sewer connections. As such, this project is not proposing to extend the sanitary sewer lines beyond the connection to the proposed fire station. A public sanitary sewer line extends both directions in SW McEwan Road to serve adjacent properties.

This criterion is satisfied.

XIV. TDC SECTION 74.630 STORM DRAINAGE SYSTEM.

(1) Storm drainage lines shall be installed to serve each property in accordance with City standards. Storm drainage construction plans and calculations shall be submitted to the City Engineer for review and approval prior to construction.

FINDINGS:

As shown on Sheet C4, this project is proposing a storm drainage system that will collect and redirect stormwater runoff to an on-site infiltration facility via storm sewer catch basins and underground stormwater lines. Preliminary stormwater calculations have been submitted. Final stormwater calculations will be submitted prior to issuance of permits.

This criterion is satisfied with conditions of approval PFR-4, PFR-5, PFR-13, PFR-17, and PFR-19.

(2) The storm drainage calculations shall confirm that adequate capacity exists to serve the site. The discharge from the development shall be analyzed in accordance with the City's Storm and Surface Water Regulations.

FINDINGS:

A stormwater report has been prepared as part of this application and is provided in Exhibit 3.

The preliminary stormwater report indicates:

“Stormwater quantity management for this project’s on-site runoff for the 100-year storm event will be met by utilizing underground infiltration systems per Oregon Department of Environmental Quality’s Rule Authorized Injection Systems requirements.” and “Stormwater runoff from SW McEwan Road is conveyed southeast via the existing curb and gutter and an existing roadside ditch. From that point, stormwater flow enters a 10-inch culvert that discharges into an ODOT Railroad right-of-way. At the point where runoff from the SW McEwan Road basin discharges into the ODOT Railroad right-of-way, the project’s increased runoff for the 25-year storm event accounts for approximately 5% of the total SW McEwan Road runoff to the ODOT Railroad right-of-way. No downstream deficiencies were identified.”

This criterion is satisfied with conditions of approval PFR-6, PFR-7, PFR-17, and PFR-19.

(3) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant shall extend storm drainage lines to the common boundary line with these properties. The lines shall be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with the Tualatin Drainage Plan in TDC Chapter 14.

FINDINGS:

The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own stormwater drainage system. As such, this project is not proposing to extend the storm drainage lines beyond the subject property.

The preliminary stormwater report indicates "Stormwater runoff from SW McEwan Road is conveyed southeast via the existing curb and gutter and an existing roadside ditch. From that point, stormwater flow enters a 10-inch culvert that discharges into an ODOT Railroad right-of-way. At the point where runoff from the SW McEwan Road basin discharges into the ODOT Railroad right-of-way, the project's increased runoff for the 25-year storm event accounts for approximately 5% of the total SW McEwan Road runoff to the ODOT Railroad right-of-way. No downstream deficiencies were identified."

This criterion is satisfied.

XV. TDC SECTION 74.640 GRADING.

(1) Development sites shall be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.

FINDINGS:

As shown on Sheet C2, the site will have minimal grading to accommodate the proposed fire station. Site grading will allow for stormwater runoff to channel from the highest points at the north of the subject property and around to the southern portion of the subject property where water will be discharged into two drywell infiltration facilities. The grading and stormwater design has been designed to prevent stormwater runoff onto the adjacent property.

100-year storm overflows should be directed towards to the public stormwater system. The revised plans will show the 100-year storm directed towards public right-of-way with appropriate connection, final water quality facility plans, and conveyance calculations. This connection may be outfall into a ditch or connection to a public pipe.

This criterion is satisfied with conditions of approval PFR-4, PFR-5, PFR-13, PFR-17, and PFR-19.

(2) A development applicant shall submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect the drainage on adjacent properties. The City Engineer may require the applicant to remove all excess material from the development site.

FINDINGS:

Site grading has been designed to direct the flow of stormwater runoff from the highest point at the northern portion of the subject property down to the lowest point at the southern portion of the subject property, where the infiltration facilities will be located.

The proposed grading plan minimizes the impact of stormwater runoff to adjacent properties and allows adjacent properties to drain as they did before the development.

100-year storm overflows should be directed towards to the public stormwater system. The revised plans will show the 100-year storm directed towards public right-of-way with appropriate connection, final water quality facility plans, and conveyance calculations. This connection may be outfall into a ditch or connection to a public pipe.

This criterion is satisfied with conditions of approval PFR-4, PFR-5, PFR-13, PFR-17, and PFR-19.

XVI. TDC SECTION 74.650 WATER QUALITY, STORM WATER DETENTION AND EROSION CONTROL.

The applicant shall comply with the water quality, storm water detention and erosion control requirements in the Surface Water Management Ordinance. If required:

(2) On all other development applications, prior to issuance of any building permit, the applicant shall arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Surface Water Management Ordinance will be met and obtain a Stormwater Connection Permit from Clean Water Services.

FINDINGS:

As shown on Sheet C4, this project is proposing two permanent on-site drywell infiltration facilities as part of this application. As indicated in the stormwater report, the drywell infiltration facilities have been designed to accommodate the anticipated stormwater runoff on the subject property. TVF&R will manage all stormwater runoff on-site and is not proposing to connect to stormwater main.

The applicant has submitted a Service Provider Letter from Clean Water Services indicating that Sensitive Areas do not exist on-site. A CWS Memorandum was received dated June 12, 2018 for development on this site. The applicant will submit plans that are sufficient to obtain a Stormwater Connection Permit Authorization Letter that complies with the submitted Service Provider Letter conditions, for review and approval.

Approval from DEQ for the underground injection control will be provided. Plans will include 100-year stormwater overflow to the public stormwater system. This connection may be outfall into a ditch or connection to a public pipe.

This criterion is satisfied with conditions of approval PFR-6 and PFR-12.

(3) For on-site private and regional non-residential public facilities, the applicant shall submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant shall submit an erosion control plan prior to

issuance of a Public Works Permit. No construction or disturbing of the site shall occur until the erosion control plan is approved by the City and the required measures are in place and approved by the City.

FINDINGS:

TVF&R understands that a stormwater facility agreement that includes an operation and maintenance plan may be required.

An erosion control plan will be submitted prior to approval of a Public Works Permit. Stormwater and water quality for each building and associated impervious surface will be accommodated on-site.

The applicant will obtain a 1200CN Construction Erosion Control permit from Clean Water Services as agent for Oregon DEQ and obtain a grading and erosion control permit from the City of Tualatin prior to issuance of building permits.

This criterion is satisfied with conditions of approval PFR-4, PFR-5, PFR-17, and PFR-19.

XVII. TDC 74.660 UNDERGROUND

(1) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities shall be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant shall make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.

FINDINGS:

This project is proposing to remove a single overhead wire on the subject property (see Sheet C1). Power to the fire station will be provided by underground power utilities. As shown on Sheet C4, all utilities along the property frontage will be placed underground.

This criterion is satisfied with conditions of approval PFR-14, PFR-17, and PFR-19.

(2) Any existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant shall, at their own expense, provide an underground system. The applicant shall be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements shall be submitted to the City Engineer for acceptance by the City prior to issuance of the Public Works Permit.

FINDINGS:

As shown on Sheet C1 in Exhibit 2, there is an existing overhead wire that connects with the subject property. As noted above, the overhead wire is proposed to be removed and power will be provided by underground power lines.

This criterion is satisfied with conditions of approval PFR-14, PFR-17, and PFR-19.

XVIII. TDC SECTION 74.670 EXISTING STRUCTURES.

(1) Any existing structures requested to be retained by the applicant on a proposed development site shall be connected to all available City utilities at the expense of the applicant.

FINDINGS:

Except for the overhead line, which is proposed to be removed, there are no other existing utility structures on the site. This criterion is satisfied.

(2) The applicant shall convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.

FINDINGS:

This project is proposing to remove the existing overhead power line. Power to the fire station will be provided via underground utilities.

This criterion is satisfied with conditions of approval PFR-14, PFR-17, and PFR-19.

Tualatin Valley Fire & Rescue Station 39



Architectural Review Application

Submitted by: Tualatin Valley Fire & Rescue (TVF&R)
11945 SW 70th Avenue
Tigard, OR 97223
503-649-8577

Prepared by: Angelo Planning Group (APG)
921 SW Washington Street, Suite 468
Portland, OR 97205
503-224-6974



April 2018

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Project Team

| | |
|-----------------------------------|---|
| Applicant: | Siobhan Kirk Tualatin Valley Fire & Rescue (TVF&R) 11945 SW 70th Avenue Tigard, OR 97223 Phone: 503-259-1219 Email: Siobhan.Kirk@tvfr.com |
| Land Use Planning: | Frank Angelo, Principal Angelo Planning Group 921 SW Washington Street, Suite 468 Portland, OR 97205 Phone: 503-227-3664 Email: fangelo@angeloplanning.com |
| Architect: | Michael Bonn, AIA Ankrom Mosian Architects 38 NW Davis Street #300 Portland, OR 97209 Phone: 503-245-7100 Email: MichaelB@ankrommoisan.com |
| Civil Engineering | Bruce Baldwin AKS Engineering 12965 SW Herman Road #100 Tualatin, OR 97062 Phone: 503-563-6151 Email: bruce@aks-eng.com |
| Transportation Engineering | Todd Mobley Lancaster Engineering 321 SW 4 th Avenue Portland, OR 97204 Phone: 503-248-0313 Email: todd@lancasterengineering.com |

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Development Application Summary Information

| | |
|-------------------------------|---|
| Site Address | Adjacent to 7100 SW McEwan Rd, Tualatin, OR 97062 |
| Tax Lot ID | 2S1 13DD TL 1601 |
| Current Zoning | Light Manufacturing (ML) |
| Applications Submitted | Architectural Review |
| Site Size | 1.16 acres |

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Contents

Section 1: Project Information..... 1

General Description.....1

Site and Context.....1

Technical Details.....1

Neighborhood and Community Outreach.....1

Project Schedule.....2

Section 2: Tualatin Development Code..... 5

Conditional Use Approval Criteria (TDC 32.030).....5

 Section 8.020 General Government Services.....5

TDC Chapter 73: Community Design Standards.....5

 Section 73.010 Purpose.....5

 Section 73.020 Findings and Objectives for the Architectural Review Process.....5

ARCHITECTURAL REVIEW BOARD.....7

 [Section 73.030 – 73.037 omitted from excerpt].....7

ARCHITECTURAL REVIEW APPROVAL.....7

 Section 73.040 Architectural Review Plan Approval Required.....7

 Section 73.050 Criteria and Standards.....8

 Section 73.055 Conditions Placed on Architectural Review Approvals.....9

 Section 73.056 Time Limit on Approval.....10

OCCUPANCY.....11

 Section 73.095 Occupancy Requirements.....11

LANDSCAPE AND BUILDING MAINTENANCE.....12

 Section 73.100 Landscaping Installation and Maintenance.....12

DESIGN STANDARDS.....13

 Section 73.110 Site Planning - Multi-family Uses.....13

 Section 73.120 Objectives.....13

 Section 73.130 Standards.....13

 Section 73.140 Site Planning - Commercial, Industrial, Public and Semi-Public Uses.....13

 Section 73.150 Objectives.....13

 Section 73.160 Standards.....16

 Section 73.170 Structure Design – Single-family and Multi-family Uses.....20

 Section 73.180 Objectives – Single-family and Multi-family Uses.....20

 Section 73.190 Standards – Single-family and Multi-family Uses.....20

 Section 73.200 Structure Design - Commercial, Industrial, Public and Semi-Public Uses.....20

 Section 73.210 Objectives.....20

 Section 73.220 Standards.....22

 Section 73.221 Purpose and Objectives.....22

 Section 73.222 Fence Standards.....22

| | |
|---|-----------|
| Section 73.225 Mixed Solid Waste and Source Separated Recyclables Storage Areas for New or Expanded Multi-Unit Residential, Including Townhouses, Commercial, Industrial, Public and Semi-Public Development. | 23 |
| Section 73.226 Objectives..... | 23 |
| Section 73.227 Standards. | 23 |
| LANDSCAPING | 28 |
| Section 73.230 Landscaping Standards..... | 28 |
| Section 73.231 Landscape Guide-lines for the Central Design District..... | 29 |
| Section 73.240 Landscaping General Provisions..... | 29 |
| Section 73.250 Tree Preservation..... | 31 |
| Section 73.260 Tree and Plant Specifications..... | 32 |
| Section 73.270 Grading..... | 33 |
| Section 73.280 Irrigation System Required. | 34 |
| Section 73.290 Re-vegetation in Un-landscaped Areas..... | 34 |
| Section 73.300 Landscape Standards - Multi-family Uses..... | 35 |
| Section 73.310 Landscape Standards - Commercial, Industrial, Public and Semi-Public Uses..... | 35 |
| OFF-STREET PARKING LOT LANDSCAPING | 35 |
| Section 73.320 Off-Street Parking Lot Landscaping Standards..... | 35 |
| Section 73.330 Parking Lot Landscaping - Multi-family Uses..... | 36 |
| Section 73.350 Off-Street Parking Lot Landscape Island Requirements - Multi-Family Uses..... | 36 |
| Section 73.360 Off-Street Parking Lot Landscape Islands - Commercial, Industrial, Public, and Semi-Public Uses..... | 36 |
| Section 73.370 Off-Street Parking and Loading..... | 38 |
| Section 73.380 Off-Street Parking Lots..... | 43 |
| Section 73.390 Off-Street Loading Facilities..... | 45 |
| Section 73.400 Access..... | 45 |
| Section 73.410 Street Tree Plan..... | 49 |
| Section 73.450 Wireless Communication Facility and Wireless Communication Facility Attached Site Design..... | 49 |
| Section 73.460 Objectives..... | 49 |
| Section 73.470 Standards..... | 49 |
| Section 73.480 Wireless Communication Facility and Wire-less Communication Facility Attached Structure Design..... | 49 |
| Section 73.490 Objectives..... | 49 |
| Section 73.500 Standards..... | 49 |
| Section 73.510 Setbacks..... | 50 |
| Section 73.600 Central Design District Design Guidelines..... | 50 |
| Section 73.610 Design Guidelines..... | 50 |
| TDC Chapter 74: Public Improvement Requirements | 51 |
| Section 74.010 Purpose..... | 51 |
| Section 74.020 Authority..... | 51 |
| IMPROVEMENTS | 51 |
| Section 74.110 Phasing of Improvements..... | 51 |
| Section 74.120 Public Improvements..... | 51 |
| Section 74.130 Private Improvements..... | 52 |
| Section 74.140 Construction Timing..... | 52 |
| RIGHT-OF-WAY | 52 |

| | |
|--|----|
| Section 74.210 Minimum Street Right-of-Way Widths. | 52 |
| Section 74.220 Parcels Excluded from Development. | 54 |
| <i>EASEMENTS AND TRACTS</i> | 54 |
| Section 74.310 Greenway, Natural Area, Bike, and Pedestrian Path Dedications and Easements. | 54 |
| Section 74.320 Slope Easements. | 54 |
| Section 74.330 Utility Easements. | 54 |
| Section 74.340 Watercourse Easements. | 55 |
| Section 74.350 Tracts..... | 55 |
| <i>TRANSPORTATION</i> | 55 |
| Section 74.410 Future Street Extensions. | 55 |
| Section 74.420 Street Improvements. | 56 |
| Section 74.425 Street Design Standards. | 59 |
| Section 74.430 Streets, Modifications of Requirements in Cases of Unusual Conditions. | 60 |
| Section 74.440 Streets, Traffic Study Required. | 60 |
| Section 74.450 Bikeways and Pedestrian Paths..... | 62 |
| Section 74.460 Accessways in Residential, Commercial and Industrial Subdivisions and Partitions..... | 62 |
| Section 74.470 Street Lights. | 62 |
| Section 74.475 Street Names..... | 62 |
| Section 74.480 Street Signs. | 62 |
| Section 74.485 Street Trees. | 63 |
| <i>UTILITIES</i> | 63 |
| Section 74.610 Water Service..... | 63 |
| Section 74.620 Sanitary Sewer Service. | 63 |
| Section 74.630 Storm Drainage System..... | 64 |
| Section 74.640 Grading..... | 64 |
| Section 74.650 Water Quality, Storm Water Detention and Erosion Control. | 65 |
| Section 74.660 Underground..... | 66 |
| Section 74.670 Existing Structures..... | 66 |
| Section 74.700 Removal, Destruction or Injury of Trees. | 66 |
| Section 74.705 Street Tree Removal Permit..... | 67 |
| Section 74.706 Street Tree Fees. | 68 |
| Section 74.707 Street Tree Voluntary Planting..... | 68 |
| Section 74.708 Street Tree Emergencies. | 69 |
| Section 74.710 Open Ground..... | 69 |
| Section 74.715 Attachments to Trees..... | 69 |
| Section 74.720 Protection of Trees During Construction. | 69 |
| Section 74.725 Maintenance Responsibilities. | 70 |
| Section 74.730 Notice of Violation. | 70 |
| Section 74.735 Trimming by City. | 70 |
| Section 74.740 Prohibited Trees..... | 71 |
| Section 74.745 Cutting and Planting Specifications..... | 71 |
| Section 74.750 Removal or Treatment by City. | 71 |
| Section 74.755 Appeal of Permit Denial. | 71 |
| Section 74.760 Penalties..... | 72 |
| Section 74.765 Street Tree Species and Planting Locations. | 72 |

List of Exhibits

Exhibit 1: Pre-application Request and Form

Exhibit 2: Station 39 Architectural Review Submittal Plan Set (under separate cover)

Exhibit 3: Preliminary Stormwater Report (under separate cover)

Exhibit 4: Clean Water Service (CWS) Service Provider Letter

Exhibit 5: Washington County Assessor Map

Exhibit 6: Neighborhood/Developer Meeting Notice and Materials

Exhibit 7: Traffic Impact Study (under separate cover)

Section 1: Project Information

General Description

Tualatin Valley Fire & Rescue (TVF&R) is seeking Architectural Review approval from the City of Tualatin to construct a new fire station (Station 39) on tax lot 1601, located on SW McEwan Road, south of SW Boones Ferry Road (see **Error! Reference source not found.1**).

Tualatin City Council held the first public hearing on April 9, 2018. The staff recommendation was for City Council to consider the staff report and supporting attachments and direct staff to prepare a resolution that conforms with Council direction. A second and final evidentiary hearing is scheduled for April 23, 2018, where it is anticipated the City Council will grant Conditional Use approval to construct Station 39.

Site and Context

The site is a new tax lot approximately 1.16 acres in size (see Exhibit 5).¹ The site for Station 39 is zoned Light Industrial (ML), as shown in **Error! Reference source not found.**. The site has frontage on SW McEwan and is surrounded on three sides by U-Haul, a storage facility permitted in the ML zone. Additional storage facilities are located across SW McEwan from the subject site. Other prominent features around the site include Interstate 5 to the west with commercial shopping area beyond that; and the P&W rail line to the south and east with additional light manufacturing and residential areas zoned for medium-high density dwellings.

Technical Details

The proposed building will be a single-story, hip roofed fire station approximately 9,500 square feet and will include a 600-square foot community room (see **Error! Reference source not found.** for preliminary site plan drawings and building elevations). The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. There are 12 staff and 21 public (33 total) parking spaces proposed on-site to serve the fire station and community room. Station 39 will include 24-hour staffing starting with four persons per shift and ultimately grow to six-person shifts.²

The building will look similar to TVF&R Station 55 which is currently under construction in the City of West Linn. The primary exterior building materials will consist of brick masonry veneer, metal wall panels, and precast concrete. Other materials include metal clad wood windows, steel apparatus bay doors, standing seam metal roofing, and hollow metal and aluminum entrance doors.

Neighborhood and Community Outreach

A formal Neighborhood/Developer Meeting was held on November 7, 2017. The meeting was held at Juanita Pohl Center at 8513 SW Tualatin Road. TVF&R representatives reviewed the proposed project, the need for the new station, and described the architectural features at the meeting. The audience

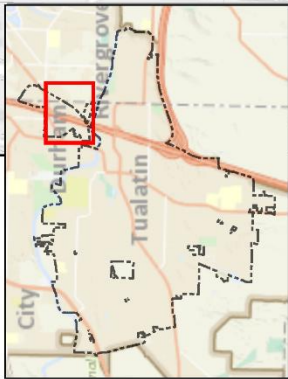
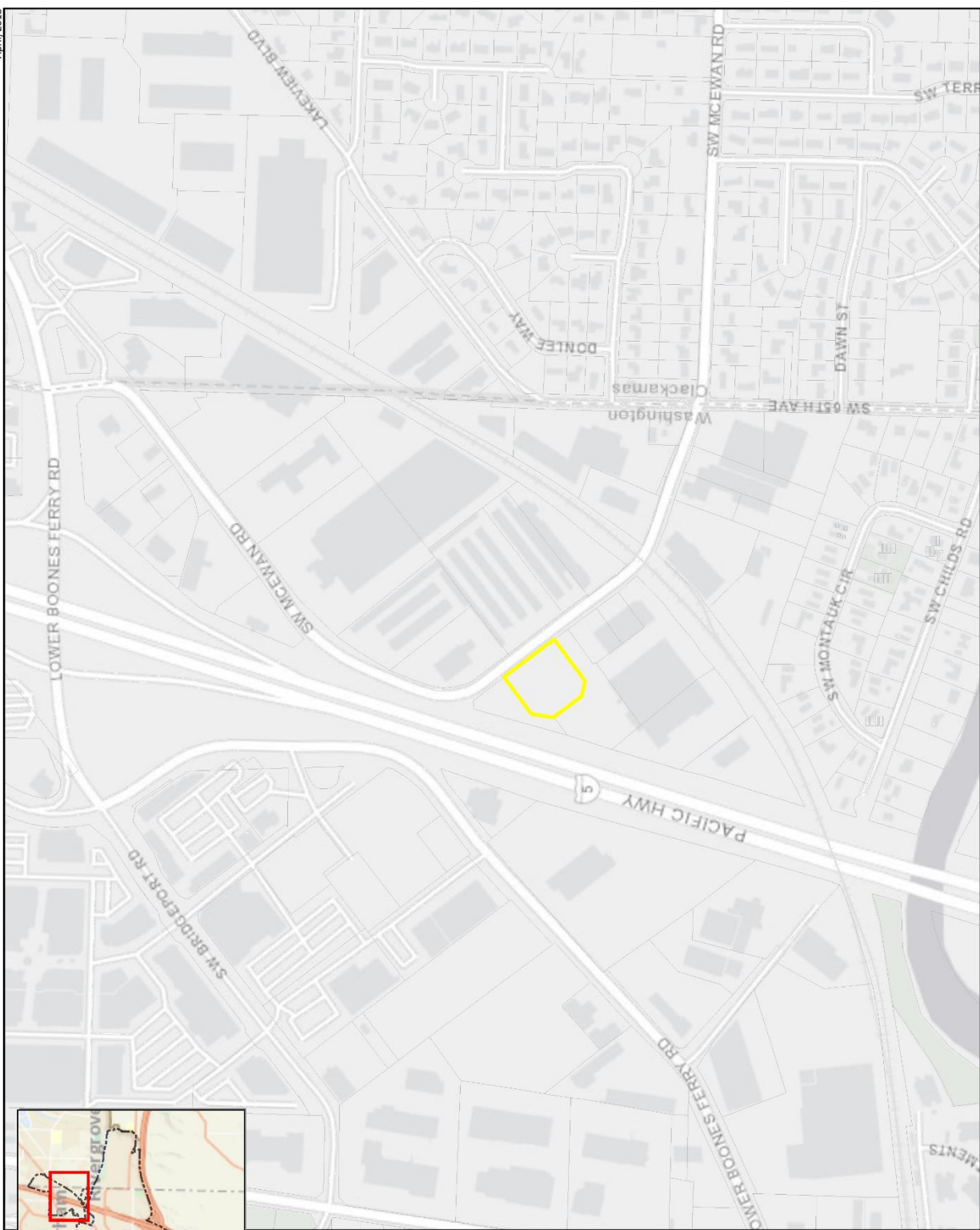
¹ On May 4, 2017, the Washington County Circuit Court granted plaintiffs (TVF&R) Motion for Entry of an Order of Immediate Possession. Accordingly, as of May 5, 2017, TVFR has immediate legal possession of the property, and as such may proceed with moving forward with its project.

² The maximum occupancy (six staff) is used in the transportation impact study as evaluated found in the Conditional Use Application Submittal
http://destinyhosted.com/tualadocs/2018/CCREG/20180409_773/2607_Combined%20file%20for%20web.pdf.

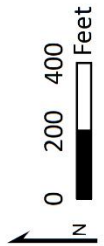
asked a number of questions. Additional information on the Neighborhood/Developer Meeting, including the list of recipients for the mailed notice, and presentation materials, can be found in Exhibit 6.

Project Schedule

Assuming Architectural Review approval in early summer, construction of Station 39 could begin in the fall of 2018 with occupancy and operation by the end of 2019.



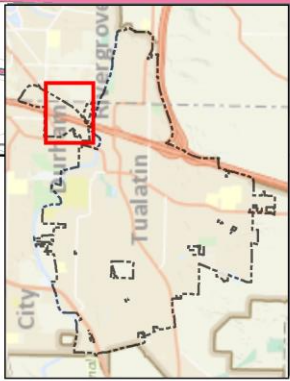
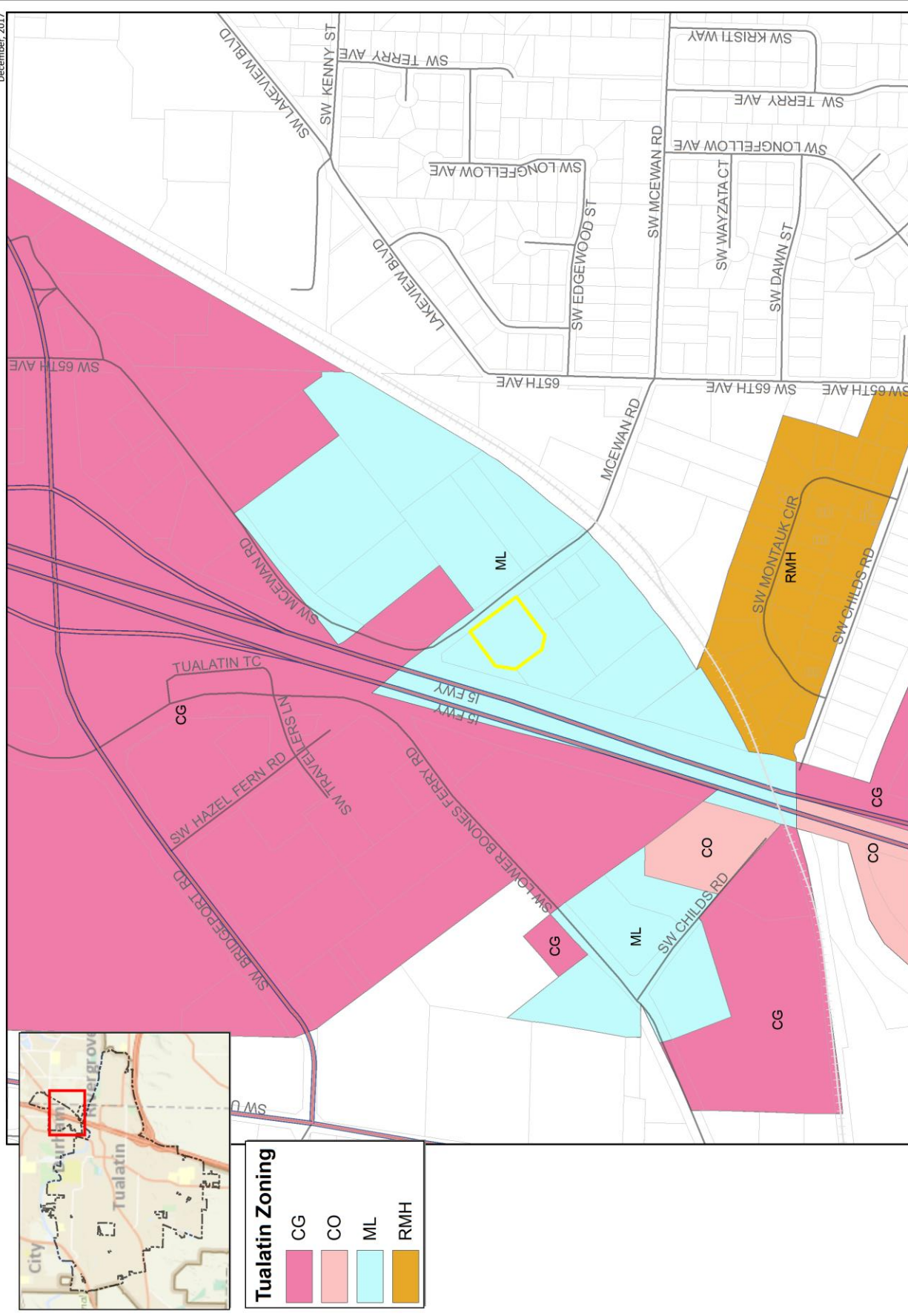
Station 39



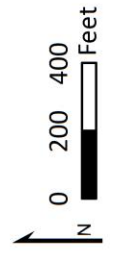
**TVF&R Station 39
Vicinity Map**

**Figure
1**

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3501 Feet Intl
Data Sources:



| Tualatin Zoning | |
|-----------------|----------------------------|
| CG | Community Growth |
| CO | Community Office |
| ML | Medium Density Residential |
| RMH | Residential Medium Density |



**Tualatin Zoning
TVF&R Station 39**

**Figure
2**

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources:

Section 2: Tualatin Development Code.

Conditional Use Approval Criteria (TDC 32.030)

Response: Tualatin City Council held the first public hearing on April 9, 2018. The staff recommendation was for City Council to consider the staff report and supporting attachments and direct staff to prepare a resolution that conforms with Council direction. A second and final evidentiary hearing is scheduled for April 23, 2018, where it is anticipated the City Council will grant Conditional Use approval to construct Station 39.

The Conditional Use Application materials, including application exhibits are available at the City of Tualatin's website, found at the following address.

http://destinyhosted.com/agenda_publish.cfm?id=88252&mt=ALL&get_month=4&get_year=2018&dsp=agm&seq=2607&rev=0&ag=770&ln=12063&nseq=2611&nrev=0&pseq=&prev=#ReturnTo12063

Section 8.020 General Government Services.

This category includes a variety of dissimilar uses from general offices to public works shops. The objectives for the location of these uses are to:

(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

(2) Locate facilities such as the City's Operations Center in the City's western industrial area.

Response: The proposed fire station falls under the use "Public, Semi-Public, and Miscellaneous Land Use." More specifically it falls under the category of "General Government Services" because it's not categorized more specifically elsewhere in the Chapter. TVF&R as a government service requires presence in multiple locations to provide effective fire protection. As such, it's not possible to maximize fire protection services by locating the facility in an Urban Renewal Area, the Civic Center site, or the Operations Center in the western industrial area. The proposed location is necessary to increase fire protection coverage for areas east of I-5.

TDC Chapter 73: Community Design Standards

Section 73.010 Purpose.

To provide a process and definable standards to improve the aesthetic quality of the City's physical development.

Response: TVF&R submits this application narrative to address the relevant community design standards that apply to this project: TVF&R Station 39.

Section 73.020 Findings and Objectives for the Architectural Review Process.

(1) The City Council finds that excessive uniformity, dissimilarity, inappropriateness, or poor quality of design in the exterior appearance of structures and the lack of proper attention to site development and landscaping, in the business, commercial, industrial, and certain residential areas of the City hinders the harmonious development of the City; impairs the desirability of residence, investment or occupation in the City; limits the opportunity to attain the optimum use and value of land and improvements; adversely affects the stability and value of property; produces degeneration of property in such areas

with attendant deterioration of conditions affecting the peace, health and welfare of the City; and destroys a proper relationship between the taxable value of property and the cost of municipal services therefore.

(2) The City Council declares that the purposes and objectives of community design standards are to:

(a) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of development.

(b) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

Response: TVF&R Station 39 is intended to provide critical public safety services for the City of Tualatin and other surrounding jurisdictions. The site has been selected for its proximity in relation other existing fire stations and its access to nearby arterial street network. The station includes quality building materials designed to make it visually pleasing while also integrating with the surrounding industrial area.

(c) Promote the City's natural beauty and visual character and charm by ensuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain, natural environment, and landscaping. Exterior appearances of structures and other improvements should enhance these qualities.

Response: As noted above, the station is located in an industrial area which are typically designed to be more functional than aesthetically pleasing. Notwithstanding, the station includes quality building materials that seek to balance visual appeal with the surrounding area.

(d) Encourage site planning and development to incorporate bikeways, pedestrian facilities, greenways, wetlands, and other natural features of the environment and provide incentives for dedication of access easements and property to the public through shift of residential density, system development charge credits, landscaping credits and setback allowances.

Response: As described in more detail to the relevant sections below, this project has been designed to meet all relevant criteria for bikeways, pedestrian facilities, greenways, wetlands, and other natural features.

(e) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

Response: This project is proposing a new fire station which will provide critical public safety services to the surrounding area, and by extension support business, industry, and investment for the City.

(f) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

Response: A fire station at this location will support and enhance property values by providing critical public safety services in close proximity to existing and future development.

(g) Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and thus decrease the cost of governmental services.

Response: A fire station at this location will provide more efficient delivery of critical public safety services by adding additional service and response capability to this portion of the City.

(h) Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvement.

(i) Sustain the comfort, health, safety, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and thus pro-mote and protect the peace, health and welfare of the City.

Response: A fire station at this location will provide the opportunity to serve both existing and projected growth in the City and will improve the health and safety of existing and future residents and businesses by providing emergency service capability to this portion of the City.

(j) Determine the appropriate yard setbacks, building heights, minimum lot sizes when authorized to do so by City ordinance.

Response: The fire station will comply with the noted development standards in (j).

ARCHITECTURAL REVIEW BOARD

[Section 73.030 – 73.037 omitted from excerpt]

Response: The Architectural Review Board is responsible for reviewing commercial buildings (50,000 square feet and larger), industrial buildings (150,000 square feet and larger), multi-family housing (100 units and above) or other projects as requested by the Community Development Director. This project is not proposing any of the listed uses and the Community Development Director has not requested ARB review; therefore, these regulations do not apply.

ARCHITECTURAL REVIEW APPROVAL

Section 73.040 Architectural Review Plan Approval Required.

(1) Except for an addition or alteration to an existing single-family dwelling when it results in less than a 35% expansion of the structure's existing footprint or less than a 35% alteration of an existing wall plane or only affects the wall plane of the side of the dwelling located in a side yard where the side yard of the dwelling abuts the side yard of an adjacent dwelling, as permitted by these standards, no new building, condominium, townhouse, single family dwelling, addition or alteration to an existing single-family dwelling when it results in a 35% or more expansion of the structure's existing footprint or a new second or higher story or a 35% or more alteration of an existing wall plane (except for the wall plane of a side of the dwelling located in a side yard where the side yard of the dwelling abuts the side yard of an adjacent dwelling), manufactured dwelling park, small-lot subdivision, landscape improvement (excluding greenways, parks and other Parks and Recreation Department road side improvements), parking lot improvement or expansion, above ground public utility facility (sewer or water pump stations, pressure reading stations and water reservoir), electrical substation, above ground natural gas pumping station, installation of decorative lighting (e.g. neon), exterior painting, awnings, murals, wireless communication facility, attached wireless communication facility or exterior major remodeling shall occur until the architectural review plan required under [TDC 31.071](#) has been reviewed and approved by the Community Development Director and City Engineer or their designees, or by the Architectural Review Board or City Council for conformity with applicable standards or criteria.

Response: This project is proposing to construct a new building – Station 39 – which will serve as an office, living space, and apparatus storage for TVF&R personnel and equipment as well as a community

meeting room that will be available for use by residents in the City. Therefore, the review process and approval criteria for architectural review apply.

(2) No new single-family dwelling or addition or alteration to an existing single-family dwelling when it results in a 35% or more expansion of the structure's existing footprint or a new second or higher story or a 35% or more alteration of an existing wall plane (except for the wall plane of a side of the dwelling located in a side yard where the side yard of the dwelling abuts the side yard of an adjacent dwelling), as permitted by these standards, shall occur until the architectural review application under [TDC 31.071\(7\)](#) has been reviewed and approved by the Community Development Director or their designee for conformity with the applicable standards or criteria.

Response: This project is not proposing a new single-family dwelling or addition or alteration; therefore, the architectural review applications under TCD 31.071(7) do not apply.

(3) Construction, site development and landscaping shall be carried out in substantial accord with the approved architectural review plan or application. Review of the proposed architectural review plan or application and any changes thereto shall be conducted in accordance with [TDC Chapter 31](#).

Response: A Fire Station is permitted as a Conditional Use in the Light Manufacturing (ML) zone, which requires a neighborhood/developer meeting, application notice, and conditional use review. Prior to submitting this architectural review application, TVF&R conducted a neighborhood/developer meeting on November 7, 2017 in accordance with the regulations of TDC 31.063 and 31.064 (see Exhibit 6). In addition, and as noted in the responses to Section 31.071 above, TVF&R has submitted all the relevant materials as detailed in TCD 31.071 and 31.072.

Section 73.050 Criteria and Standards.

(1) In exercising or performing his or her powers, duties, or functions, the Community Development Director shall determine whether there is compliance with the following:

(a) The proposed site development, including the site plan, architecture, landscaping, parking and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height, and appearance of the proposed development are involved;

Response:

(b) The proposed design of the development is compatible with the design of other developments in the general vicinity; and

(c) The location, design, size, color and materials of the exterior of all structures are compatible with the proposed development and appropriate to the design character of other developments in the vicinity.

Response: As noted above, the station is located in an industrial area which are typically designed to be more functional than aesthetically pleasing. Notwithstanding, the station includes quality building materials that seek to balance visual appeal with the surrounding area.

(2) In making his or her determination of compliance with the above requirements, the Community Development Director shall be guided by the objectives and standards set forth in this chapter. If the architectural review plan includes utility facilities or public utility facilities, then the City Engineer shall determine whether those aspects of the proposed plan comply with applicable standards.

Response: This project is proposing a new fire station which is subject to the architectural review standards set forth in Chapter 73. This project is also proposing public improvements to SW McEwan Road, including connections to existing public utility facilities. As such, this application will also be subject to review by the City Engineer. Responses that show how this application conforms to the public facility standards are provided below.

(3) In determining compliance with the requirements set forth, the Community Development Director shall consider the effect of his or her action on the availability and cost of needed housing. The Community Development Director shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Community Development Director from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this Code. As part of the Architectural Review process, the Community Development Director has no authority to reduce dwelling unit densities.

Response: This project is not a housing project and is being constructed on Industrially-zoned property.

(4) As part of Architectural Review, the property owner may apply for approval to remove trees, in addition to those exemptions allowed in [TDC 34.200\(3\)](#), by submitting information concerning proposed tree removal, pursuant to [TDC 34.210\(1\)](#). The granting or denial of a tree removal permit shall be based on the criteria in [TDC 34.230](#).

Response: This project is requesting approval to remove 26 trees on the subject property as part of this Architectural Review. Tree removal is necessary to accommodate the new fire station. In addition, this project is proposing to remove two trees within the public right-of-way in order to accommodate a new sidewalk and meet the street design standards required for SW McEwan Road.

A Tree Preservation Plan has been prepared in conformance with the required plan requirements (Sheet C3 in Exhibit 2). The Tree Preservation Plan includes a table that shows a detailed tree inventory and assessment of trees located on-site and adjacent to the site. Tree protection fences will be provided to protect trees located off-site.

(5) Conflicting Standards. In addition to the MUCOD requirements, the requirements in TDC Chapter 73 (Community Design Standards) and other applicable Chapters apply. If TDC Chapters [57](#), [73](#) and other applicable Chapters, conflict or are different, they shall be resolved in accordance with [TDC 57.200\(2\)](#).

Response: This project is not located in the Mixed Use Commercial Overlay District; therefore, there is not potential conflict with standards.

Section 73.055 Conditions Placed on Architectural Review Approvals.

(1) An architectural review approval may include restrictions and conditions. These restrictions and conditions shall be reasonably conceived to:

(a) Protect the public from the potentially deleterious effects of the proposal;

(b) Fulfill the need for public facilities and services created by the proposal, or increased or in part attributable to the proposal;

(c) Further the implementation of the requirements of the Tualatin Development Code.

Response: The applicant understands that Conditions of Approval may be placed on the overall approval of Station 39.

(2) The following types of conditions are specifically contemplated by subsection (1) of this section and the listing below is illustrative only and not a limitation of the authority granted by this section.

(a) Development Schedule--A reasonable time schedule may be placed on construction activities associated with the proposed development, or portion of the development.

(b) Dedications, Reservation--Dedication or reservation of land, or the granting of an easement for park, open space, rights-of-way, bicycle or pedestrian paths, Greenway, Natural Area, Other Natural Area, riverbank, the conveyance of title or easements to the City or a non-profit conservation organization, or a homeowners' association.

(c) Construction and Maintenance Guarantees--Security from the property owners in such an amount that will assure compliance with approval granted.

(d) Plan Modifications--Changes in the design or intensity of the proposed development, or in proposed construction methods or practices, necessary to assure compliance with this chapter.

(e) Off-Site Improvements--Improvements in public utility facilities not located on the project site where necessary to assure adequate capacity and where service demand will be created or increased by the proposed development if the cost of providing services to others will be increased as a result of the development. The costs of such improvements may be paid for in full while allowing for recovery of costs from users on other development sites, or they may be prorated to the proposed development in proportion to the service demand projected to be created or increased by the project. For development on land where the Industrial Business Park Overlay District is applied, conditions of approval may be included to address the impact, or the cumulative impact, of the development generated by the underlying ML or MG District uses and the Overlay District uses, including but not limited to the traffic impacts generated by non-industrial uses. For development on land where the Mixed Use Commercial Overlay District (MUCOD) is applied, conditions of approval may be included to address the impact, or the cumulative impact, of the development generated by the underlying CG District uses and the MUCOD uses, including but not limited to the traffic impacts generated by noncommercial uses.

(f) Other Approvals--Evaluation, inspections or approval by other agencies, jurisdictions, public utilities, or consultants, may be required for all or any part of the proposed development.

(g) Access Limitation--The number, location and design of street accesses to a proposed development may be limited or specified where necessary to maintain the capacity of streets to carry traffic safely, provided that sufficient access to the development is maintained.

(h) Public Utility Facilities--Must be constructed in accordance with the City's Public Works Construction Code. [Ord. 743-88 §24, 3/28/88; Ord. 862-92 §51, 3/23/92; Ord. 933-94 §46, 11/28/94; Ord. 979-97 §50, 7/14/97; Ord. 1040-99 §10, 12/13/99; Ord. 1062.00, §21, 12/11/00; Ord. 1062-00, 1/3/01]

Response: The applicant understands that Conditions of Approval that address these factors may be placed on the overall approval of Station 39.

Section 73.056 Time Limit on Approval.

Architectural Review approvals shall expire after two years unless:

(1) A building, or grading permit submitted in conjunction with a building permit application, has been issued and substantial construction has taken place pursuant to the permit and an inspection has been performed by a member of the Building Division; or

(2) The Architectural Review (AR) applicant requests in writing an extension and the City approves it. If the Community Development Director and the City Engineer or their designees approved the AR, then the Community Development Director and City Engineer shall decide upon the extension request. If the Architectural Review Board (ARB) approved the AR, then the ARB shall decide upon the extension request. The applicant shall provide notice of extension request to past recipients of the AR notice of application and post a sign pursuant to [TDC 31.064](#). Before approving an extension, the deciding party shall find the request meets these criteria:

(a) The applicant submitted a written extension request prior to the original date.

(b) There have been no significant changes in any conditions, ordinances, regulations or other regulations or other standards of the City or applicable agencies that affect the previously approved project so as to warrant its resubmittal for AR.

(c) If the previously approved application included a special study, the applicant provided with the extension a status report that shows no significant changes on the site or within the vicinity of the site. A letter from a recognized professional also would satisfy this criterion if it states that conditions have not changed after the original approval and that no new study is warranted.

(d) If the AR applicant neglected site maintenance and allowed the site to become blighted, the deciding party shall factor this into its decision.

(e) The deciding party shall grant no more than a single one-year extension for an AR approval.

(f) If the Community Development Director and City Engineer or their designees are the deciding party, then they shall decide within thirty (30) days of receipt of the request. If the ARB is the deciding party, then the ARB shall decide within sixty (60) days of receipt of the request. If the deciding party fails to decide within the applicable time period, the decision shall default to approval.

(3) The Architectural review approval was granted on or after January 1, 2007 through September 30, 2009. In those cases approval shall be extended to December 31, 2012. Such approval shall not be eligible for extension under [TDC 73.056\(2\)](#). This subsection (3) shall terminate on January 2, 2013, without further action of the City Council. [Ord. 862-92, §51, 3/23/92; Ord. 904-93, §44, 9/13/93; Ord. 1291-09 §1, 10/26/09; Ord. 1324-11 §1, 06/13/11; Ord. 1333-11 §4, 9/12/11]

Response: The applicant understands that there is a two-year time limitation on the Architectural Review approval. The District intends to move forward with site preparation and building construction in a timely manner, before the two-year limitation.

OCCUPANCY

Section 73.095 Occupancy Requirements.

(1) Except as allowed by Subsection (2), all landscaping and exterior improvements required as part of the Community Development Director's, Architectural Review Board's or City Council's approval shall be completed in addition to Fire and Life Safety, and Engineering/Building Department requirements prior to the issuance of any certificate of occupancy.

Response: The applicant understands that all landscaping and exterior improvements are required to be completed prior to the issuance of a certificate of occupancy.

(2) A temporary certificate of occupancy may be issued by the Building Official prior to the complete installation of all required on-site landscaping, landscaping in the public right-of-way and on-site exterior improvements if security equal to 110 percent of the cost of the landscaping and exterior improvements, as determined by the Community Development Director, is filed with the City, assuring such installation within a time specified by the Community Development Director, but not to exceed 6 months after granting of temporary occupancy. The applicant shall provide a list of uncompleted items along with specific cost estimates of on-site landscaping and on-site exterior improvements, including materials and installation to the satisfaction of the Community Development Director prior to approval of the security. "Security" may consist of a corporate surety bond issued by a surety company authorized to transact business in the State of Oregon, a cash deposit, an assignment of bank funds, an irrevocable letter of credit, cash in escrow or a certified check; and the form shall meet with the approval of the City Attorney. If installation of the on-site landscaping or other on-site exterior improvements is not completed within the period specified by the Community Development Director, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City shall be returned to the party posting the security. The final landscape and exterior improvement inspection shall be made by the Planning Department prior to the return of any securities. Any portion of the plan not installed, not installed properly, or not properly maintained shall cause the inspection to be postponed until the project is completed, or shall cause the security to be used by the City. [Ord. 637-84, §14, 6/11/84; Ord. 862-92, §51, 3/23/92]

Response: The applicant understands that a security equal to 110 percent of the cost of landscaping and exterior improvements is required to issue a temporary certificate of occupancy prior to completing landscaping and exterior improvements.

LANDSCAPE AND BUILDING MAINTENANCE

Section 73.100 Landscaping Installation and Maintenance.

(1) All landscaping approved through the Architectural Review Process shall be continually maintained, including necessary watering, weeding, pruning and replacement, in a manner substantially similar to that originally approved through the Architectural Review Process, unless subsequently altered with Community Development Director approval.

Response: TVF&R will be responsible for on-going maintenance of the new landscaping proposed as part of this application. As noted on Sheet L2.0 in Exhibit 2, all plant materials will be guaranteed for one full growing season or one year, whichever is longer.

(2) All building exterior improvements approved through the Architectural Review Process shall be continually maintained including necessary painting and repair so as to remain substantially similar to original approval through the Architectural Review Process, unless subsequently altered with Community Development Director approval. [Ord. 862-92, § 51, 3/23/92; Ord. 904-93, § 45, 9/13/93]

Response: TVF&R will be responsible for maintaining the building exterior improvements proposed as part of this application.

DESIGN STANDARDS

Section 73.110 Site Planning - Multi-family Uses.

Section 73.120 Objectives.

[Sections (1)-(18) omitted from excerpt]

Section 73.130 Standards.

[Section (1)-(8) omitted from excerpt]

Response: This project is not proposing a multi-family use; therefore, these standards do not apply.

Section 73.140 Site Planning - Commercial, Industrial, Public and Semi-Public Uses.

Purpose. The purpose of commercial, industrial, public and semi-public site planning design objectives is to implement the purposes and objectives of [TDC 73.020\(2\)](#) by focusing on the placement, design and relationship of proposed site elements such as buildings, vehicular parking and circulation areas, bikeways and bike parking, accessways, walkways, buffer areas and landscaping.

Response: As described in the responses to the objectives and standards below, the proposed project meets the site planning purpose for public and semi-public uses.

Section 73.150 Objectives.

All commercial, industrial, public and semi-public projects should strive to meet the following objectives to the maximum extent practicable. Architects and developers should consider these elements in designing new projects. In the Central Design District, the Design Guidelines of [TDC 73.610](#) shall be considered. In the case of conflicts between objectives, the proposal shall provide a desirable balance between the objectives. Site elements shall be placed and designed, to the maximum extent practicable, to:

Response: As provided in more detail below, the proposed fire station will meet the objectives of public and semi-public use site planning.

(1) Provide convenient walkways and crosswalks which separate pedestrians from vehicles and link primary building entries to parking areas, other on-site buildings and the public right-of-way.

Response: This project is proposing a paved walkway around the perimeter of the building – except for where driveways provide access to the garage at the rear of the building (see Sheet L1.0 in Exhibit 2). The paved walkway will connect to all building entrances as well as to the proposed sidewalks along the property frontage on SW McEwan Road. The paved walkways will also provide access to the parking areas on the north and west portions of the lot.

(2) Avoid barriers to disabled individuals.

Response: This project is proposing two ADA compliant parking spaces, located near the main entrance to the community room. The ADA compliant parking spaces will have access to the main entrance to the fire station portion of the building via a paved walkway around the building perimeter (see Sheet L1.0 in Exhibit 2). As shown on The Floor Plan Sheet in Exhibit 1, all areas within the building will be accessible.

(3) Locate and design drive-through facilities in a manner which does not conflict with pedestrian routes or other vehicular circulation and minimizes adverse impacts on adjacent properties.

Response: The fire apparatus garage is designed to allow fire apparatus to drive through the facility. Ingress to and egress from the garage and the lot will not require backward movement of the fire apparatus. The parking area and driveways are designed to connect with the garage, allowing for forward movement through the facility. It won't be necessary for the fire apparatus to make turning movements out of the garage. There will also be unobstructed visual clearance to the north and south where the driveways cross the proposed sidewalk, allowing for high visibility between vehicles or fire apparatus and pedestrian movement on the sidewalk.

(4) Break up parking areas with landscaping (trees, shrubs and walkways) and buildings to lessen the overall impact of large paved areas.

Response: As shown in Sheet L1.0 in Exhibit 2, trees and landscape islands/strips are located on the outer perimeter of the parking lot to help reduce the overall size and visual impact of the parking area.

(5) Utilize landscaping in parking areas to direct and control vehicular movement patterns, screen headlights from adjacent properties and streets, and lessen the visual dominance of pavement coverage.

Response: As shown on Sheet L1.0 in Exhibit 2, the entire perimeter of the subject property, except for the frontage along SW McEwan Road, will be landscaped with a variety of shrubs to screen headlights from adjacent property. As noted above, the trees and landscape islands/strips are located to reduce the overall size and visual impact of the parking area.

(6) Provide vehicular connections to adjoining sites.

Response: This project is not proposing to provide vehicular connections to the U-Haul Facility, the only adjoining site. The adjoining site currently has access to SW McEwan and provides comprehensive internal network for vehicular access. In fact, a vehicular connection to the adjoining U-Haul facility may create vehicular conflicts between fire apparatus and the multitude of vehicles accessing the U-Haul facility. Internal vehicular movement and site egress/ingress at the U-Haul facility experience relatively higher volumes of traffic because it provides self-storage and rental equipment to the general public. Prohibiting any volume of traffic on the subject property from the adjoining site will allow for relatively unobstructed movement of fire apparatus, particularly when it's necessary for emergency situations.

(7) Emphasize entry drives into commercial complexes and industrial park developments with special design features, such as landscaped medians, water features and sculptures.

Response: The proposed project is not a commercial complex or industrial park development; therefore, this standard does not apply.

(8) Locate, within parking lots, pedestrian amenities and/or landscaping in areas which are not used for vehicle maneuvering and parking.

Response: Except for enclosures for trash, propane, generators, and fuel, all areas not used for vehicle parking or maneuvering will have pedestrian walkways or will be landscaped with trees, groundcover, and shrubs (see Sheet L1.0 in Exhibit 2).

(9) Encourage outdoor seating areas which provide shade during summer and sun during winter, trash receptacles and other features for pedestrian use. Plantings with a variety of textures and color are encouraged.

Response: A patio area is proposed at the rear of the building, outside the station's primary living area. The patio area will be partially covered by the building roof and will be separated from the employee parking area by a landscape strip with trees and ground cover. The primary trash enclosure is located in the employee parking area near the patio area.

(10) Create opportunities for, or areas of, visual and aesthetic interest for occupants and visitors to the site.

Response: The portion of the lot fronting SW McEwan Road will be landscaped with trees and ground cover to provide a visually pleasing and soft presentation (see Sheet L1.0 in Exhibit 2). Similarly, the building materials have been selected to balance the natural landscaped area with the surrounding industrial uses and features a mix of brick veneer, metal paneling, and window glazing on the building and garage doors (see The Elevations Sheets in Exhibit 2).

(11) Conserve, protect and restore fish and wildlife habitat areas, and maintain or create visual and physical corridors to adjacent fish and wildlife habitat areas.

Response: The proposed project is not in or adjacent to a fish and wildlife habitat area; therefore, this standard does not apply.

(12) Provide safe pathways for pedestrians to move from parking areas to building entrances.

Response: As shown on Sheet L1.0 in Exhibit 2, a pathway around the circumference of the building and adjacent to the parking areas will be provided. The pathway will provide connections between the parking areas, all the entrances around proposed fire station, and the proposed sidewalks along SW McEwan Road.

(13) Design the location of buildings and the orientation of building entrances for commercial, public and semi-public uses such as churches, schools and hospitals to provide adequate pedestrian circulation between buildings and to provide preferential access for pedestrians to existing or planned transit stops and transit stations.

Response: As shown on The Floor Plan Sheet in Exhibit 2, the proposed fire station will include a community room, located in the northern corner of the building, closest to the proposed public parking area and SW McEwan Road. The entrance to the community room will be accessible from the public parking area. In addition, the proposed ADA compliant handicap parking spaces will be located closest to the community room entrance.

(14) Provide accessways between commercial, public and semi-public development and publicly-owned land intended for general public use; arterial and collector streets where a transit stop and/or a bike lane is provided or designated; and abutting residential, commercial and semi-public property.

Response: This project is not proposing an accessway to adjacent properties. Access to adjacent properties will be provided by proposed sidewalks along SW McEwan Road.

(15) Provide accessways between industrial development and abutting greenways where a bikeway or pedestrian path is provided or designated.

Response: The proposed project is not located adjacent to or near a greenway; therefore, this standard does not apply.

(16) Accessways should be designed and located in a manner which does not restrict or inhibit opportunities for developers of adjacent properties to connect with an accessway, and provide continuity from property to property for pedestrians and bicyclists to use the accessway.

Response: This project is not proposing an accessway; therefore, this standard does not apply.

(17) Provide preferential parking for carpool and vanpools to encourage employees to participate in carpools and vanpools.

Response: This project is proposing two parking areas; a general public parking area, and a staff parking area. The staff parking area has been designed to adequately accommodate the anticipated full staffing at the site; twelve parking spaces are provided to accommodate a shift of six TVF&R staff.

(18) Screen elements such as mechanical and electrical equipment, above ground sewer or water pump stations, pressure reading stations and water reservoirs from view.

Response: As shown on The Floor Plan Sheet and Sheet 009 in Exhibit 2, the propane/generator/fueling storage areas and trash enclosures will be screened from view by a combination of brick above concrete bases and powder-coated chain link fences with slats.

(19) Parking structure exteriors and underground parking should be designed to be harmonious with surrounding buildings and architecturally compatible with the treatment of buildings they serve.

Response: This project is not proposing a parking structure or underground parking as part of this project; therefore, this standard does not apply.

(20) When a fish and wildlife habitat area abuts or is on the subject property the applicant and decision authority for a development application should consider locating buildings farther away from the fish and wildlife habitat area.

Response: The proposed project is not in or adjacent to a fish and wildlife habitat area; therefore, this standard does not apply.

Section 73.160 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) Pedestrian and Bicycle Circulation.

(a) For commercial, public and semi-public uses:

(i) a walkway shall be provided between the main entrance to the building and any abutting public right-of-way of an arterial or collector street where a transit stop is designated or provided. The walkway shall be a minimum of 6 feet wide and shall be 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;

Response: The proposed fire station is not located adjacent to arterial or collector street where a transit stop is designated or provided; therefore, this standard does not apply. Notwithstanding, as shown on Sheet L1.0 in Exhibit 2, a walkway is proposed between SW McEwan Road and the entrances to the community room as well as the main office and living quarters. The walkways will be six feet in width and will be paved with concrete.

(ii) walkways shall be provided between the main building entrances and other on-site buildings and accessways. The walkways shall be a minimum of 6 feet wide and shall be 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;

Response: This project is not proposing multiple on-site buildings or accessways; therefore, this standard does not apply.

(iii) walkways through parking areas, drive aisles, and loading areas shall be visibly raised and of a different appearance than the adjacent paved vehicular areas;

Response: This project is not proposing a walkway through a parking area, drive aisle, or loading area; therefore, this standard does not apply. Notwithstanding, walkways are proposed adjacent to the public and employee parking areas, between the parking area and the fire station building.

(iv) accessways shall be provided as a connection from the development's internal bikeways and walkways to all of the following locations that apply: abutting arterial or collector streets upon which transit stops or bike lanes are provided or designated; abutting undeveloped residential or commercial areas; adjacent undeveloped sites where an agreement to provide an accessway connection exists; and to abutting publicly-owned land intended for general public use, including schools;

(v) fences or gates which prevent pedestrian and bike access shall not be allowed at the entrance to or exit from any accessway.

Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

(vi) bikeways shall be provided which link building entrances and bike facilities on the site with the adjoining public right-of-way and accessways.

Response: This project is not proposing a bikeway as part of this project; therefore, this standard does not apply.

(vii) 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.

Response: This project is not proposing an outdoor recreation access route as part of this project; therefore, this standard does not apply.

(b) For Industrial Uses:

Response: The proposed fire station is not an industrial use; therefore, this standard does not apply.

(c) Curb ramps shall be provided wherever a walkway or accessway crosses a curb.

Response: A curb ramp is proposed near the ADA compliant parking spaces to provide a transition from the parking area to the walkway network. There are no other curb ramps proposed as part of this application.

(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.

(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.

Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

(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.

Response: This project is not proposing a bridge or culvert; therefore, this standard does not apply.

(g) Accessways shall be constructed, owned and maintained by the property owner.

Response: This project is not proposing an accessway as part of this application; therefore, this standard does not apply.

(2) Drive-up Uses.

Response: This project is not proposing a drive-up use; therefore, this standard does not apply.

(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.

Response: As shown in The Site Lighting sheet, in Exhibit 2, the public and employee parking areas will be lit at night to allow for high visibility into the areas.

(b) In commercial, public and semi-public development and where possible in industrial development, locate windows and provide lighting in a manner which enables surveillance of interior activity from the public right-of-way.

Response: As shown on the Floor Plan and Elevations sheets in Exhibit 2, there will be windows in the main office and community room areas that will face SW McEwan Road, allowing for surveillance of TVF&R spaces that are used to interact with the general public (i.e. the office and community areas).

(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.

Response: As shown in The Site Lighting sheet, in Exhibit 2, the public and employee parking areas will be lit at night to allow for high visibility into the areas.

(d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services.

Response: As shown on The Elevations Sheets in Exhibit 2, the frontage of the fire station facing SW McEwan Road will have markings to indicate the building is Tualatin Valley Fire & Rescue Station 39. The markings will be of a size and contrast from the building materials to be easily visible from the street. The markings will be located on the building to intuitively indicate the location of the primary entrance to the office area.

(e) Shrubs in parking areas must not exceed 30 inches in height. Tree canopies must not extend below 8 feet measured from grade.

Response: The proposed landscaped materials will meet this standard. Shrubs on the outside perimeter of the parking area will not exceed 30 inches. At full maturity, the proposed tree canopies will exceed eight feet in height.

(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.

Response: This project is not proposing any of the uses listed in section (f); therefore, this standard does not apply.

(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.

Response: As shown on Floor Plan and Elevations sheets in Exhibit 2, there will be an enclosure around the proposed propane, generator, and fuel equipment. The enclosure will be screened on all sides with a combination of materials including brick and slatted cyclone fencing.

(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.

Response: This project is not proposing an outdoor storage area; therefore, this standard does not apply.

(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.

Response: This project is not proposing any of the uses listed in section (c); therefore, this standard does not apply.

(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](#).

Response: This project has been designed to comply with applicable OSSC requirements.

(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.

(b) In addition to (a) above, new retail, office and institutional uses abutting major transit stops as designated in [TDC Chapter 11 \(Figure 11-5\)](#) shall:

[Subsections (i)-(v) omitted from excerpt]

Response: This project is not proposing an industrial, institutional, retail, or office development; therefore, this standard does not apply.

Section 73.170 Structure Design – Single-family and Multi-family Uses.

[Sections (1)-(2) omitted from excerpt]

Section 73.180 Objectives – Single-family and Multi-family Uses.

[Sections (1)-(2) omitted from excerpt]

Section 73.190 Standards – Single-family and Multi-family Uses.

[Sections (1)-(2) omitted from excerpt]

Response: This project is not proposing a single-family or multi-family use; therefore, these standards do not apply.

Section 73.200 Structure Design - Commercial, Industrial, Public and Semi-Public Uses.

Purpose. The purpose of commercial, industrial, public and semi-public building design objectives and standards is to implement the purpose and objectives of [TDC 73.020\(2\)](#) and are intended to promote functional, safe, innovative and attractive buildings which are compatible with the surrounding environment. This concerns the building form including the articulation of walls and roof design, materials, colors, placement of elements such as windows, doors, mechanical equipment and identification features. [Ord. 705-86, §6, 9/8/86]

Response: As noted in the responses to [TDC 73.020\(2\)](#) above, this project will meet the purpose of structural design for architectural review.

Section 73.210 Objectives.

All commercial, industrial, public and semi-public projects should strive to meet the following objectives to the maximum extent practicable. Architects and developers should consider these elements in designing new projects. In the Central Design District, the Design Guidelines of [TDC 73.610](#) shall be considered. In case of conflicts between objectives, the proposal shall provide a desirable balance between the objectives. Buildings shall be designed, to the maximum extent practicable, to:

(1) *Minimize disruption of natural site features such as topography, trees and water features.*

Response: The tax lot on which the fire station is proposed was acquired by TVF&R as small subset of a two larger tax lots. The acquired tax lot was the minimum necessary size to accommodate the proposed fire station and meet the City's development standards. By sizing the acquired tax lot to the minimum necessary, TVF&R was able to preserve natural site features on the adjacent properties.

(2) Provide a composition of building elements which is cohesive and responds to use needs, site context, land form, a sense of place and identity, safety, accessibility and climatic factors. Utilize functional building elements such as arcades, awnings, entries, windows, doors, lighting, reveals, accent features and roof forms, whenever possible, to accomplish these objectives.

Response: As noted above, the station is located in an industrial area which are typically designed to be more functional than aesthetically pleasing. Notwithstanding, the station includes quality building materials that seek to balance visual appeal with the surrounding area.

(3) Where possible, locate loading and service areas so that impacts upon surrounding areas are minimized. In industrial development loading docks should be oriented inward to face other buildings or other loading docks. In commercial areas loading docks should face outward towards the public right-of-way or perimeter of the site or both.

Response: This project is not proposing a loading or service area; therefore, this objective does not apply.

(4) Enhance energy efficiency in commercial and industrial development through the use of landscape and architectural elements such as arcades, sunscreens, lattice, trellises, roof overhangs and window orientation.

Response: The proposed fire station incorporates the latest best practices for energy efficiency by using quality materials.

(5) Locate and design entries and loading/service areas in consideration of climatic conditions such as prevailing winds, sun and driving rains.

Response: The main entries to the fire station are located to provide the most direct access to the visitor and staff parking areas as well as SW McEwan Road.

(6) Give consideration to organization, design and placement of windows as viewed on each elevation having windows. Surveillance over parking areas from the inside, as well as visual surveillance from the outside in, should be considered in window placement.

Response: As shown on Floor Plan and Elevations Sheets in Exhibit 2, there will be windows in the main office and community room areas that will face SW McEwan Road, allowing for surveillance of TVF&R spaces that are used to interact with the general public (i.e. the office and community areas).

(7) Select building materials which contribute to the project's identity, form and function, as well as to the surrounding environment.

(8) Select colors in consideration of lighting conditions and the context under which the structure is viewed, the ability of the material to absorb, reflect or transmit light and the color's functional role (e.g., to identify and attract business, aesthetic reasons, image-building).

Response: The primary exterior building materials will consist of brick masonry veneer, metal wall panels, and precast concrete. Other materials include metal clad wood windows, steel apparatus bay doors, standing seam metal roofing, and hollow metal and aluminum entrance doors.

(9) Where possible, locate windows and provide lighting in a manner which enables tenants, employees and police to watch over pedestrian, parking and loading areas.

(10) Where practicable locate windows and provide lighting in a manner which enables surveillance of interior activity from the public right-of-way or other public areas. [Ord. 904-93, §51, 9/13/93; Ord. 1097-02, 2/11/02]

Response: As noted above, windows to the main office and community room areas will face SW McEwan Road, allowing surveillance of TVF&R spaces that are used to interact with the general public.

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.

Response: As shown in the Site Lighting sheet in Exhibit 2, the public and employee parking areas will be lit to allow for high visibility into the areas.

(b) Provide an identification system which clearly identifies and locates buildings and their entries.

Response: As shown on The Elevations Sheets in Exhibit 1, the frontage of the fire station facing SW McEwan Road will have markings to indicate the building is Tualatin Valley Fire & Rescue Station 39. The markings will be of a size and contrast from the building materials to be easily visible from the street. The markings will be located on the building to intuitively indicate the location of the primary entrance to the office area.

(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.

Response: As shown on Sheet L1.0 in Exhibit 2, the selection of proposed landscaped materials will meet this standard. Shrubs on the outside perimeter of the parking area will not exceed 30 inches. At full maturity, the proposed tree canopies will exceed eight feet in height.

Section 73.221 Purpose and Objectives.

[Sections (1)-(2) omitted from excerpt]

Section 73.222 Fence Standards.

Response: The proposed fire station is not located in the RL or RML Planning District; therefore, these standards do not apply.

Section 73.225 Mixed Solid Waste and Source Separated Recyclables Storage Areas for New or Expanded Multi-Unit Residential, Including Townhouses, Commercial, Industrial, Public and Semi-Public Development.

Purpose. The purpose of mixed solid waste and source separated recyclables storage areas objectives and standards is to implement the purposes and objectives of [TDC 73.020\(2\)](#). The objectives and standards are intended to be flexible, easy and efficient to administer, and allow creativity. [Ord. 898-93, §6, 6/14/93. Ord. 1025-99, §39, 7/26/99; Ord. 1097-02, 2/11/02]

Section 73.226 Objectives.

All new or expanded multi-family, including townhouses, commercial, industrial, public and semi-public projects should strive to meet the following objectives to the maximum extent practicable. Architects and developers should consider these elements in designing new projects. In the Central Design District, the Design Guidelines of [TDC 73.610](#) shall be considered. In the case of conflicts between objectives, the proposal shall provide a desirable balance between the objectives. Townhouses may necessitate a different balancing than multi-family developments such as apartments. Mixed solid waste and source separated recyclable storage areas shall be designed to the maximum extent practicable, to:

(1) Screen elements such as garbage and recycling containers from view.

Response: As shown on The Floor Plan Sheet and Elevations Sheets, the trash enclosure will be screened from view by a combination of brick over concrete base and powder coated fencing with slats.

(2) Ensure storage areas are centrally located and easy to use.

Response: As shown on Sheet L1.0, the trash enclosure will be located in the employee parking area, where it will be readily accessible to TVF&R employees.

(3) Meet dimensional and access requirements for haulers.

Response: The access lane that provides access to the trash enclosure will be approximately 25 feet wide or wider. The trash enclosure will have two openings – 4’6” and 9’ wide – to allow access to the garbage and recycling bins.

(4) Designed to mitigate the visual impacts of storage areas.

Response: The materials for the trash enclosure will mimic the building materials on the fire station building, allowing the enclosure to be less visibly obtrusive.

(5) Provide adequate storage for mixed solid waste and source separated recyclables.

(6) Improve the efficiency of collection of mixed solid waste and source separated recyclables. [Ord. 898-93, §7, 6/14/93. Ord. 1025-99, §40, 7/26/99; Ord. 1097-02, 2/11/02]

Response: The trash enclosure will be approximately 157 square feet in size, large enough to accommodate multiple bins, including garbage, recycling, compost, or any other types necessary to help separate.

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.

Response: This project is proposing to meet the minimum standards method, as described in more detail to below.

(1) The mixed solid waste and source separated recyclables storage standards shall apply to all new or expanded multi-family residential developments containing five or more units and to new or expanded commercial, industrial, public and semi-public development.

Response: This project is proposing a new public/semi-public development; therefore, these standards apply.

(2) Minimum Standards Method. This method specifies a minimum storage area requirement based on the size and general use category of the new or expanded development. This method is most appropriate when specific use of a new or expanded development is not known. It provides specific dimensional standards for the minimum size of storage areas by general use category.

(a) The size and location of the storage area(s) shall be indicated on the site plan. Compliance with the requirements set forth below are reviewed through the Architectural Review process.

Response: The size of the trash enclosure is shown on The Floor Plan Sheet in Exhibit 2. The trash enclosure will be located at the end of the staff parking area shown on the site plan in Exhibit 2.

(i) The storage area requirement is based on the area encompassed by predominant use(s) of the building (e.g., residential, office, retail, wholesale/warehouse/manufacturing, educational/institutional or other) as well as the area encompassed by other distinct uses. If a building has more than one use and that use occupies 20 percent or less of the gross leasable area (GLA) of the building, the GLA occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one use and that use occupies more than 20 percent of the GLA of the building, then the storage area requirement for the whole building shall be the sum of the area of each use.

Response: The predominant use of the building will be a fire station and the secondary use will be a community room available for the general public's use. The fire station and the community room will be operated by TVF&R and not be available for lease.

(ii) Storage areas for multiple uses on a single site may be combined and shared.

Response: The trash enclosure located at the end of the staff parking area will be shared for both uses in the building.

(iii) The specific requirements are based on an assumed storage area height of 4 feet for mixed solid waste and source separated recyclables. Vertical storage higher than 4 feet, but no higher than 7 feet may be used to accommodate the same volume of storage in a reduced floor space (potential reduction of 43 percent of specific requirements). Where vertical or stacked storage is proposed, submitted plans shall include drawings to illustrate the layout of the storage area and dimensions for containers.

Response: The trash enclosure will be approximately seven feet in height and will not be covered.

(iv) Multi-family residential developments containing 5-10 units shall provide a minimum storage area of 50 square feet. Multi-family residential developments containing more than 10 units shall provide 50 square feet plus an additional 5 square feet per unit for each unit above 10.

Response: This project is not proposing a multi-family residential development; therefore, this standard does not apply.

(v) Commercial, industrial, public and semi-public developments shall provide a minimum storage area of 10 square feet plus: Office - 4 square feet/1000 square feet gross leasable area (GLA); Retail - 10 square feet/1000 square feet GLA; Wholesale/ Warehouse/ Manufacturing - 6 square feet/1000 square feet GLA; Educational and institutional - 4 square feet/1000 square feet GLA; and other - 4 square feet/1000 square feet GLA.

Response: The fire station and community room will not be available for lease. Notwithstanding, the trash enclosure will be approximately 157 square feet in size, large enough to accommodate multiple bins.

(3) Waste Assessment Method. This method tailors the storage area size to a waste assessment and management program for the specific user of a new or expanded building. It is most appropriate when the specific use of a building is known and the type and volume of mixed solid waste to be generated can be estimated. A pre-application conference is required if the waste assessment method is proposed. The applicant shall obtain a waste assessment form from the Planning Department. The form shall be used to estimate the volumes of both mixed solid waste and source separated recyclables generated. From this information, the applicant can design a specific management, storage and collection system.

Techniques such as a compactor or cardboard baler may be implemented to minimize the square footage of the storage area. If this method of compliance is selected the waste assessment form shall be completed and submitted as part of the Architectural Review application. The plans must identify the size and location of interior, or exterior storage area(s) or both, specialized equipment to be used, and collection schedule required to accommodate the volumes of waste projected in the waste assessment. The application shall demonstrate that the mixed solid waste and source separated recyclable volumes expected to be generated can be stored in less space than required by the Minimum Standards Method. If the application does not demonstrate that the waste assessment method requires less space, through the Architectural Review process the minimum standards method may be required. The waste assessment method shall be reviewed and approved as part of the Architectural Review process.

Response: This project is proposing to meet minimum standard method above; therefore, this standard does not apply.

(4) Comprehensive Recycling Plan Method. The comprehensive recycling plan method is most appropriate when an applicant has independently developed a comprehensive recycling plan which addresses mixed solid waste and source separated recyclable collection and storage for the proposed use. This method can be used when a comprehensive recycling plan has been developed for a specific development. It is most suited to uses such as hospitals, schools and industrial developments. The comprehensive recycling plan shall be submitted at the time plans are submitted for Architectural Review. The applicant shall submit plans and text that show how mixed solid waste and source separated recyclables generated by the proposed development will be served under a comprehensive recycling plan.

The application shall also demonstrate that the mixed solid waste and source separated recyclables volumes expected to be generated can be stored in less space than is required by the Minimum Standards Method. If the application does not demonstrate that the comprehensive recycling plan method requires less space, through the Architectural Review process the minimum standards method may be required. The comprehensive recycling plan method shall be reviewed and approved as part of the Architectural Review process.

Response: This project is proposing to meet minimum standard method above; therefore, this standard does not apply.

(5) Franchised Hauler Review Method. The franchised hauler review method provides for a coordinated review of the pro-posed site plan by the franchised hauler serving the subject property. This method can be used when there are unique conditions associated with the site, use, or waste stream that make compliance with any of the three other methods impracticable. The objective of this method is to match a specific hauler program (types of equipment, frequency of collection, etc.) to the unique characteristic(s) of the site or development. The applicant shall coordinate with the franchised hauler to develop a plan for storage and collection of mixed solid waste and source separated recyclables to be generated. A narrative describing how the proposed site meets one or more unique conditions, plus site plan and architectural drawings showing the size and location of storage area(s) required to accommodate anticipated volumes shall be submitted for Architectural Review. Additionally, a letter from the franchised hauler shall be submitted with the application that de-scribes the level of service to be provided by the hauler, including any special equipment and collection frequency, which will keep the storage area from exceeding its capacity. For purposes of this subsection the following constitute unique conditions:

[Section (a)-(c) omitted from excerpt]

Response: This project is proposing to meet minimum standard method above; therefore, this standard does not apply.

(6) Location, Design and Access Standards for Storage Areas. The following location, design and access standards are applicable for storage areas:

(a) Location Standards

(i) To encourage its use, the storage area for source separated recyclables may be co-located with the storage area for mixed solid waste.

Response: The trash enclosure will be able to accommodate a combination of three bins for garbage and recyclables.

(ii) Indoor and outdoor storage areas shall comply with Building and Fire Code requirements.

Response: The outdoor trash enclosure will be designed and constructed to comply with Building and Fire Code requirements.

(iii) Storage area space requirements can be satisfied with a single location or multiple locations, and can combine both interior and exterior locations.

Response: One outdoor trash enclosure – with multiple receptacles for garbage and recyclables – is proposed in the employee parking area, located at the back of the fire station.

(iv) Exterior storage areas shall not be located within a required front yard setback or in a yard adjacent to a public or private street.

Response: The proposed outdoor trash enclosure will be located in the employee parking area behind the proposed fire station, outside of the front yard setback. There is only one frontage of the property that faces a public or private street – SW McEwan Road – and the trash enclosure will be visually obstructed from it by the fire station building.

(v) Exterior storage areas shall be located in central and visible locations on the site to enhance security for users.

Response: The proposed outdoor trash enclosure area's location in the lit employee parking area, outside of the station dayroom area, will allow for adequate visibility from fire station staff.

(vi) Exterior storage areas can be located in a parking area, if the proposed use provides parking spaces required through the Architectural Review process. Storage areas shall be appropriately screened according to [TDC 73.227\(6\)\(b\)\(iii\)](#).

Response: As noted in the responses above, the proposed outdoor trash enclosure is located in the employee parking area.

(vii) Storage areas shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on site or on public streets adjacent to the site.

Response: The proposed outdoor trash enclosure will be located at the end of the employee parking area. The outdoor trash enclosure is located so that it won't obstruct on-site vehicle or pedestrian movement. The parking area will be accessible to collection vehicles.

(b) Design Standards

(i) The dimensions of the storage area shall accommodate containers consistent with current methods of local collection at the time of Architectural Review approval.

Response: The outdoor trash enclosure has been designed to accommodate garbage and recyclable bins that are consistent with the current local collection methods.

(ii) Storage containers shall meet Fire Code standards and be made and covered with water proof materials or situated in a covered area.

Response: The outdoor trash enclosure will be designed and constructed to comply with Fire Code requirements. In addition, the outdoor trash enclosure will be covered.

(iii) Exterior storage areas shall be enclosed by a sight obscuring fence or wall at least 6 feet in height. In multi-family, commercial, public and semi-public developments evergreen plants shall be placed around the enclosure walls, excluding the gate or entrance openings. Gate openings for haulers shall be a minimum of 10 feet wide and shall be capable of being secured in a closed and open position. A separate pedestrian access shall also be provided in multi-family, commercial, public and semi-public developments.

Response: As shown on Floor Plan and Elevations Sheets in Exhibit 2, the garbage and recycling bins will be enclosed in an outdoor storage area. The enclosure will be constructed with brick on concrete base on three sides and a powder-coated chain link fencing with slats opening on the side facing the parking

area. In addition, the area around the trash enclosure will be landscaped on three side to provide additional screening. The trash enclosure will have two openings – 4’6” and 9’ wide – to allow access to the garbage and recycling bins.

(iv) Exterior storage areas shall have either a concrete or asphalt floor surface.

Response: The floor surface of the storage area will be constructed with concrete.

(v) Storage areas and containers shall be clearly labeled to indicate the type of material accepted.

Response: A sign will be placed on the trash enclosure to indicate its use. In addition, the trash and recycling bins will be marked to indicate which bins are used for trash and which bins are used for recycling.

(c) Access Standards

(i) Access to storage areas can be limited for security reasons. However, the storage areas shall be accessible to users at convenient times of the day, and to hauler personnel on the day and approximate time they are scheduled to provide hauler service.

Response: The outdoor trash enclosure will be secured at all times for increased security. TVF&R staff and the local hauler will be the only entities that will have access to the enclosure. TVF&R staff will be responsible for maintaining the trash enclosure area.

(ii) Storage areas shall be designed to be easily accessible to hauler trucks and equipment, considering paving, grade, gate clearance and vehicle access. A minimum of 10 feet horizontal clearance and 8 feet vertical clearance is required if the storage area is covered.

Response: As shown on Sheet L1.0 in Exhibit 2, hauler trucks will be able to access the outdoor trash enclosure through the on-site parking area. The parking area is designed accommodate large vehicles, including fire-fighting apparatus and large hauler trucks.

(iii) Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow vehicles to safely exit the site in a forward motion. [Ord. 898-93, §8, 6/4/93]

Response: This project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas and outdoor trash enclosure. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored. The parking area where the trash enclosure will be located will feature a drive aisle over 25 feet in width. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is approximately 30 feet wide and 45 feet long and will provide adequate area for hauler vehicles to turn around so that they can exit the parking area in a forward movement.

LANDSCAPING

Section 73.230 Landscaping Standards.

Purpose.

The purpose of this section is to establish standards for landscaping within Tualatin in order to enhance the environmental and aesthetic quality of the City:

(1) By encouraging the retention and protection of existing trees and requiring the planting of trees in new developments;

(2) By using trees and other landscaping materials to temper the effects of the sun, wind, noise, and air pollution.

(3) By using trees and other landscaping materials to define spaces and the uses of specific areas; and

(4) Through the use of trees and other landscaping materials as a unifying element within the urban environment. [Ord. 705-86, §6, Sept. 8, 1986]

Section 73.231 Landscape Guide-lines for the Central Design District.

[Section (1)-(2) omitted from excerpt]

Response: The proposed fire station is not located in the Central Design District; therefore, these standards do not apply.

Section 73.240 Landscaping General Provisions.

(1) The following standards are minimum requirements.

(2) The minimum area requirement for landscaping for conditional uses for RL, RML, RMH, RH and RH/HR Planning Districts, listed in [TDC 40.030](#), [41.030](#), [42.030](#), [43.030](#) and [44.030](#), excluding [40.030\(3\)](#), [40.030 \(4\)\(j\)](#), [40.030 \(4\)\(m\)](#), [40.030 \(4\)\(n\)](#) and [41.030\(2\)](#) shall be twenty-five (25) percent of the total area to be developed. 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 shall be twenty (20) percent of the total area to be developed as determined through the AR process.

Response: The proposed fire station is not located in an RL, RML, RMH, RH or RH/HR Planning District; therefore, this standard does not apply.

(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.

Response: The proposed fire station is located in the ML Planning District and not within the Core Area Parking District; therefore, a minimum landscape requirement of 15 percent applies. This project is not proposing to provide a dedication for a fish and wildlife habitat in the area. As shown on Sheet L1.0 in Exhibit 1, the site will be landscaped.

(4) The minimum area requirement for landscaping for uses in IN, CN, CO/MR, MC and MP Planning Districts shall be twenty-five (25) percent of the total land area to be developed. 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.

Response: The proposed fire station is not located in an IN, CN, CO/MR, MC, or MP Planning District; therefore, this standard does not apply.

(5) The minimum area requirement for landscaping for uses in the Industrial Business Park Overlay Planning District and the Manufacturing Business Park Planning District shall be twenty (20) percent of the total land area to be developed.

Response: The proposed fire station is not located in an Industrial Business Park Overlay Planning District or Manufacturing Business Park Planning District; therefore, this standard does not apply.

(6) The minimum area requirement for landscaping for approved Industrial Master Plans shall be 20% of the total land area to be developed.

Response: This project is not proposing an Industrial Master Plan; therefore, this standard does not apply.

(7) For properties within the Hedges Creek Wetland Protection District which have signed the "Wetlands Mitigation Agreement", the improved or unimproved wetland buffer area may reduce the required landscaping to 12.5 percent as long as all other landscape requirements are met.

Response: This project is not within the Hedges Creek Wetland Protection District; therefore, this standard does not apply.

(8) Developments not in a Low Density Residential (RL) or Manufacturing Park (MP) Planning District, but which abut an RL or MP Planning District shall provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses in the district and the adjacent Low Density Residential (RL) or Manufacturing Park (MP) Planning District as approved through the Architectural Review process.

Response: This project is not adjacent to an RL or MP Planning District; therefore, this standard does not apply.

(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.

Response: As shown on Sheet L1.0 in Exhibit 2, the yard facing SW McEwan Road will be landscaped with a lawn area and trees. All landscaping on the property will be maintained by TVF&R.

(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.

Response: As shown on Sheet L1.0 in Exhibit 2, the northern and western yards will be landscaped with a combination of trees and shrubs. The southern portion of the property, will be landscaped with grass and shrubs. All landscaping on the property will be maintained by TVF&R.

(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.

Response: Proposed landscaping has been designed to provide maximum coverage on the site by combining a variety of 20 shrubs and 3 types of groundcovers in addition to general lawn areas. As indicated on Sheet L1.0 in Exhibit 2, the shrubs and groundcovers will be spaced three on center to ensure coverage is achieved.

(12) In the MP District, wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:

Response: This project is not located in the MP District; therefore, this standard does not apply.

(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.

Response: A fence is proposed around the perimeter of the fire station (see Sheet C4 in Exhibit 4). The proposed landscaping will be located on the interior of the perimeter fence, providing a partial screen to from the fire station.

Section 73.250 Tree Preservation.

(1) Trees and other plant materials to be retained shall be identified on the landscape plan and grading plan.

Response: This project is not proposing to retain any trees on the property. However, it should be noted that the property was previously part of an existing, larger lot. The subject property is a portion of that existing, larger lot and was condemned and acquired by TVF&R in order to site a fire station necessary for the health, safety, and welfare of its fire district. In doing so, TVF&R made a deliberate effort to acquire only as much as was necessary to preserve existing on-site trees from the larger lot, while also meeting the station's design and Tualatin's development standards.

(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.

Response: As shown Sheets C3 and L2.0 in Exhibit 2, tree protection and construction fences will be used to protect existing trees located adjacent to the subject property.

(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.

Response: As indicated in the notes on Sheet L2.0 in Exhibit 2, chain link fencing or approved equal will be used as a tree protection device.

(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](#).

Response: As indicated in the notes on Sheet L2.0 in Exhibit 2, authorization by the project arborist is required for any work within the tree protection area.

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

Response: Top soil storage and construction material storage will not occur within the tree protection area.

(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.

Response: As noted above, a project arborist's authorization will be required before any work is conducted within the tree protection area.

(f) Tree root ends shall not remain exposed.

Response: Tree root ends will not remain exposed.

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

Response: Proposed landscaping has been selected to meet the applicable standards of the latest edition of "American Association of Nurserymen Standards" and will be certified as free from hazardous insects, disease, and noxious weeds that may disturb existing trees.

(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

(5) Pruning for retained deciduous shade trees shall be in accordance with National Arborist Association "Pruning Standards For Shade Trees," revised 1979.

(6) Except for impervious surface areas, one hundred percent (100%) of the area preserved under any tree or group of trees retained in the landscape plan (as approved through the Architectural Review process) shall apply directly to the percentage of landscaping required for a development.

Response: As noted above, this project is not proposing to retain any on-site trees; therefore, these standards do not apply.

Section 73.260 Tree and Plant Specifications.

(1) The following specifications are minimum standards for trees and plants:

(a) Deciduous Trees: Deciduous shade and ornamental trees shall be a minimum one and one-half inch (1 1/2") caliper measured six inches (6") above ground, balled and burlapped. Bare root trees will be acceptable to plant during their dormant season. Trees shall be characteristically shaped specimens.

(b) Coniferous Trees. Coniferous trees shall be a minimum five feet (5') in height above ground, balled and burlapped. Bare root trees will be acceptable to plant during their dormant season. Trees shall be well branched and characteristically shaped specimens.

(c) Evergreen and Deciduous Shrubs. Evergreen and deciduous shrubs shall be at least one (1) to five (5) gallon size. Shrubs shall be characteristically branched. Side of shrub with best foliage shall be oriented to public view.

(d) Groundcovers. Groundcovers shall be fully rooted and shall be well branched or leafed. English ivy (Hedera helix) is considered a high maintenance material which is detrimental to other landscape materials and buildings and is therefore prohibited.

(e) Lawns. Lawns shall consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry. Lawns shall be 100 percent coverage and weed free.

Response: As indicated on the Plant List on Sheet L1.0 in Exhibit 2, all proposed trees, shrubs, groundcovers, and lawns will meet the minimum standards.

(2) Landscaping shall be installed in accordance with the provisions of Sunset New Western Garden Book (latest edition), Lane Publishing Company, Menlo Park, California or the American Nurserymen Association Standards (latest edition).

Response: Proposed landscaping will be installed according to this standard.

(3) The following guidelines are suggested to ensure the longevity and continued vigor of plant materials:

(a) Select and site permanent landscape materials in such a manner as to produce a hardy and drought-resistant landscaped area.

(b) Consider soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility with existing native vegetation preserved on the site or in the vicinity.

Response: The proposed landscaping has been prepared by a registered landscape architect and has been designed with plantings that are appropriate for site conditions to ensure they reach full maturity.

(4) All trees and plant materials shall be healthy, disease-free, damage-free, well-branched stock, characteristic of the species.

Response: All new landscaping will be acquired through a professional nursery to ensure that plantings will be healthy so that they can reach maturity.

(5) All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:

(a) It will not interfere with designated pedestrian or vehicular access; and

(b) It will not constitute a traffic hazard because of reduced visibility.

Response: TVF&R will be responsible for maintaining all landscaping on the property and will ensure that it won't interfere with pedestrian or vehicular access.

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.

Response: As shown on Sheet C2 in Exhibit 2, the proposed site grading is generally minimal. The site is relatively flat and will only require minor grading to accommodate the proposed fire station.

(2) All planting areas shall be graded to provide positive drainage.

Response: Proposed grading will not substantially change the general slope of the site. All planting areas have been designed to integrate the natural slope of the site and direct excess water away from the building and into the proposed stormwater network.

(3) Neither soil, water, plant materials nor mulching materials shall be allowed to wash across roadways or walkways.

Response: Proposed landscaping will be bounded by curbs or the paved on-site pedestrian network so as to ensure that landscape materials will not wash across roadways or walkways.

(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.

Response: As shown on Sheet C4 in Exhibit 2, storm sewer catch basins are proposed at strategic locations to capture and redirect surface drainage from parking areas.

Section 73.280 Irrigation System Required.

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

Response: The landscaped areas will be irrigated to ensure plantings are watered on a regular basis so that they reach full maturity.

Section 73.290 Re-vegetation in Un-landscaped Areas.

The purpose of this section is to ensure erosion protection, and in appropriate areas to encourage soil amendment, for those areas not included within the landscape percentage requirements so native plants will be established, and trees will not be lost.

(1) Where vegetation has been removed or damaged in areas not affected by the landscaping requirements and that are not to be occupied by structures or other improvements, vegetation shall be replanted.

Response: All areas of the subject property will either be landscaped with trees, shrubs, and groundcovers, or occupied by the fire station, parking areas, and pedestrian walkway network.

(2) Plant materials shall be watered at intervals sufficient to ensure survival and growth for a minimum of two growing seasons.

Response: All plant materials will be guaranteed for one full growing season or one year, whichever is longer.

(3) The use of native plant materials is encouraged to reduce irrigation and maintenance demands.

Response: Plant materials have been selected to conform with all applicable standards of the latest edition of "American Association of Nurserymen Standards" and

(4) Disturbed soils should be amended to an original or higher level of porosity to regain infiltration and stormwater storage capacity. [Ord. 1224-06 §27, 11/13/06]

Response: All topsoil on-site will be verified as to whether it will be conducive to proper plant growth. In the case it's not alternative imported topsoil will be provided.

Section 73.300 Landscape Standards - Multi-family Uses.

All areas within a development, including townhouses, not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas shall be landscaped. Townhouse developments may include hard surfaces in outdoor areas such as patios and storage areas as determined in the Architectural Review process. [Ord. 1025-99, §43, 7/2/99]

Response: This project is not proposing a multi-family use; therefore, this standard does not apply.

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.

Response: Only the northern and eastern portions of the proposed fire station will be visible to the general public; the northern wall faces the visitor parking area and the eastern wall faces SW McEwan Road. The southern and western portions of the proposed fire station will not be visible to the general public; the western wall faces the employee parking area and the southern wall faces a stormwater retention area. Except for the entrances to community room, main office, and garage access, the northern and eastern perimeters of the building will include a landscape strip between the building and pedestrian pathways.

(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.

Response: This project is proposing a patio area located outside the dayroom, behind the fire station. As such, the patio area has been counted towards the site landscape area requirement.

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

Response: This project is proposing to landscape all areas that won't be used by pedestrian or vehicles for internal circulation.

OFF-STREET PARKING LOT LANDSCAPING

Section 73.320 Off-Street Parking Lot Landscaping Standards.

(1) General Provisions. In addition to the goals stated in [TDC 73.110](#) and [73.140](#), the goals of the off-street parking lot standards are to create shaded areas in parking lots, to reduce glare and heat buildup, provide visual relief within paved parking areas, emphasize circulation patterns, reduce the total

number of spaces, reduce the impervious surface area and stormwater runoff and enhance the visual environment. The design of the off-street parking area shall be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics. Trees shall not be cited as a reason for applying for or granting a variance on placement of signs.

Response: The proposed parking areas have been designed to integrate with the proposed landscaping and provide a natural, aesthetically pleasing environment. Trees are proposed at regular intervals to break up the visual appearance of the parking area and to maximize tree canopy coverage over impervious surfaces.

(2) Application. Off-street parking lot landscaping standards shall apply to any surface vehicle parking or circulation area. [Ord. 904-93, §59, 9/13/93; Ord. 1224-06 §28, 11/13/06]

Response: This project is proposing a parking lot with parking areas for the general public and TVF&R staff. As such, these requirements apply.

Section 73.330 Parking Lot Landscaping - Multi-family Uses.

Response: This project is not proposing a multi-family use; therefore, these standards do not apply.

Section 73.350 Off-Street Parking Lot Landscape Island Requirements - Multi-Family Uses.

Response: This project is not proposing a multi-family use; therefore, these standards do not apply.

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.

Response: A total of 33 parking spaces are proposed, which requires a minimum of 825 square feet of landscape island areas. As shown on Sheet L1.0 in Exhibit 2, landscaped islands are proposed in the general public parking areas. The landscaped islands will provide more than 1,000 square feet of plantings. The landscaped islands will be separated from the parking areas by curbs.

(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).

Response: The proposed parking landscape islands will be approximately ten feet or wider, exceeding this requirement.

(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.

Response: A total of 17 deciduous trees will be planted to provide shade to the parking area. The location and spacing of the trees are shown on Sheet L1.0 in Exhibit 2.

(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.

Response: One parking aisle is proposed as part of this application and will have landscaping islands located at the end of the aisle as well as where the aisle bends around the back of the fire station between the public and staff parking areas.

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

Response: The proposed landscaping has been prepared by a registered landscape architect and has been designed with plantings that are appropriate for site conditions to ensure they reach full maturity.

(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.

Response: The access to the main parking area will include landscape areas on both sides of the drive aisle and will be wider than 5 feet and extend more than 50 back from the property line.

(b) In the Central Design District where driveway access is on local streets, not collectors or arterials, and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, 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 5 feet back from the property line, except for parking structures and underground parking which shall be determined through the Architectural Review process.

Response: The proposed fire station is not within the Central Design District; therefore, this standard does not apply.

(7) Deciduous shade trees shall meet the following criteria:

(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.*

Response: The proposed landscaping has been prepared by a registered landscape architect and has been designed with plantings that are appropriate for site conditions to ensure they reach full maturity.

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.

Response: As described in further detail to individual standards below, this project will provide the necessary off-street parking spaces to meet the requirements of this section.

(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.

Response: This project is not proposing to enlarge an existing structure; therefore, this standard does not apply.

(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.

(d) Where employees are specified, the term shall apply to all persons, including proprietors, working on the premises during the peak shift.

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

Response: Calculations for the minimum number of required parking spaces have been rounded to the nearest whole number.

(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.

Response: This project is proposing to build a fire station on a newly created parcel and will be the first use of the property; therefore, this standard does not apply.

(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.

Response: This project is proposing to build a fire station with an attached community room, which is not specifically listed as a use with associated parking requirements. Notwithstanding, the most comparable use to a fire station would be a general office, which requires 2.7 spaces per 1,000 square feet of gross floor area. The most comparable use to a community room would be a library/reading room, which requires 1 space per 400 square feet of public area. The overall building is approximately 9,500 square feet, of which approximately 600 square feet is dedicated to the community room. As such, the fire station use would require 24 parking spaces and the community room use would require 2 parking spaces. This project is proposing 33 parking spaces, which is more than adequate to serve the site.

(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.

Response: This project is proposing two uses within a single structure; a fire station and community room. Calculations for the minimum parking requirements have been calculated to reflect the combined minimum requirement.

(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.

Response: This project is not proposing a dwelling; therefore, this standard does not apply.

(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.

Response: The proposed parking lot is separated into two areas; a public parking area for visitors and an employee parking area for TVF&R staff. None of the proposed parking spaces will be used as long-term vehicle or material storage. Fire apparatus will be stored in within the station garage and not in the parking areas.

(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.

Response: This project is not proposing on-street parking; therefore, this standard does not apply.

(l) Parking facilities may be shared by users on adjacent parcels if the following standards are met:

Response: This project is not proposing a shared parking facility with an adjacent property; therefore, this standard does not apply.

(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:

Response: The parking area will be jointly used by TVF&R staff and the people attending meetings held at the community room.

(i) There shall be no substantial conflict in the principal operating hours of the buildings or uses for which the joint use parking is proposed. Future change of use, such as expansion of a building or establishment of hours of operation which conflict with or affect a joint use parking agreement are prohibited, unless approval is obtained through the Architectural Review process;

Response: At full-staffing, Station 39 will house six firefighters per shift, with shifts covering 24 hours a day. The parking area has been designed to accommodate a shift change of 12 firefighters while still providing more than adequate parking accommodations for when the community room is in use. It should also be noted that the community room will only be used as-needed and will not be used on a regular basis.

(ii) The joint use parking spaces shall be located no more than 500 feet from a building or use to be served by the joint use parking;

Response: The proposed parking area is located adjacent to the building.

(iii) The number and location of parking spaces, hours of use and changes in operating hours of uses subject to joint use shall be approved through the Architectural Review process;

Response: This application is requesting approval for 33 parking spaces located adjacent to the proposed fire station.

(iv) Legal documentation, to the satisfaction of the City Attorney, shall be submitted verifying the joint use parking between the separate developments. Joint use parking agreements may include provisions covering maintenance, liability, hours of use and cross easements; and

(v) The City Attorney approved legal documentation shall be recorded by the applicant at the Washington or Clackamas County Recorder's Office and a copy of the recorded document submitted to the Planning Department prior to issuance of a building permit.

Response: The joint use parking area will be solely owned and operated by TVF&R. Parking spaces will be available to people attending meetings at the community room. As such, this project is not proposing documentation specifying maintenance, liability, and hours of use.

(vi) Areas in the 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 would be better protected.

Response: This project is not located in the Natural Resource Protection Overlay District, Other Natural Areas; therefore, this standard does not apply.

(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.

Response: Short-term bicycle parking is proposed near the entrance to the community room. Long-term bicycle parking can be accommodated in the TVF&R living quarters or general storage areas in the fire station

(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.

Response: As shown on the Site Plan sheet in Exhibit 2, short-term bicycle parking spaces have been designed to meet the dimensional standards of this requirement.

(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.

(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.

Response: As shown on the Site Plan sheet in Exhibit 2, a bicycle maneuvering area is proposed adjacent to the bicycle parking areas and will be constructed with a concrete surface.

(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.

Response: The short-term bicycle parking will be located between the fire station and the public parking area, adjacent to the community room entrance where it will be most visible. It will be indirectly lit by a combination of parking lot and building lighting as shown on The Site Lighting sheet in Exhibit 2.

(s) Long-term bicycle parking facilities may be provided inside a building in suitable secure and accessible locations.

Response: As noted above, long-term bicycle parking can be accommodated in the TVF&R living quarters or general storage areas in the fire station. The living quarters portion of the fire station is secured for the general safety of TVF&R staff. In addition, the station will have 24-hour staffing, reducing the likelihood of theft.

(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.

Response: This project is not located within the Core Area Parking District; therefore, this standard does not apply.

(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.

Response: Signage will be placed to identify the location of bicycle parking facilities.

(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.

Response: Proposed bicycle parking spaces located outside the building will be available to the general public for short-term bicycle parking at no cost.

(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.

Response: This project is a new use and does have existing parking facilities available to convert for transit supportive uses; therefore, this standard does not apply.

(x) Required vanpool and carpool parking shall meet the 9-foot parking stall standards in [Figure 73-1](#) and be identified with appropriate signage.

Response: This project is not proposing a vanpool or carpool parking space. The parking area has been designed to accommodate the anticipated full-staffing of six firefighters per shift.

(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.

| USE | MINIMUM MOTOR VEHICLE PARKING REQUIREMENT | MAXIMUM MOTOR VEHICLE PARKING REQUIREMENT | BICYCLE PARKING REQUIREMENT | PERCENTAGE OF BICYCLE PARKING TO BE COVERED |
|----------------------------|---|---|--|--|
| Places of Public Assembly: | | | | |
| (i) Library, reading room | 1.00 space per 400 sq. ft. of public area | None | 2, or 1.5 spaces per 1,000 gross sq. ft., whichever is greater | 10 |
| Commercial | | | | |
| (vi) General office | 2.70 spaces per 1,000 sq. ft. of gross floor area | Zone A: 3.4 spaces per 1,000 sq. ft. gross floor area | 2, or 0.50 spaces per 1,000 gross sq. ft. whichever is greater | First 10 spaces or 40%, whichever is greater |

| | | | | |
|--|--|---|--|--|
| | | Zone B: 4.1 spaces per 1,000 sq. ft. gross floor area | | |
|--|--|---|--|--|

Response: This project is proposing to build a fire station with an attached community room, which is not specifically listed as a use with associated parking requirements. Notwithstanding, the most comparable use to a fire station would be a general office, which requires 2.7 spaces per 1,000 square feet of gross floor area. The most comparable use to a community room would be a library/reading room, which requires 1 space per 400 square feet of public area. The overall building is approximately 9,500 square feet, of which approximately 600 square feet is dedicated to the community room. As such, the fire station use would require 24 parking spaces and the community room use would require 2 parking spaces. This project is proposing 33 parking spaces, which is more than adequate to serve the site.

(b) The following are the minimum requirements for off-street motor vehicle parking in the Core Area Parking District (CAPD) 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).

Response: This project is not located within the Core Area Parking District; therefore, these standards do not apply.

(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:

| <i>Number of Required Parking Spaces</i> | <i>Number of Vanpool or Carpool Spaces</i> |
|--|--|
| <i>0 to 10</i> | <i>1</i> |
| <i>10 to 25</i> | <i>2</i> |
| <i>26 and greater</i> | <i>1 for each 25 spaces</i> |

Response: This project is not proposing a vanpool or carpool parking space. The parking area has been designed to accommodate the anticipated full-staffing of six firefighters per shift.

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.

Response: The proposed parking lot has been designed to meet the dimensional standards in Figure 73-1.

(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.

Response: This project is not proposing sub-compact parking spaces; therefore, this standard does not apply.

(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.

Response: The proposed parking stalls will not exceed eight continuous spaces in a row. The parking row near the northern portion of the property will have 13 parking stalls that are separated by a landscape island, which will provide relief in the parking area.

(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](#).

Response: The parking lot, including drive aisles and parking stalls, will be constructed of concrete. They have been designed to allow for proper drainage so as to prevent flooding in the parking areas.

(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.

Response: The proposed fire station is not located in or adjacent to a residential planning district; therefore, this standard does not apply.

(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.

Response: The proposed fire station is not located in or adjacent to a residential planning district; therefore, this standard does not apply.

(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.

Response: As shown on Sheet L1.0 in Exhibit 2, all off-street parking stalls will be accessible via a drive aisle. None of the proposed parking stall will require a backing movement within a street right-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.

Response: This project is not proposing a service drive; therefore, this standard does not apply.

(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.

Response: As shown on Sheet L1.0 in Exhibit 2, wheel stops will be provided to prevent cars from encroaching on adjacent landscaped areas and pedestrian walkways. No parking stalls are proposed that will face the street right-of-way.

(10) Disability parking spaces and accessibility shall be provided in accordance with applicable federal and state requirements.

Response: As shown on Sheet L1.0 in Exhibit 2, two ADA compliant parking spaces are proposed in the public parking area. The ADA compliant spaces will be located closest to the community room entrance and will be marked to indicate their use.

(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.

Response: Drive aisles in the proposed parking area will be approximately 25 feet in width to allow for two-way traffic.

Section 73.390 Off-Street Loading Facilities.

[Sections (1)-(7) omitted from excerpt]

Response: This project is not proposing a loading berth as part of this application. This project is proposing a fire station, which is considered a public/semi-public use. However, fire stations are a distinct use and with specific and targeted functions; namely to provide fire protective services. Fire stations do not require regular or semi-regular deliveries of goods or supplies in sufficient enough quantity to justify a loading berth.

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.

Response: This project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas and outdoor trash enclosure. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored.

(2) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same ingress and egress when the combined ingress and egress of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to

establish joint use. Copies of said deeds, easements, leases or contracts shall be placed on permanent file with the City Recorder.

Response: This project is not proposing to use joint access; therefore, this standard does not apply.

(3) Joint and Cross Access.

Response: This project is not proposing to use joint access; therefore, these standards does not apply.

(4) Requirements for Development on Less than the Entire Site.

Response: This project is proposing to develop the entire site; therefore, these standards do not apply.

(5) Lots that front on more than one street may be required to locate motor vehicle accesses on the street with the lower functional classification as determined by the City Engineer.

Response: The subject property has frontage on one street – SW McEwan Road; therefore, this standard does not apply.

(6) Except as provided in [TDC 53.100](#), all ingress and egress shall connect directly with public streets.

Response: As shown on Sheet L1.0 in Exhibit 2, this project is proposing two access points from the property onto SW McEwan Road. One access point will provide ingress and egress to the parking areas for the general public and TVF&R employees. The same access point will provide ingress for fire apparatus. The second access point will strictly provide egress for fire apparatus from the station garage.

(7) Vehicular access for residential uses shall be brought to within 50 feet of the ground floor entrances or the ground floor landing of a stairway, ramp or elevator leading to dwelling units.

Response: This project is not proposing a residential use; therefore, this standard does not apply.

(8) To afford safe pedestrian access and egress for properties within the City, a sidewalk shall be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to City standards, except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design and in a manner approved by the City Engineer. Sidewalks approved by the City Engineer may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grades and alignment established by the City Engineer.

Response: As shown on Sheet L1.0 in Exhibit 2, this project proposing to construct a sidewalk along the majority of the property frontage on SW McEwan Road.

(9) The standards set forth in this Code are minimum standards for access and egress and may be increased through the Architectural Review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety, and general welfare.

Response: TVF&R understands that minimum access and egress standards may be increased as part of Architectural Review. This project has been designed to meet the minimum requirements, which TVF&R believes is sufficient to protect the public health, safety, and general welfare.

(10) Minimum access requirements for residential uses:

Response: This project is not proposing a residential use; therefore, this standard does not apply.

(11) Minimum Access Requirements for Commercial, Public and Semi-Public Uses.

In the Central Design District, when driveway access is on local streets, not collectors or arterials and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, ingress and egress shall not be less than 24 feet. In all other cases, ingress and egress for commercial uses shall not be less than the following:

| <i>Required Parking Spaces</i> | <i>Minimum Number Required</i> | <i>Minimum Pavement Width</i> | <i>Minimum Pavement Walkways, Etc.</i> |
|--------------------------------|-------------------------------------|---|--|
| <i>1-99</i> | <i>1</i> | <i>32 feet for first 50 feet from ROW, 24' thereafter</i> | <i>Curbs required; walkway 1 side only</i> |
| <i>100-249</i> | <i>2</i> | <i>32 feet for first 50 feet from ROW, 24' thereafter</i> | <i>Curbs required; walkway 1 side only</i> |
| <i>Over 250</i> | <i>As required by City Engineer</i> | <i>As required by City Engineer</i> | <i>As required by City Engineer</i> |

Response: As noted above, this project is proposing two driveways that will connect to SW McEwan Road, however only one driveway will provide access to the parking areas. The other driveway will provide egress access to the parking garage where the fire apparatuses will be stored. The parking area will also include a paved area that extends from the main drive aisle and provides access to the station garage. The paved area is approximately 30 feet wide and 50 feet long and will provide adequate area.

(12) Minimum Access Requirements for Industrial Uses.

Ingress and egress for industrial uses shall not be less than the following:

Response This project is not proposing an industrial use; therefore, this standard does not apply.

(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.

Response: This project is not proposing a one-way ingress or egress to satisfy the requirements of Subsections (7), (8), or (9); therefore, this standard does not apply.

(14) Maximum Driveway Widths and Other Requirements.

(a) Unless otherwise provided in this chapter, maximum driveway widths shall not exceed 40 feet.

Response: The proposed driveway width for main parking area is approximately 25 feet and the proposed driveway width for fire station garage is approximately 40 feet.

(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).

Response: As shown on Sheet L1.0 in Exhibit 2, the driveway closest to adjacent property line will be over 20 feet away.

(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.

Response: The two proposed driveways will be over 45 feet apart.

(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.

Response: The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

(b) At the intersection of two local streets, driveways shall be located a minimum of 30 feet from the intersection.

Response: The proposed driveways will be located over 2,000 feet away from the intersection with Lower Boones Ferry Road and over 1,200 feet away from the intersection with Lakeview Boulevard.

(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).

Response: As noted in the responses above, the proposed driveways will not be located within the minimum distance from a street intersection.

(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](#).

Response: This project is not requesting approval of a driveway located within 150 feet from the intersection of a collector or arterial street; therefore, this standard does not apply.

(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).

Response: This project is not located adjacent to a local street; therefore, this standard does not apply.

(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).

Response: Both driveway connections to SW McEwan Road – a collector street – will be free of visual obstructions within the vision clearance area.

(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).

Response: Both driveway connections to SW McEwan Road – a collector street – will be free of visual obstructions within the vision clearance area.

(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.

Response: This project is not within a new residential or mixed-use area; therefore, this standard does not apply.

Section 73.410 Street Tree Plan.

A person who desires to plant a street tree shall comply with [TDC 74.765](#), which comprises the street tree plan.

Response: This project is proposing to plant two street trees. As noted in the responses to TDC 74.765 below, this project will comply with the street tree requirements.

Section 73.450 Wireless Communication Facility and Wireless Communication Facility Attached Site Design.

Section 73.460 Objectives.

[Section (1)-(9) omitted from excerpt]

Section 73.470 Standards.

[Section (1)-(9) omitted from excerpt]

Section 73.480 Wireless Communication Facility and Wire-less Communication Facility Attached Structure Design.

Section 73.490 Objectives.

[Section (1)-(5) omitted from excerpt]

Section 73.500 Standards.

[Section (1)-(6) omitted from excerpt]

Section 73.510 Setbacks.

[Section (1)-(3) omitted from excerpt]

Response: This project is not proposing a wireless communication facility; therefore, these standards do not apply.

Section 73.600 Central Design District Design Guidelines.

[Section (1)-(2) omitted from excerpt]

Section 73.610 Design Guidelines.

[Section (1)-(41) omitted from excerpt]

Response: This project is not located within the Central Design District; therefore, these standards do not apply.

TDC Chapter 74: Public Improvement Requirements

Section 74.010 Purpose.

The City's Community Plan sets forth the requirements for providing adequate transportation and utility systems to serve the community's present and future needs. Land development without adequate transportation and utility systems will adversely affect the overall economic growth of the City and cause undue damage to the public health and welfare of its citizens. Consequently, the City finds that it is in the public interest to require land development to meet the following improvement requirements. [Ord. 895-93, § 14, 5/24/93]

Section 74.020 Authority.

(1) The City Engineer may develop standard forms, including but not limited to deeds, easements, interim access agreements, escrow agreements, street improvement agreements, subdivision compliance agreements and agreements to dedicate right-of-way, to include the contents and warranties when they are submitted, and the procedure for implementation necessary to carry out the purpose of this chapter.

(2) Easements submitted on a final plat or on a separate easement form shall be subject to this chapter.

(3) Supervision of Planting. The Parks & Recreation Director has jurisdiction over all trees, plants and shrubs planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. The Parks & Recreation Director shall enforce these provisions. [Ord. 635-84, § 40, 6/11/84 and Ord. 895-93, § 14, 5/24/93; Ord. 963-96, § 7, 6/24/96]

IMPROVEMENTS

Section 74.110 Phasing of Improvements.

The applicant may build the development in phases. If the development is to be phased the applicant shall submit a phasing plan to the City Engineer for approval with the development application. The timing and extent or scope of public improvements and the conditions of development shall be determined by the City Council on subdivision applications and by the City Engineer on other development applications. [Ord. 895-93, 5/24/1993]

Response: The applicant is not proposing to construct public facilities in phases; therefore, this standard does not apply.

Section 74.120 Public Improvements.

(1) Except as specially provided, all public improvements shall be installed at the expense of the applicant. All public improvements installed by the applicant shall be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. No work shall be undertaken on any public improvement until after the construction plans have been approved by the City Engineer and a Public Works Permit issued and the required fees paid.

Response: All public improvements proposed as part of this project will be installed by TVF&R in accordance with the Public Works Construction Code.

(2) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative affects of public streets by modifying right-of-way widths and street improvements when appropriate. The City Engineer is authorized to modify right-of-way widths and

street improvements to address the negative affects on fish and wildlife habitat. [Ord. 895-93, 5/24/1993; Ord. 1224-06 §35, 11/13/06]

Response: The proposed project is not located within a fish and wildlife habitat; therefore, this standard does not apply.

Section 74.130 Private Improvements.

All private improvements shall be in-stalled at the expense of the applicant. The property owner shall retain maintenance responsibilities over all private improvements. [Ord. 895-93, 5/24/1993]

Response: The applicant will be responsible for proposed utility facilities located within the subject property.

Section 74.140 Construction Timing.

(1) All the public improvements required under this chapter shall be completed and accepted by the City prior to the issuance of a Certificate of Occupancy; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.

(2) All private improvements required under this chapter shall be approved by the City prior to the issuance of a Certificate of Occupancy; or for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations. [Ord. 895-93, 5/24/1993]

Response: The applicant understands that all public and private improvements required under TDC Chapter 74 must be complete prior to receiving a Certificate of Occupancy.

RIGHT-OF-WAY

Section 74.210 Minimum Street Right-of-Way Widths.

The width of streets in feet shall not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street is required to be improved according to the standards of the TDC, the width of the right-of-way shall not be less than the minimums indicated in TDC Chapter 74, Public Improvement Requirements, [Figures 74-2A through 74-2G](#).

(1) For subdivision and partition applications, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, [Figures 74-2A through 74-2G](#) shall be shown on the final subdivision or partition plat prior to approval of the plat by the City. This right-of-way dedication shall be for the full width of the property abutting the roadway and, if required by the City Engineer, additional dedications shall be provided for slope and utility easements if deemed necessary.

Response: The proposed project is not part of a subdivision or partition application; therefore, this standard does not apply.

(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, [Figures 74-2A through 74-2G](#) of the Tualatin Community Plan shall be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This

right-of-way dedication shall be for the full width of the property abutting the roadway and, if required by the City Engineer, additional dedications shall be provided for slope and utility easements if deemed necessary.

Response: The applicant understands that additional right-of-way along SW McEwan Road may need to be dedicated, consistent with Figures 74-2A through 74-2G, in order to comply with TDC Chapter 74. As shown in Sheet C4 in Exhibit 2, this project is proposing to provide one foot of right-of-way dedication. The dedication will increase the right-of-way to 37 feet from centerline.

(3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant shall be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form shall be obtained from the City Engineer and upon completion returned to the City Engineer for acceptance by the City. On subdivision and partition plats the right-of-way dedication shall be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication shall be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

Response: A transportation impact study was prepared and evaluated potential impacts by the proposed station on SW McEwan Road and nearby transportation facilities (see Exhibit 7). The study found that the proposed development is projected to generate 12 site trips during the morning peak hour and 4 site trips during the evening peak hour. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

(4) If the City Engineer deems that it is impractical to acquire the additional right-of-way as required in subsections (1)-(3) of this section from both sides of the center-line in equal amounts, the City Engineer may require that the right-of-way be dedicated in a manner that would result in unequal dedication from each side of the road. This requirement will also apply to slope and utility easements as discussed in [TDC 74.320](#) and [74.330](#). The City Engineer's recommendation shall be presented to the City Council in the preliminary plat approval for subdivisions and partitions, and in the recommended decision on all other development applications, prior to finalization of the right-of-way dedication requirements.

Response: The applicant understands that the City Engineer may require unequal right-of-way dedication as part of the proposed project.

(5) Whenever a proposed development is bisected by an existing or future road or street that is of inadequate right-of-way width according to TDC Chapter 74, Public Improvement Requirements, [Figures 74-2A through 74-2G](#), additional right-of-way shall be dedicated from both sides or from one side only as determined by the City Engineer to bring the road right-of-way in compliance with this section.

Response: The proposed project is not bisected by an existing or future road or street; therefore, this standard does not apply.

(6) When a proposed development is adjacent to or bisected by a street proposed in [TDC Chapter 11](#), Transportation Plan ([Figure 11-3](#)) and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, [Figures 74-2A through 74-2G](#) shall be dedicated by the applicant. The dedication of right-of-way required in this subsection shall be along the route of the road as determined by the City.[Ord.

895-93, 5/24/1993; Ord. 933-94 §50, 11/28/94; Ord. 979-97 §52, 7/14/97; Ord. 1026-99 §98, 8/9/99; Ord. 1354-13 §17, 02/25/13]

Response: The proposed project is not bisected by a street identified in Figure 11-3; therefore, this standard does not apply.

Section 74.220 Parcels Excluded from Development.

On subdivision development applications which include land partitioned off or having adjusted property lines from the original parcel, but do not include the original parcel, the applicant shall be responsible for obtaining any necessary right-of-way from the owner of the original parcel if the right-of-way is needed to accommodate street improvements required of the applicant. The applicant shall submit a completed right-of-way dedication deed to the City Engineer for acceptance. The right-of-way dedication shall be accepted by the City prior to the City approving the final subdivision plat. [Ord. 895-93, 5/24/1993; Ord. 933-94, § 49, 11/28/94]

Response: The proposed project is not part of a subdivision application; therefore, this standard does not apply.

EASEMENTS AND TRACTS

Section 74.310 Greenway, Natural Area, Bike, and Pedestrian Path Dedications and Easements.

[Sections (1) – (3) omitted from excerpt]

Response: There are no areas on or near the subject property that are dedicated for Greenway or Natural Area purposes. This project is not proposing an easement or dedication for bike or pedestrian facilities. Bike and pedestrian facilities will be accommodated within the right-of-way on SW McEwan Road, which provides access to the subject property and surrounding sites. As such, the standards in Section 74.310 do not apply.

Section 74.320 Slope Easements.

[Sections (1)-(3) omitted from excerpt]

Response: This project is not proposing any slope easements as part of this project. As shown on Sheet C2 in Exhibit 2, the site is relatively flat, and a minimal amount of grading is proposed. As such, the standards in Section 74.320 do not apply.

Section 74.330 Utility Easements.

(1) Utility easements for water, sanitary sewer and storm drainage facilities, telephone, television cable, gas, electric lines and other public utilities shall be granted to the City.

Response: This project is proposing a public utility easement along the SW McEwan property frontage. The public utility easement will be eight feet in width (see Sheet C4 in Exhibit 2).

(2) For subdivision and partition applications, the on-site public utility easement dedication area shall be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; and

(3) For subdivision and partition applications which require off-site public utility easements to serve the proposed development, a utility easement shall be granted to the City prior to approval of the final plat

by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

Response: This application is not proposing a subdivision or partition; therefore, this standard does not apply.

(4) For development applications other than subdivisions and partitions, and for both on-site and off-site easement areas, a utility easement shall be granted to the City; building permits shall not be issued for the development prior to acceptance of the easement by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

Response: This application is proposing a public utility easement along the property frontage as shown on Sheet C4 in Exhibit 2. The applicant understands that utility easements are required to be submitted to the City in order to receive building permits.

(5) The width of the public utility easement shall meet the requirements of the Public Works Construction Code. All subdivisions and partitions shall have a 6-foot public utility easement adjacent to the street and a 5-foot public utility easement adjacent to all side and rear lot lines. [Ord. 895-93, 5/24/1993; Ord. 933-94, § 52, 11/28/94]

Response: The proposed public utility easement will be eight feet wide along the property frontage (see Sheet C4 in Exhibit 2). Public utility easements dedicated as part of this project will be in conformance with the requirements of the Public Works Construction Code.

Section 74.340 Watercourse Easements.

[Section (1)-(4) omitted from excerpt]

Response: This project is not proposing a watercourse easement as part of this application; therefore, these standards do not apply.

Section 74.350 Tracts.

A dedicated tract or easement will be required when access to public improvements for operation and maintenance is required, as determined by the City Engineer. Access for maintenance vehicles shall be constructed of an all-weather driving surface capable of carrying a 50,000-pound vehicle. The width of the tract or easement shall be 15-feet in order to accommodate City maintenance vehicles. In subdivisions and partitions, the tract shall be dedicated to the City on the final plat. In any other development, an access easement shall be granted to the City and recorded prior to issuance of a building permit. [Ord. 895-93, 5/24/1993; Ord. 933-94, § 54, 11/28/94]

Response: This application is not proposing a dedicated tract or easement for access to public improvements for operation and maintenance;

TRANSPORTATION

Section 74.410 Future Street Extensions.

[Section (1)-(5) omitted from excerpt]

Response: This project is not proposing a street extension as part of this project; therefore, these standards do not apply.

Section 74.420 Street Improvements.

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under [TDC 74.220](#), the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the Transportation Plan ([TDC Chapter 11](#)), [TDC 74.425](#) (Street Design Standards), and the City's Public Works Construction Code, subject to the following provisions:

(1) For any development proposed within the City, roadway facilities within the right-of-way described in [TDC 74.210](#) shall be improved to standards as set out in the Public Works Construction Code.

Response: As shown on Sheet C4 in Exhibit 2, this project is proposing half-street improvements on SW McEwan Road along the property frontage. Improvements to SW McEwan Road include a one-foot right-of-way dedication, six-foot wide sidewalks, planter strips adjacent to the street, and a curbed street improvement with a bicycle lane and travel lane.

(2) The required improvements may include the rebuilding or the reconstruction of any existing facilities located within the right-of-way adjacent to the proposed development to bring the facilities into compliance with the Public Works Construction Code.

Response: As shown in Sheet C1 in Exhibit 2, the existing transportation facilities on SW McEwan Road is currently improved with travel lanes and unimproved yards in the right-of-way, but do not include sidewalks, planter strips, or marked bicycle facilities. This project is proposing to improve the transportation facilities along the property frontage to bring the street into conformance with existing standards.

(3) The required improvements may include the construction or rebuilding of off-site improvements which are identified to mitigate the impact of the development.

Response: A transportation impact study was prepared and evaluated potential impacts on nearby transportation facilities (Exhibit 7). No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

(4) Where development abuts an existing street, the improvement required shall apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement beyond the centerline deemed necessary by the City Engineer to ensure a smooth transition between a new improvement and the existing roadway (half-street improvement). Additional right-of-way and street improvements and off-site right-of-way and street improvements may be required by the City to mitigate the impact of the development. The new pavement shall connect to the existing pavement at the ends of the section being improved by tapering in accordance with the Public Works Construction Code.

Response: Unless otherwise deemed necessary by the City Engineer, half-street improvements on SW McEwan Road will be completed in conformance with these standards. As noted in the transportation impact study in Exhibit 7, no off-site right-of-way or street improvements were recommended.

(5) If additional improvements are required as part of the Access Management Plan of the City, [TDC Chapter 75](#), the improvements shall be required in the same manner as the half-street improvement requirements.

Response: The proposed project does not have additional improvements required as part of the Access Management Plan; therefore, this standard does not apply.

(6) All required street improvements shall include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.

Response: As shown in Sheet C4, in Exhibit 2, this project is proposing to improve SW McEwan Road adjacent to the subject property with six-foot wide sidewalks, planter strips that are six feet or wider in width, standard curb and gutter, and a bicycle lane and automotive travel lane. As shown in Sheet L1.0 in Exhibit 2, there will be two trees planted in the planter strips.

(7) For subdivision and partition applications, the street improvements required by TDC Chapter 74 shall be completed and accepted by the City prior to signing the final subdivision or partition plat, or prior to releasing the security pro-vided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.

Response: This project is not proposing a subdivision or partition; therefore, these standards do not apply.

(8) For development applications other than subdivisions and partitions, all street improvements required by this section shall be completed and accepted by the City prior to the issuance of a Certificate of Occupancy.

Response: The applicant understands that all improvements to SW McEwan Road must be completed prior to the issuance of a Certificate of Occupancy.

(9) In addition to land adjacent to an existing or proposed street, the requirements of this section shall apply to land separated from such a street only by a railroad right-of-way.

Response: There is no railroad right-of-way adjacent to the subject property; therefore, this standard does not apply.

(10) Streets within, or partially within, a proposed development site shall be graded for the entire right-of-way width and constructed and surfaced in accordance with the Public Works Construction Code.

Response: There are no streets that are within or partially within the proposed development; therefore, this standard does not apply.

(11) Existing streets which abut the proposed development site shall be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and [TDC Chapter 11](#), Transportation Plan, and [TDC 74.425](#) (Street Design Standards).

Response: As shown in Sheet C4 in Exhibit 2, SW McEwan Road, which is adjacent to the subject property, will be improved with asphalt concrete in conformance with all standards.

(12) Sidewalks with appropriate buffering shall be constructed along both sides of each internal street and at a minimum along the development side of each external street in accordance with the Public Works Construction Code.

Response: This project is proposing half-street improvements to SW McEwan Road, an external street, that includes a planter strip that will act as a buffer between the street and the proposed sidewalk. The planter strip will vary in width and will be six feet or wider. There are no internal streets proposed as part of this project.

(13) The applicant shall comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.

Response: SW McEwan Road is within the City of Tualatin and under the City's jurisdiction. The road is not directly subject to other jurisdiction's requirements; therefore, this standard does not apply.

(14) The applicant shall construct any required street improvements adjacent to parcels excluded from development, as set forth in [TDC 74.220](#) of this chapter.

Response: As noted in the response to TDC 74.220 above, the proposed project is not part of a subdivision application; therefore, this standard does not apply.

(15) Except as provided in [TDC 74.430](#), whenever an applicant proposes to develop land with frontage on certain arterial streets and, due to the access management provisions of [TDC Chapter 75](#), is not allowed direct access onto the arterial, but instead must take access from another existing or future public street thereby providing an alternate to direct arterial access, the applicant shall be required to construct and place at a minimum street signage, a sidewalk, street trees and street lights along that portion of the arterial street adjacent to the applicant's property. The three certain arterial streets are S.W. Tualatin-Sherwood Road, S.W. Pacific Highway (99W) and S.W. 124th Avenue. In addition, the applicant may be required to construct and place on the arterial at the intersection of the arterial and an existing or future public non-arterial street warranted traffic control devices (in accordance with the Manual on Uniform Traffic Control Devices, latest edition), pavement markings, street tapers and turning lanes, in accordance with the Public Works Construction Code.

Response: This project is not proposing to develop land with frontage on the three arterial streets identified in this section; therefore, this standard does not apply.

(16) The City Engineer may determine that, although concurrent construction and placement of the improvements in (14) and (15) of this section, either individually or collectively, are impractical at the time of development, the improvements will be necessary at some future date. In such a case, the applicant shall sign a written agreement guaranteeing future performance by the applicant and any successors in interest of the property being developed. The agreement shall be subject to the City's approval.

Response: Standards in (14) and (15) above do not apply to this application; therefore, this standard does not apply.

(17) Intersections should be improved to operate at a level of service of at least D and E for signalized and unsignalized intersections, respectively.

Response: A transportation impact study was prepared and evaluated potential impacts on nearby transportation facilities (Exhibit 7). No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

(18) Pursuant to requirements for off-site improvements as conditions of development approval in [TDC 73.055\(2\)\(e\)](#) and [TDC 36.160\(8\)](#), proposed multi-family residential, commercial, or institutional uses that

are adjacent to a major transit stop will be required to comply with the City's Mid-Block Crossing Policy. [Ord. 895-93, 5/24/1993; Ord. 933-94 §56, 11/28/94; Ord. 1026-99 §100, 8/9/99; Ord.1103-02, 3/25/02; Ord. 1224-06 §36, 11/13/06; Ord. 1354-13 §19, 02/25/13]

Response: The proposed development is not located adjacent to a major transit stop; therefore, this standard does not apply.

Section 74.425 Street Design Standards.

(1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

(2) The proposed street design standards are shown in Figures 72A through 72G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets.

Response: SW McEwan Road is designated as a collector street. As such, proposed improvements to SW McEwan Road will conform with the street design standards for a collector street classification.

(3) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-2A through 74-2G to allow for modifications to the standards when deemed appropriate by the City Engineer to address fish and wildlife habitat.

Response: This project is not requesting a modification to the street design standards; therefore, this standard does not apply.

(4) All streets shall be designed and constructed according to the preferred standard. The City Engineer may reduce the requirements of the preferred standard based on specific site conditions, but in no event will the requirement be less than the minimum standard. The City Engineer shall take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

(a) Arterials:

- (i) Whether adequate right-of-way exists*
- (ii) Impacts to properties adjacent to right-of-way*
- (iii) Current and future vehicle traffic at the location*
- (iv) Amount of heavy vehicles (buses and trucks).*

(b) Collectors:

- (i) Whether adequate right-of-way exists*
- (ii) Impacts to properties adjacent to right-of-way*
- (iii) Amount of heavy vehicles (buses and trucks)*
- (iv) Proximity to property zoned manufacturing or industrial.*

(c) Local Streets:

(i) Local streets proposed within areas which have environmental constraints and/or sensitive areas and will not have direct residential access may utilize the minimum design standard. When the minimum design standard is allowed, the City Engineer may determine that no parking signs are required on one or both sides of the street. [Ord. 1354-13 §35, 02/25/13]

Response: This project is proposing to construct a six-foot sidewalk and six-foot planter strip within the public right-of-way on SW McEwan Road, along the property frontage. The sidewalk and planter strip will be constructed in conformance with Tualatin's street design standards. TVF&R is not requesting modifications to alter or reduce the street design standards as part of this application.

Section 74.430 Streets, Modifications of Requirements in Cases of Unusual Conditions.

(1) When, in the opinion of the City Engineer, the construction of street improvements in accordance with [TDC 74.420](#) would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Engineer may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Engineer may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.

(2) When the City Engineer determines that modification of the street improvement requirements in [TDC 74.420](#) is warranted pursuant to subsection (1) of this section, the City Engineer shall prepare written findings of modification. The City Engineer shall forward a copy of said findings and description of modification to the applicant, or his authorized agent, as part of the Utility Facilities Review for the proposed development, as provided by [TDC 31.072](#). The decision of the City Engineer may be appealed to the City Council in accordance with [TDC 31.076 and 31.077](#).

(3) To accommodate bicyclists on streets prior to those streets being upgraded to the full standards, an interim standard may be implemented by the City. These interim standards include reduction in motor vehicle lane width to 10 feet [the minimum specified in AASHTO's A Policy on Geo-metric Design of Highways and Streets (1990)], a reduction of bike lane width to 4-feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation 2 to 4 feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing. [Ord. 895-93, 5/24/1993; Ord. 1124-02, 12/9/02; Ord. 1224-06 §37, 11/13/06]

Response: This project is proposing half-street improvements to SW McEwan Road along the property's frontage. The sidewalk and planter strip are designed in conformance with Tualatin's street design standards. TVF&R does not anticipate the street improvements will result in the creation of a hazard or would be impractical or detrimental to the City. However, TVF&R would consider adjustments to the proposed street design should the City Engineer determine such conditions exist.

Section 74.440 Streets, Traffic Study Required.

(1) The City Engineer may require a traffic study to be provided by the applicant and furnished to the City as part of the development approval process as provided by this Code, when the City Engineer determines that such a study is necessary in connection with a proposed development project in order to:

(a) Assure that the existing or proposed transportation facilities in the vicinity of the proposed development are capable of accommodating the amount of traffic that is expected to be generated by the proposed development, and/or

(b) Assure that the internal traffic circulation of the proposed development will not result in conflicts between on-site parking movements and/or on-site loading movements and/or on-site traffic movements, or impact traffic on the adjacent streets.

Response: A transportation impact study was prepared and the evaluated potential impacts by the proposed station on SW McEwan Road and nearby transportation facilities (see Exhibit 7).

(2) The required traffic study shall be completed prior to the approval of the development application.

Response: The transportation impact study was prepared prior to, and submitted with, the conditional use application (CUP 17-0002).

(3) The traffic study shall include, at a minimum:

(a) an analysis of the existing situation, including the level of service on adjacent and impacted facilities.

(b) an analysis of any existing safety deficiencies.

(c) proposed trip generation and distribution for the proposed development.

(d) projected levels of service on adjacent and impacted facilities.

(e) recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D and E for signalized and unsignalized intersections respectively, after the future traffic impacts are considered.

(f) The City Engineer will determine which facilities are impacted and need to be included in the study.

(g) The study shall be conducted by a registered engineer.

Response: The study was prepared by Lancaster Engineering, a firm specializing in transportation engineering and planning with registered engineering professionals. The study reviewed selected vicinity streets, study intersections, transit, and traffic counts; analyzed site trip generation and trip distribution; conducted a safety analysis, including crash data analysis, sight distance analysis, warrant analysis, and driveway width analysis; and conducted an operational analysis.

(4) The applicant shall implement all or a portion of the improvements called for in the traffic study as determined by the City Engineer. [Ord. 895-93, 5/24/1993; Ord. 1103-02, 3/25/02]

Response: The study found that the proposed development is projected to generate 12 site trips during the morning peak hour and 4 site trips during the evening peak hour. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific mitigation is recommended.

Section 74.450 Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path, as set forth in [TDC Chapter 11](#), Transportation [Figure 11-4](#), the City may require that a bikeway, pedestrian path, or multi-use path be constructed, and an easement or dedication provided to the City.

Response: This project is not proposing a bikeway, pedestrian path, or multi-use path as part of this application. Figure 11-4 identifies SW McEwan Road as part of the City's Bicycle and Pedestrian Plan and indicates the street should include bike lanes and sidewalks. As shown on Sheet C4 in Exhibit 2, this project is proposing to improve SW McEwan Road with sidewalks and striped bike lanes along the property's frontage.

(2) Where required, bikeways and pedestrian paths shall be provided as follows:

(a) Bike and pedestrian paths shall be constructed and surfaced in accordance with the Public Works Construction Code.

Response: This application is not proposing a bike path or pedestrian path as part of this project; therefore, this standard does not apply.

(b) The applicant shall install the striping and signing of the bike lanes and shared roadway facilities, where designated. [Ord. 895-93, 5/24/1993; Ord. 933-94, § 57, 11/28/94; Ord. 1354-13 §21, 02/25/13]

Response: This project is proposing a six-foot wide bicycle lane as part of this application. The bike lane will be striped along the property's frontage

Section 74.460 Accessways in Residential, Commercial and Industrial Subdivisions and Partitions.

[Sections (1)-(9) omitted from excerpt]

Response: This project is not proposing a subdivision or partition; therefore, these standards do not apply.

Section 74.470 Street Lights.

[Sections (1)-(2) omitted from excerpt]

Response: This project is not proposing to install street lights as part of this application; therefore, this standard does not apply.

Section 74.475 Street Names.

[Sections (1)-(2) omitted from excerpt]

Response: The proposed fire station will be located adjacent to SW McEwan Road, an existing street. This project is not proposing a new street, nor is it proposing to rename an existing street; therefore, these standards do not apply.

Section 74.480 Street Signs.

[Sections (1)-(3) omitted from excerpt]

Response: The proposed fire station is not located at or near a street intersection, nor is it proposing a subdivision or partition plat; therefore, these standards does not apply.

Section 74.485 Street Trees.

(1) Prior to approval of a residential subdivision or partition final plat, the applicant shall pay the City a non-refundable fee equal to the cost of the purchase and installation of street trees. The location, placement, and cost of the trees shall be determined by the City. This sum shall be calculated on the interior and exterior streets as indicated on the final subdivision or partition plat.

(2) In nonresidential subdivisions and partitions street trees shall be planted by the owners of the individual lots as development occurs.

Response: This project is not proposing a residential subdivision or partition plat; therefore, this standard does not apply.

(3) The Street Tree Ordinance specifies the species of tree which is to be planted and the spacing between trees. [Ord. 895-93, 5/24/1993; Ord. 1192-05, 7/25/05]

Response: The species and spacing of proposed street trees will be in conformance with the Street Tree Ordinance.

UTILITIES

Section 74.610 Water Service.

(1) Water lines shall be installed to serve each property in accordance with the Public Works Construction Code. Water line construction plans shall be submitted to the City Engineer for review and approval prior to construction.

Response: As shown on Sheet C4 in Exhibit 2, this application is proposing a fire service connection and a domestic water connection line that will connect with the existing public water main under SW McEwan Road. Water line designs will be in conformance with the Public Works Construction Code.

(2) If there are undeveloped properties adjacent to the subject site, public water lines shall be extended by the applicant to the common boundary line of these properties. The lines shall be sized to provide service to future development, in accordance with the City's Water System Master Plan, [TDC Chapter 12](#).

Response: The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own water line connections. As such, this project is not proposing to extend the water lines beyond the connection to the proposed fire station.

(3) As set forth is [TDC Chapter 12](#), Water Service, the City has three water service levels. All development applicants shall be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant shall be required to connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site. [Ord. 895-93, 5/24/1993; Ord. 933-94, § 59, 11/28/94]

Response: The proposed water line connections will connect to the City's existing public water main.

Section 74.620 Sanitary Sewer Service.

(1) Sanitary sewer lines shall be installed to serve each property in accordance with the Public Works Construction Code. Sanitary sewer construction plans and calculations shall be submitted to the City Engineer for review and approval prior to construction.

Response: As shown on Sheet C4 in Exhibit 2, this project is proposing a six-inch sanitary sewer connection line that will connect with the existing sanitary sewer main under SW McEwan Road. A new manhole will be installed where the sanitary sewer lines connects with the public sanitary sewer main. Sanitary sewer line designs will be in conformance with the Public Works Construction Code.

(2) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant shall extend public sanitary sewer lines to the common boundary line with these properties. The lines shall be sized to convey flows to include all future development from all up stream areas that can be expected to drain through the lines on the site, in accordance with the City's Sanitary Sewer System Master Plan, [TDC Chapter 13](#). [Ord. 895-93, 5/24/1993; Ord. 933-94, § 60, 11/28/94]

Response: The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own sanitary sewer connections. As such, this project is not proposing to extend the sanitary sewer lines beyond the connection to the proposed fire station.

Section 74.630 Storm Drainage System.

(1) Storm drainage lines shall be installed to serve each property in accordance with City standards. Storm drainage construction plans and calculations shall be submitted to the City Engineer for review and approval prior to construction.

Response: As shown on Sheet C4 in Exhibit 2, this project is proposing a storm drainage system that will collect and redirect stormwater runoff to an on-site infiltration facility via storm sewer catch basins and underground stormwater lines (see Sheet C4 in Exhibit 2).

(2) The storm drainage calculations shall confirm that adequate capacity exists to serve the site. The discharge from the development shall be analyzed in accordance with the City's Storm and Surface Water Regulations.

Response: A stormwater report has been prepared as part of this application and is provided in Exhibit 3.

(3) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant shall extend storm drainage lines to the common boundary line with these properties. The lines shall be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with the Tualatin Drainage Plan in [TDC Chapter 14](#). [Ord. 895-93, 5/24/1993; Ord. 933-94, § 61, 11/28/94; Ord. 952-95, § 2, 10/23/95]

Response: The property to the north, south, and west of the proposed fire station is currently developed by U-Haul with its own stormwater drainage system. As such, this project is not proposing to extend the storm drainage lines beyond the subject property.

Section 74.640 Grading.

(1) Development sites shall be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.

Response: As shown on Sheet C2, the site will have minimal grading to accommodate the proposed fire station. Site grading will allow for stormwater runoff to channel from the highest points at the north of the subject property and around to the southern portion of the subject property where water will be discharged into two drywell infiltration facilities. The grading and stormwater design has been designed to prevent stormwater runoff onto the adjacent property.

(2) A development applicant shall submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect the drainage on adjacent properties. The City Engineer may require the applicant to remove all excess material from the development site. [Ord. 895-93, 5/24/1993]

Response: As noted in the response above, site grading has been designed to direct the flow of stormwater runoff from the highest point at the northern portion of the subject property down to the lowest point at the southern portion of the subject property, where the infiltration facilities will be located.

Section 74.650 Water Quality, Storm Water Detention and Erosion Control.

The applicant shall comply with the water quality, storm water detention and erosion control requirements in the Surface Water Management Ordinance. If required:

(1) On subdivision and partition development applications, prior to approval of the final plat, the applicant shall arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Surface Water Management Ordinance will be satisfied and obtain a Stormwater Connection Permit from Clean Water Services; or

Response: This project is not proposing a subdivision or partition development; therefore, this standard does not apply.

(2) On all other development applications, prior to issuance of any building permit, the applicant shall arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Surface Water Management Ordinance will be met and obtain a Stormwater Connection Permit from Clean Water Services.

Response: As shown on Sheet C4, this project is proposing two permanent on-site drywell infiltration facilities as part of this application. As indicated in the stormwater report found in Exhibit 3, the drywell infiltration facilities have been designed to accommodate the anticipated stormwater runoff on the subject property. TVF&R will manage all stormwater runoff on-site and is not proposing to connect to stormwater main. As such, a Stormwater Connection Permit from CWS does not apply.

(3) For on-site private and regional non-residential public facilities, the applicant shall submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant shall submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbing of the site shall occur until the erosion control plan is approved by the City and the required measures are in place and approved by the City. [Ord. 895-93, 5/24/1993; Ord. 952-95, § 3, 10/23/95; Ord. 1070-01, 4/9/01; Ord. 1327-11 §1; 6/27/11]

Response: TVF&R understands that a stormwater facility agreement that includes an operation and maintenance plan may be required.

Section 74.660 Underground.

(1) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities shall be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant shall make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.

Response: This project is proposing to remove a single overhead wire on the subject property (see Sheet C1 in Exhibit 2). Power to the fire station will be provided by underground power utilities. As shown on Sheet C4 in Exhibit 2, all utilities along the property frontage will be placed underground.

(2) Any existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant shall, at their own expense, provide an underground system. The applicant shall be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements shall be submitted to the City Engineer for acceptance by the City prior to issuance of the Public Works Permit. [Ord. 895-93, 5/24/1993]

Response: As shown on Sheet C1 in Exhibit 2, there is an existing overhead wire that connects with the subject property. As noted above, the overhead wire is proposed to be removed and power will be provided by underground power lines.

Section 74.670 Existing Structures.

(1) Any existing structures requested to be retained by the applicant on a proposed development site shall be connected to all available City utilities at the expense of the applicant.

Response: Except for the overhead line, which is proposed to be removed, there are no other existing utility structures on the site.

(2) The applicant shall convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.

Response: This project is proposing to remove the existing overhead power line. Power to the fire station will be provided via underground utilities.

(3) The applicant shall be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site. [Ord. 895-93, 5/24/1993]

Response: As noted above, there are no other existing utility structures on the site.

Section 74.700 Removal, Destruction or Injury of Trees.

It is unlawful for a person, without a written permit from the Operations Director, to remove, destroy, break or injure a tree, plant or shrub, that is planted or growing in or upon a public right-of-way within the City, or cause, authorize, or procure a person to do so, authorize or procure a person to injure, misuse or remove a device set for the protection of any tree, in or upon a public right-of-way. [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 1, 7/23/01; Ord. 1079-01, 7/23/01]

Response: This project is requesting to remove two trees within right-of-way to accommodate improvement to SW McEwan Road (see Sheet C2 and C3 in Exhibit 2). As noted in the Detailed Tree Inventory and Assessment Report on Sheet C3, the two trees proposed to be removed have crooked bases, one which is 95% dead. Tree removal is necessary to construct sidewalks in conformance with City design standards.

Section 74.705 Street Tree Removal Permit.

(1) A person who desires to remove or destroy a tree, as defined in [TDC 31.060](#), in or upon public right-of-way shall make application to the Operations Director on City forms.

Response: This project is requesting to remove two trees within the public right-of-way as part of this application.

(2) The applicant must provide:

(a) the applicant's name and contact information and if applicable that of the applicant's contractor;

(b) the number and species of all street trees the applicant desires to remove;

(c) a clear description of the street trees' the applicant desires to remove;

(d) the date of removal;

(e) the reason(s) for removal; and

(f) other information as the Operations Director deems necessary.

Response: As indicated in the Detailed Tree Inventory and Assessment Report on Sheet C3, the two trees proposed to be removed have crooked bases, one of which is 95% dead. The tree inventory and assessment were completed by a certified arborist.

(3) Upon the Operations Director approving the removal of a street tree, the applicant or designated contractor shall replace each removed tree on a one-for-one basis by fulfilling the following requirements:

(a) Remove both the tree and stump prior to planting a replacement tree, or re-quest the City to remove the tree and stump and pay the applicable fee(s) established in [TDC 74.706](#); and

Response: The applicant will remove both the tree and stump to accommodate proposed sidewalk and planter strip improvements on SW McEwan Road. Two trees are proposed to be planted in the planter strip along the southern portion of the property frontage to replace the two trees that will be removed.

(b) Replace the removed tree by planting a species of street tree permitted by Schedule A of the TDC Chapter 74 within the time period specified in writing by the Operations Director; or, the applicant may request within sixty (60) days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in [TDC 74.706](#). If an applicant opts for the City to plant the replacement tree, the Operations Department may plant the tree on its usual tree-planting schedule. Planting done by the applicant or designated contractor shall comply with all applicable TDC sections and any additional requirements imposed by the Operations Director.

Response: The species of the proposed street tree replacements will be Shademaster Honeylocust, which is authorized under Schedule A.

(c) The applicant shall comply with all applicable TDC sections and additional requirements imposed by the Operations Director. The Operations Director may:

(d) waive the one-for-one replacement requirement if he or she determines that the replacement would:

(i) conflict with public improvements or utility facilities, including but not limited to fire hydrants, water meters and pipes, lighting fixtures, traffic control signs; private improvements or utility facilities – including but not limited to driveways and power, gas, telephone, cable television lines; or, minimum vision clearance;

(ii) interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;

(A) cause a conflict by planting trees too close to each other, hurting their health;

(iii) limit the selection of species from Schedule A: and;

(iv) direct how to plant replacement tree(s).

Response: This project is not requesting a waiver for the one-for-one replacement requirement; therefore, these standards do not apply.

(e) a person who fails to comply with TDC 74.705 shall pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in [TDC 34.220\(3\)](#), in addition to civil penalties in [TDC 31.111](#). [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 2, 7/23/01; Ord. 1279-09 §3, 3/23/09]

Response: TVF&R will comply with applicable regulations in TDC 75.705.

Section 74.706 Street Tree Fees.

A person who applies to remove a street tree under [TDC 74.705](#) shall pay all costs incurred by the City as reflected in the applicable fees listed in the city of Tualatin Fee Schedule. City actions and associated fees include but are not limited to inspection of a street tree requested for removal, removal of a street tree, removal of a stump, planting of a street tree, and inspection(s) to determine if the applicant has fulfilled permit requirements. [Ord. 1279-09 §4, 3/23/09]

Response: The applicant is proposing to remove and replace the street trees. As such, there is no need for the City of Tualatin to provide services for tree removal, stump grinding, or tree replanting, for which there are associated fees.

Section 74.707 Street Tree Voluntary Planting.

A person who desires to plant a tree in or upon a public right-of-way may plant or have the City plant a species of street tree permitted by TDC Chapter 74 Schedule A without a City permit, if the tree is not a re-planting for a tree that the person has removed. Such a person may submit a request to the City with payment of fee(s) so that the City may plant a street tree. If a stump exists where a street tree is to be planted, the person shall remove the stump or pay a fee to the City as established in [TDC 74.706](#) so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree shall comply with other applicable TDC sections and any additional requirements of the Operations Director. [Ord. 1279-09 §5, 3/23/09]

Response: This project is proposing to plant two trees within the right-of-way as part of this architectural review application; as such, this standard does not apply.

Section 74.708 Street Tree Emergencies.

(1) If emergency conditions occur that require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the Operations Director shall issue emergency permits without payment of fees and formal applications. If the Operations Director is unavailable, the adjacent property owners may proceed to cut the trees without permits to the extent necessary to eliminate the immediate danger or hazard. If a street tree is cut under this section without filing of an application with the Operations Director, the person doing so shall report the action to the Operations Director within two City business days without payment of fee and shall provide such information and evidence as may be reasonably required by the Operations Director to explain and justify the removal.

(2) In all instances, a person who removes a street tree as a result of an emergency must replace it within sixty (60) days of notifying the Operations Director. The City reserves the right to waive this requirement.

(3) A person who fails to comply with TDC 74.708 shall pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in [TDC 34.220\(3\)](#), in addition to civil penalties in [TDC 31.111](#).

(4) If no emergency is found to exist, no person shall cut or remove a street tree without complying with the requirement of the Tualatin Development Code. [Ord. 1279-09 §6, 3/23/09]

Response: This project is not proposing to remove the street trees due to an emergency condition or need; therefore, these standards do not apply.

Section 74.710 Open Ground.

When impervious material or substance is laid down or placed in or upon a public right-of-way near a tree, at least nine square feet of open ground for a tree up to three inches in diameter shall be provided about the base of the trunk of each tree. [Ord. 963-96, § 9, 6/24/96]

Response: As shown on Sheet L1.0 in Exhibit 2, the two proposed street trees will be planted in a planter strip between the sidewalk and paved roadway. The planter strip will be 6 feet wide and approximately 90 feet long.

Section 74.715 Attachments to Trees.

It is unlawful for a person to attach or keep attached a rope, wire, chain, sign or other device to a tree, plant or shrub in or upon a public right-of-way or to the guard or stake intended for the protection of such tree, except as a support for a tree, plant or shrub. [Ord. 963-96, § 9, 6/24/96]

Response: Except for vertical stakes to support planted trees, this project is not proposing to attach any of the listed attachments.

Section 74.720 Protection of Trees During Construction.

(1) During the erection, repair, alteration or removal of a building or structure, it is unlawful for the person in charge of such erection, repair, alteration or removal to leave a tree in or upon a public right-of-way in the vicinity of the building or structure without a good and sufficient guard or protectors to prevent injury to the tree arising out of or by reason of such erection, repair, alteration or removal.

(2) Excavations and driveways shall not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Engineer. During excavation or construction, the person

shall guard the tree within six feet and all building material or other debris shall be kept at least four feet from any tree. [Ord. 963-96, § 9, 6/24/96]

Response: This project is proposing to remove and replace the only two trees within the public right-of-way; therefore, this standard does not apply.

Section 74.725 Maintenance Responsibilities.

Trees, shrubs or plants standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk shall be kept trimmed by the owner of the property adjacent to or in front of where such trees, shrubs or plants are growing so that:

(1) The lowest branches are not less than 12 feet above the surface of the street, and are not be less than 14 feet above the surface of streets designated as state highways.

(2) The lowest branches are not less than eight feet above the surface of a sidewalk or footpath.

(3) No plant, tree, bush or shrub shall be more than 24 inches in height in the triangular area at the street or highway corner of a corner lot, or the alley-street intersection of a lot, such an area defined by a line across the corner between the points on the street right-of-way line measured 10 feet back from the corner, and extending the line to the street curbs or, if there are no curbs, then to that portion of the street or alley used for vehicular traffic.

(4) Newly planted trees may remain untrimmed if they do not interfere with street traffic or persons using the sidewalk or obstruct the light of a street electric lamp.

(5) Maintenance responsibilities of the property owner include repair and upkeep of the sidewalk in accordance with the City Sidewalk Maintenance Ordinance. [Ord. 963-96, § 9, 6/24/96]

Response: TVF&R will be responsible for the health and maintenance of the propose street trees.

Section 74.730 Notice of Violation.

When the owner, lessee, occupant or person in charge of private grounds neglects or refuses to trim a tree, shrub or plant as provided in [TDC 74.725](#), the Operations Director shall cause a written notice to trim such tree or trees, shrubs or plants to be served upon such owner, lessee, occupant or person in charge, within 10 days after the giving the notice; and if the owner, lessee or occupant or person in charge fails to do so, the person shall be guilty of violating this ordinance and subject to the penalties in [TDC 74.760](#). The notice shall be served upon the owner, lessee, occupant or person in charge either by "Certified Mail-Return Receipt Requested", or by posting the same notice on the property or near to the trees, shrubs or plants to be trimmed. [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 3, 7/23/01]

Response: TVF&R understands that a notice of violation may be issued for neglectful landscaping maintenance.

Section 74.735 Trimming by City.

If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs or plants within 10 days after service of the notice in [TDC 74.730](#), the Operations Director shall trim the trees, shrubs or plants. Such trimming by the City does not act to relieve such owner, lessee, occupant or person in charge of responsibility for violating this Chapter. [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 4, 7/23/01]

Response: TVF&R understands that the City may conduct landscape maintenance after a notice of violation has been issued.

Section 74.740 Prohibited Trees.

It is unlawful for a person to plant a tree within the right-of-way of the City of Tualatin that is not in conformance with Schedule A. Any tree planted subsequent to adoption of this Chapter not in compliance with [Schedule A](#) shall be removed at the expense of the property owner. [Ord. 963-96, § 9, 6/24/96]

Response: The two proposed street trees are Shademaster Honeylocusts, which are listed in Schedule A.

Section 74.745 Cutting and Planting Specifications.

The following regulations are established for the planting, trimming and care of trees in or upon the public right-of-way of the City.

(1) When trees are cut down, the stump shall be removed to a depth of six inches below the surface of the ground or finish grade of the street, whichever is of greater depth.

Response: The two trees in the right-of-way will be removed in accordance with this standard.

(2) Trees shall be planted in accordance with [Schedule A](#), except when a greater density is allowed under a special permit from the Operations Director. [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 5, 7/23/01]

Response: The two proposed street trees are Shademaster Honeylocusts, which are listed in Schedule A.

Section 74.750 Removal or Treatment by City.

The Operations Director may remove or cause or order to be removed a tree, plant or shrub, planted or growing in or upon a public right-of-way which by its nature causes an unsafe condition or is injurious to sewers or public improvements, or is affected with an injurious fungus disease, insect or other pest. When, in the opinion of the Operations Director, trimming or treatment of a tree or shrub located on private grounds, but having branches extending over a public right-of-way is necessary, the Operations Director may trim or treat such a branch or branches, or cause or order branches to be trimmed or treated. [Ord. 963-96, § 9, 6/24/96; Ord. 1079-01, § 6, 7/23/01]

Response: As indicated in the Detailed Tree Inventory and Assessment Report on Sheet C3, the two trees proposed to be removed have crooked bases, one of which is 95% dead. The tree inventory and assessment was completed by a certified arborist.

Section 74.755 Appeal of Permit Denial.

When application for a permit under this Chapter is denied by the Operations Director, an order is issued by the Operations Director directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the Operations Director containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within 10 City business days after the denial of the permit sought or the making of the order the appellant deems unreasonable. After hearing, the Council may either grant or deny the application, rescind or modify the order from which the appeal was taken. [Ord. 963-96, § 9, 6/24/96. Ord. 1079-01, § 7, 7/23/01]

Response: TVF&R understands that a permit denial may be appealed for additional review.

Section 74.760 Penalties.

A person who violates this ordinance or fails to trim a tree or shrub for which notice to do so was provided, shall, upon conviction, be fined not more than \$100.00. [Ord. 963-96, § 9, 6/24/96]

Response: TVF&R understands that a violation of this ordinance may result in a fine.

Section 74.765 Street Tree Species and Planting Locations.

All trees, plants or shrubs planted in the right-of-way of the City shall conform in species and location and in accordance with the street tree plan in Schedule A. If the Operations Director determines that none of the species in Schedule A is appropriate or finds appropriate a species not listed, the Director may substitute an unlisted species. [Ord. 963-96, § 9, 6/24/96; Ord. 1279-09 §7, 3/23/09]

Response: The two proposed street trees are Shademaster Honeylocusts, which are listed in Schedule A.

Exhibit 1: Pre-application Request and Form



MEMORANDUM

TVF&R Station 39 Pre-Application Conference Request

DATE September 11, 2017
TO City of Tualatin
FROM Frank Angelo, APG
CC Siobhan Kirk, TVF&R
Jennifer Jenkins, Ankrom Moisan Architects
Michael Bonn, Ankrom Moisan Architects
Bruce Baldwin, AKS
Todd Mobley, Lancaster Engineering
Jamin Kimmel, APG

Tualatin Valley Fire & Rescue is proposing to develop a new fire station (Station 39) on SW McEwan Road south of SW Boones Ferry Road. The new station will be approximately 9,500 square feet and will include a 600-square foot community room. The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. There are 36 parking spaces proposed on-site to serve the fire station and community room. Station 39 will include 24-hour staffing starting with 4 persons per shift and ultimately growing to 6 person shifts. The building will look similar to TVF&R Station 55 which is currently under construction in the City of West Linn.

Questions for the Pre-Application Conference

1. Describe the Conditional Use and Architectural review standards, review procedures and schedule.
2. Discuss Neighborhood Meeting requirements.
3. Identify Transportation Assessments that will be required (if any).
4. Describe CWS review requirements.

Attachments: Pre-Application Conference Form
Station 39 Preliminary Site Plan
Station 39 Preliminary Building Elevations
Pre-Application Fee (provided separately)



City of Tualatin

COMMUNITY DEVELOPMENT PLANNING DIVISION

Pre-Application Meeting Request

The purpose of the Scoping and Pre-Application meetings is to offer early assistance in the land use and permitting process. This includes thoughtful feedback on preliminary design direction and visioning, outlining expectations, and to assist the applicant in attaining a complete application at first submittal.

PROJECT DESCRIPTION

Project name/title: TVF&R Station 39

What is the primary purpose of this pre-application meeting (What would you like to accomplish)? (Attach additional sheets if needed.)

- Review Station 39 site plan

- Discuss site issues

- Determine review processes & standards

PROPERTY INFORMATION

Property address/location(s): Adjacent to
7100 SW McEwan, Tualatin, OR 97062

Tax map and tax lot no.(s): 2S 113DD TL 1600/1700

Zoning: ML

PROPERTY OWNER/HOLDER INFORMATION

Name(s): Tualatin Valley Fire & Rescue
c/o Siobhan Kirk

Address: 11945 SW 70th Ave Phone: 503.649.8577

City/state: Tigard, OR Zip: 97223

APPLICANT INFORMATION

Name: Angelo Planning Group

Address: 921 SW Washington St Phone: 503.649.8577

City/state: Portland, OR Zip: 97205

Contact person: Frank Angelo

Phone: 503.227.3664 Email: fangelo@angeloplanning.com

Pre-application Conference Information

All of the information identified on this form is required and must be submitted to the Planning Division with this application. Conferences are scheduled subject to availability and a minimum of two weeks after receiving this application and all materials. Pre-application conferences are one (1) hour long and are typically held on Mondays between the hours of 3-4 p.m. or Wednesdays between 2-4 p.m.

If more than four (4) people are expected to attend the pre-application conference in your group, please inform the City in advance so that alternate room arrangements can be made to accommodate the group.

REQUIRED SUBMITTAL ELEMENTS

(Note: Requests will not be accepted without the required submittal elements)

- A complete application form and accompanying fee.
- 1 hard copy and an electronic set of the following:**
 - Preliminary site and building plans, drawn to scale, showing existing and proposed features. (Plans do not need to be professionally prepared; just accurate and reliable.)
 - A detailed narrative description of the proposal that clearly identifies the location, existing and proposed uses, and any proposed construction.
 - A list of all questions or issues the applicant would like the City to address.

FOR STAFF USE ONLY

Case No.: _____

Related Case No.(s): _____

Application fee: _____

Application accepted: _____

By: _____ Date: _____

Date of pre-app: _____

Time of pre-app: _____

Planner assigned to pre-app: _____

What type of development are you proposing? (Check all that apply)

Industrial Commercial Residential Institutional Mixed-use

Please provide a brief description of your project: (Attach additional sheets if needed.) Please include description of existing uses and structures in addition to what is proposed.

Construct a new TVF&R fire station (Station 39). Will include a community room.

Are you familiar with the development process in Washington or Clackamas County or Tualatin?

Yes No

If yes, please identify an example project:

TVF&R Station 34 in Tualatin

Are you familiar with the sections of the Tualatin Development Code (TDC) that pertain to your proposed development?

Yes No

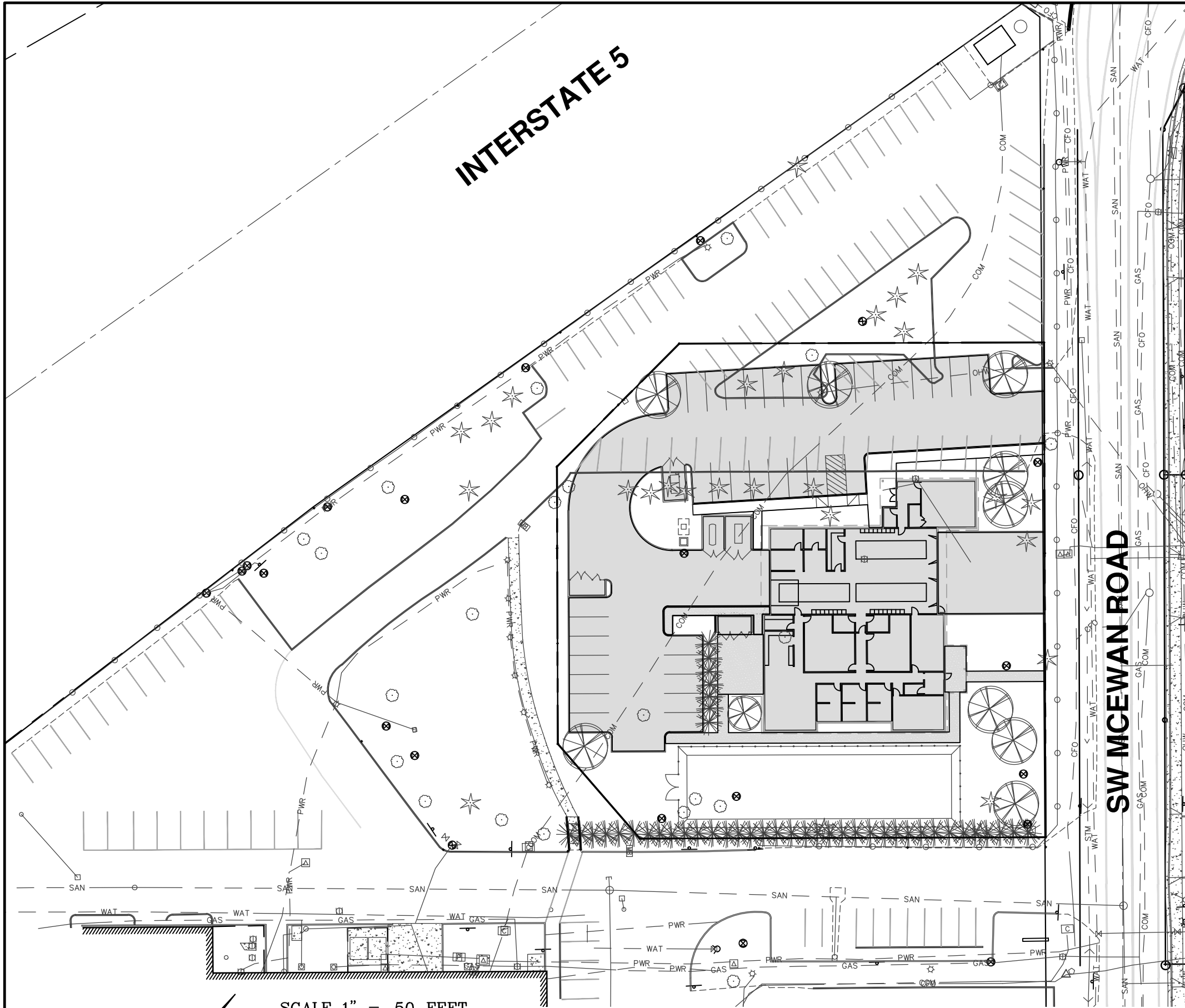
Is the property under enforcement action? If yes, please attached a notice of the violation.

Please provide the names of City, TVF&R, CWS, and County staff with whom you have already discussed this proposal:

Scoping meeting held with City staff on March 6, 2016

INTERSTATE 5

SW MCEWAN ROAD



SCALE 1" = 50 FEET

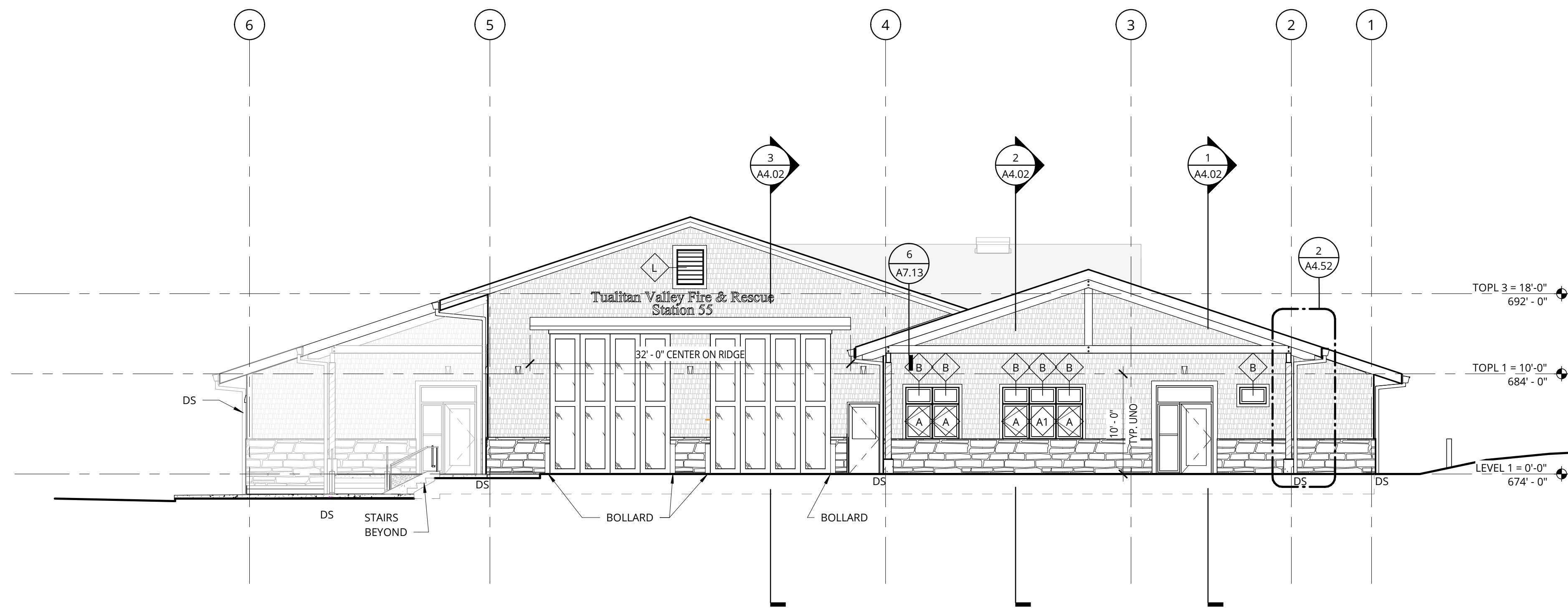


NOTE: SCALE BAR ACCURATE WHEN PLOTTED ON 11"x17" SHEET

DATE: 09/07/2017






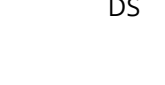
| | |
|---|--|
| SITE FIT PLAN | EXHIBIT |
| TVFR STATION 39 | A |
| AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com | DRWN: LTP CHKD: BRB AKS JOB: 4756 |





1 NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS
 EXTERIOR ELEVATIONS
 1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK
 2. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR PROJECT DATUM)
 3. SEE SHEET A12.21 FOR WINDOW SCHEDULE
 4. SEE DOOR SCHEDULE SHEET A12.01 FOR DOOR LOCATIONS AND TYPES.
 5. SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR ENVELOPE DETAILS.

- MATERIALS - LEGEND**
-  FIBER CEMENT SHINGLE SIDING
 -  SIMULATED STONE
 -  EXPOSED TIMBER FRAMING
 -  ASPHALT ROOF SHINGLES
 -  EXTERIOR LIGHTING
 -  DS



Ankrom Moisan
 38 NW DAVIS ST, SUITE 300
 PORTLAND, OR 97209
 T 503.245.7100
 1505 5TH AVE, SUITE 300
 SEATTLE, WA 98101
 T 206.576.1600
 © ANKROM MOISAN ARCHITECTS, INC.

REGISTERED ARCHITECT
 5011 Jennifer Rebecca Jenkins
 Jennifer Jenkins
 PORTLAND, OR
 STATE OF OREGON

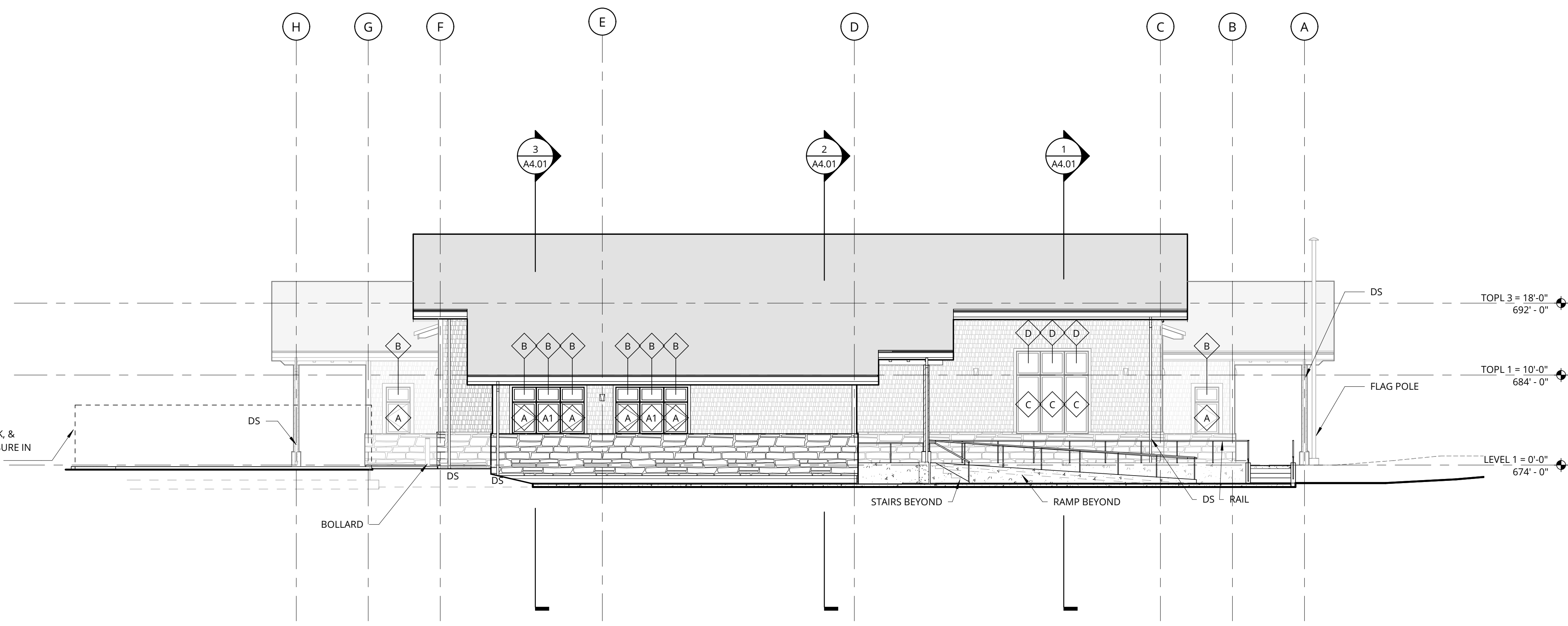
TVF&R Station 55 - Rosemont
 20790 Hidden Springs Rd
 West Linn, OR 97068
 Tualatin Valley Fire & Rescue

| REVISION | DATE | REASON FOR ISSUE |
|----------|------|------------------|
| | | |
| | | |
| | | |

N & E EXTERIOR ELEVATIONS

CONSTRUCTION SET

| | |
|--------------------------|-----------------------|
| DATE 06/16/17 | REVISION |
| PROJECT NUMBER 160420 | SHEET NUMBER A3.11 |
| SCALE As indicated | |


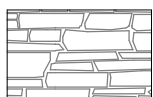






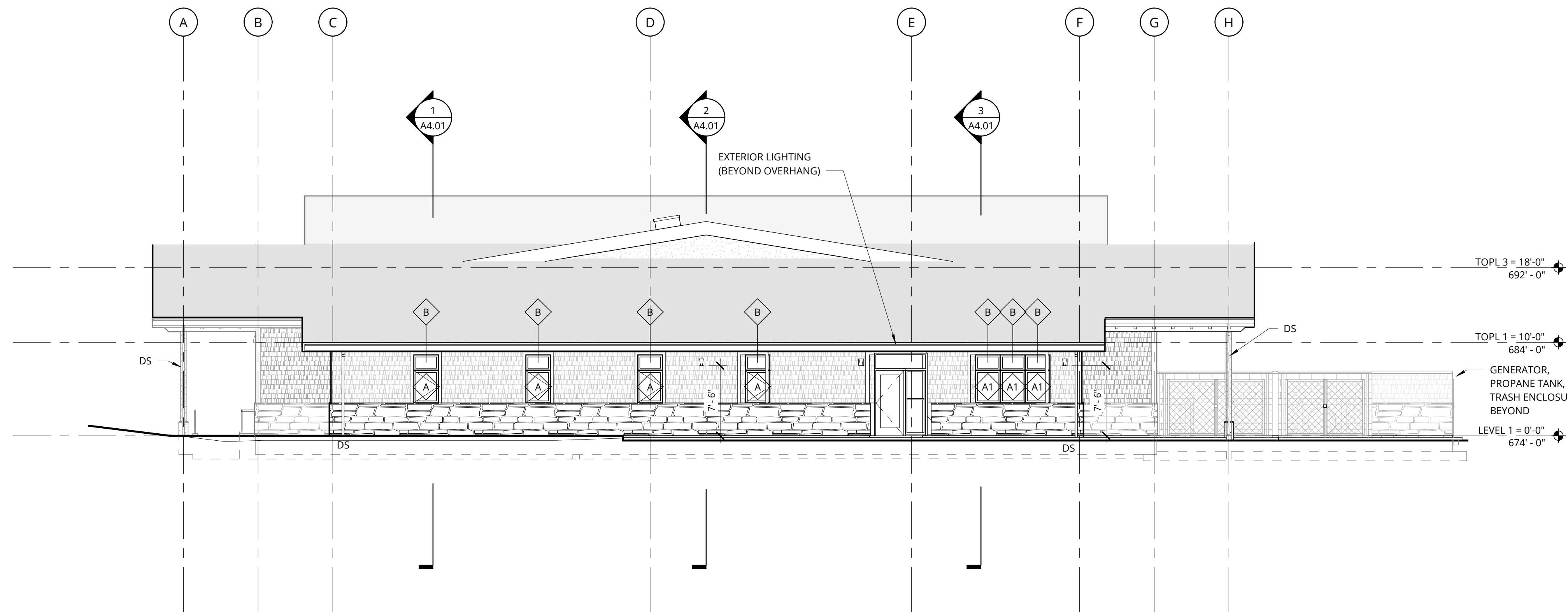
2 EAST ELEVATION
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

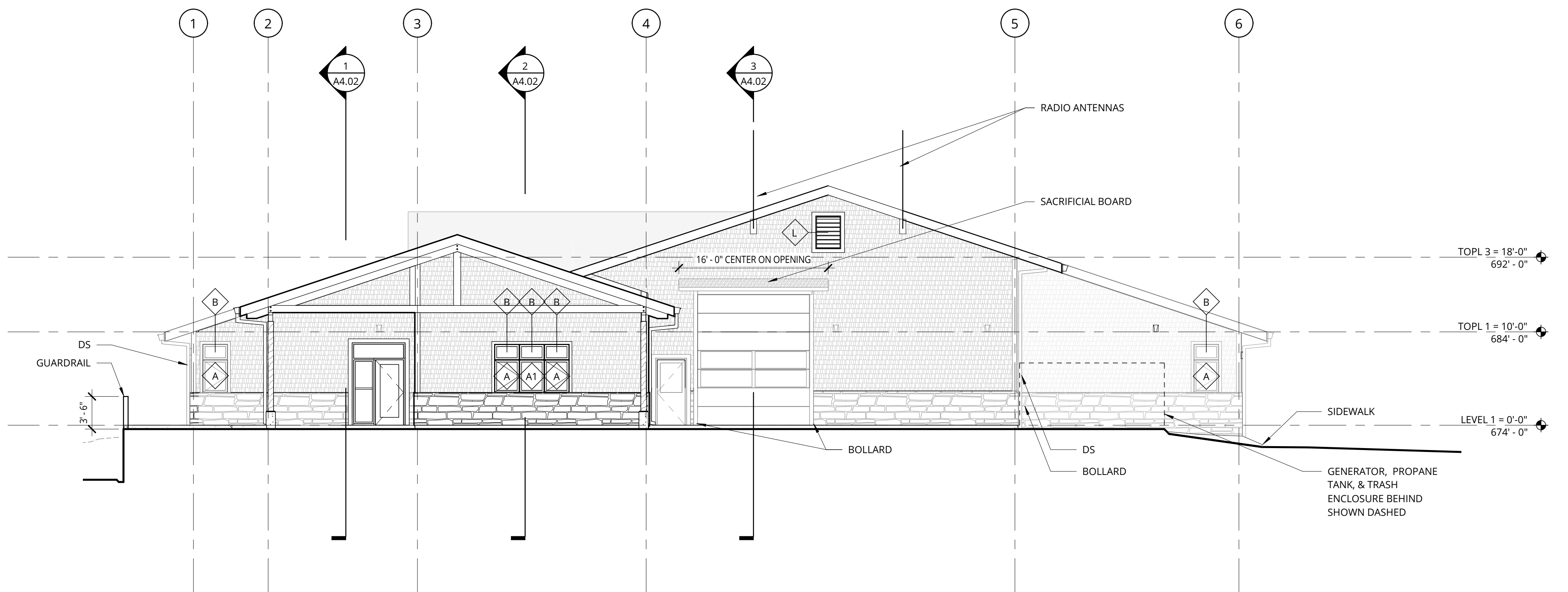
- EXTERIOR ELEVATIONS
- REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR PROJECT DATUM).
 - SEE SHEET A12.21 FOR WINDOW SCHEDULE.
 - SEE DOOR SCHEDULE SHEET A12.01 FOR DOOR LOCATIONS AND TYPES.
 - SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR ENVELOPE DETAILS.

MATERIALS - LEGEND

-  FIBER CEMENT SHINGLE SIDING
-  SIMULATED STONE
-  EXPOSED TIMBER FRAMING
-  ASPHALT ROOF SHINGLES
-  EXTERIOR LIGHTING
-  DOWNSPOUT



2 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"



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TVF&R Station 55 - Rosemont
20790 Hidden Springs Rd
West Linn, OR 97068
Tualatin Valley Fire & Rescue

| REVISION | DATE | REASON FOR ISSUE |
|----------|------|------------------|
| | | |
| | | |
| | | |

S & W EXTERIOR ELEVATIONS

CONSTRUCTION SET

| | |
|--------------------------|-----------------------|
| DATE 06/16/17 | REVISION |
| PROJECT NUMBER 160420 | SHEET NUMBER A3.12 |
| SCALE As indicated | |

**Exhibit 2: Station 39 Architectural Review Submittal Plan Set
(under separate cover)**

Exhibit 3: Preliminary Stormwater Report (under separate cover)

Exhibit 4: Clean Water Service (CWS) Service Provider Letter

Sensitive Area Pre-Screening Site Assessment

1. Jurisdiction: Tualatin

2. Property Information (example 1S234AB01400)

Tax lot ID(s): 2S 113DD TL 1601

3. Owner Information

Name: Siobhan Kirk

Company: Tualatin Valley Fire & Rescue

Address: 11945 SW 70th Avenue

City, State, Zip: Tigard, OR 97223

Phone/Fax: 503-649-8577

E-Mail: _____

OR Site Address: Adjacent to 7100 SW McEwan

City, State, Zip: Tualatin, OR 97062

Nearest Cross Street: SW McEwan & Lower Boones Ferry Rd.

4. Development Activity (check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Addition to Single Family Residence (rooms, deck, garage) | <input type="checkbox"/> Minor Land Partition |
| <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Commercial Condominium |
| <input type="checkbox"/> Residential Condominium | <input type="checkbox"/> Commercial Subdivision |
| <input type="checkbox"/> Residential Subdivision | <input type="checkbox"/> Multi Lot Commercial |
| <input type="checkbox"/> Single Lot Commercial | |
- Other New fire station

5. Applicant Information

Name: Frank Angelo

Company: Angelo Planning Group

Address: 921 SW Washington Ave. Suite 468

City, State, Zip: Portland, OR 97205

Phone/Fax: 503-649-8577

E-Mail: fangelo@angeloplanning.com

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

Location and description of off-site work _____

7. Additional comments or information that may be needed to understand your project Site plan and tax map are attached.

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 Frank Angelo

Print/Type Title Principal

Signature _____

Date Oct. 18, 2017

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 17-05, 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 17-05, 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 Marshall

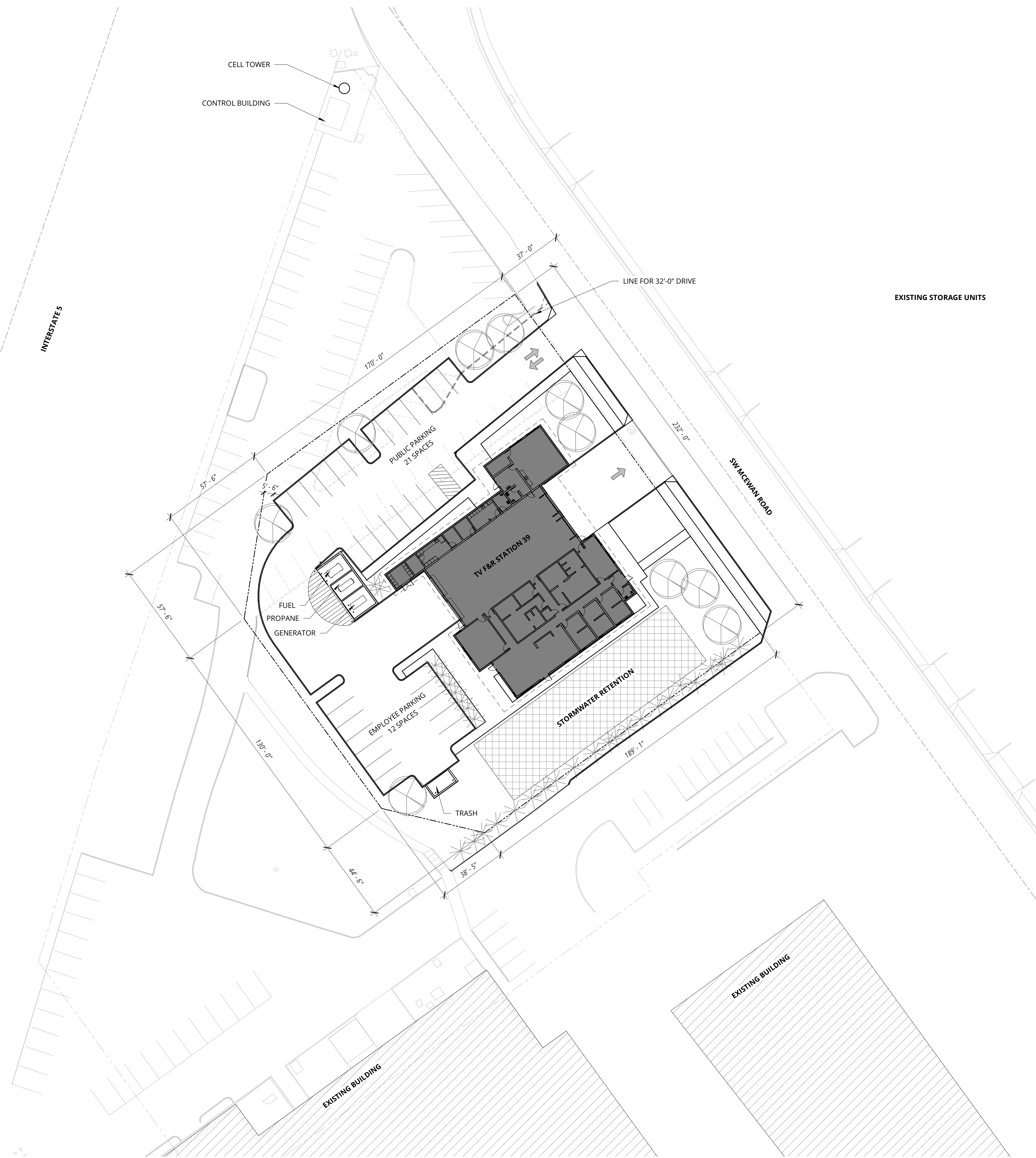
Date 10/31/17

Once complete, email to: SPLReview@cleanwaterservices.org • Fax: (503) 681-4439

OR mail to: SPL Review, Clean Water Services, 2550 SW Hillsboro Highway, Hillsboro, Oregon 97123

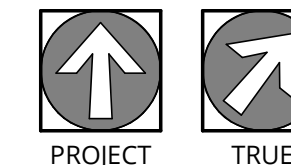
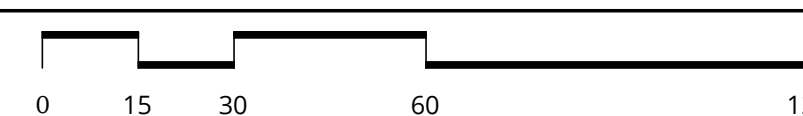
10/16/2017 1:46:45 PM

C:\Revit\Projects\173470_17-TVFR 39\173470_17-TVFR 39.mxd



1 ARCHITECTURAL SITE PLAN

1" = 30'-0"



NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063
© ANKROM MOISAN ARCHITECTS, INC.

TV F&R STATION 39 - TUALATIN
7100 SW MCEWAN
TUALATIN, OR 97062

TUALATIN VALLEY FIRE & RESCUE

| REVISION | DATE | REASON FOR ISSUE |
|----------|------|------------------|
| | | |
| | | |
| | | |

SITE PLAN

SCHEMATIC DESIGN

DATE 10/16/2017 PROJECT NUMBER 173470

SHEET NUMBER

A1.01

SE 1/4 SE 1/4 SECTION 13 T2S R1W W.M.

2S | 13DD

WASHINGTON COUNTY OREGON

SCALE 1"=100'

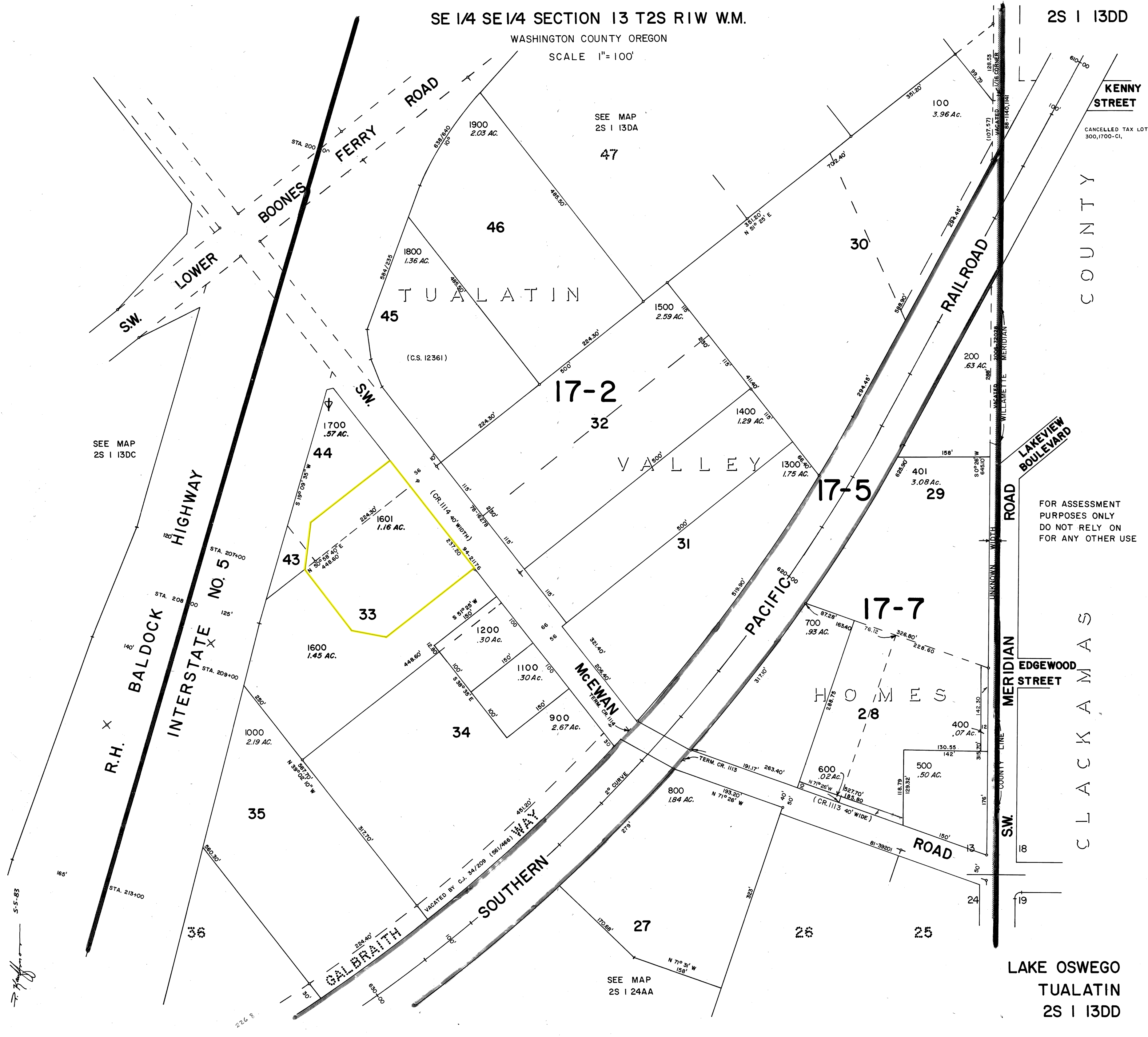
KENNY STREET

CANCELLED TAX LOTS 300,1700-C1,

COUNTY

CLACKAMAS

LAKE OSWEGO TUALATIN 2S | 13DD



FOR ASSESSMENT PURPOSES ONLY DO NOT RELY ON FOR ANY OTHER USE

5-5-83

Exhibit 5: Washington County Assessor Map

SE 1/4 SE 1/4 SECTION 13 T2S R1W W.M.

2S | 13DD

WASHINGTON COUNTY OREGON

SCALE 1"=100'

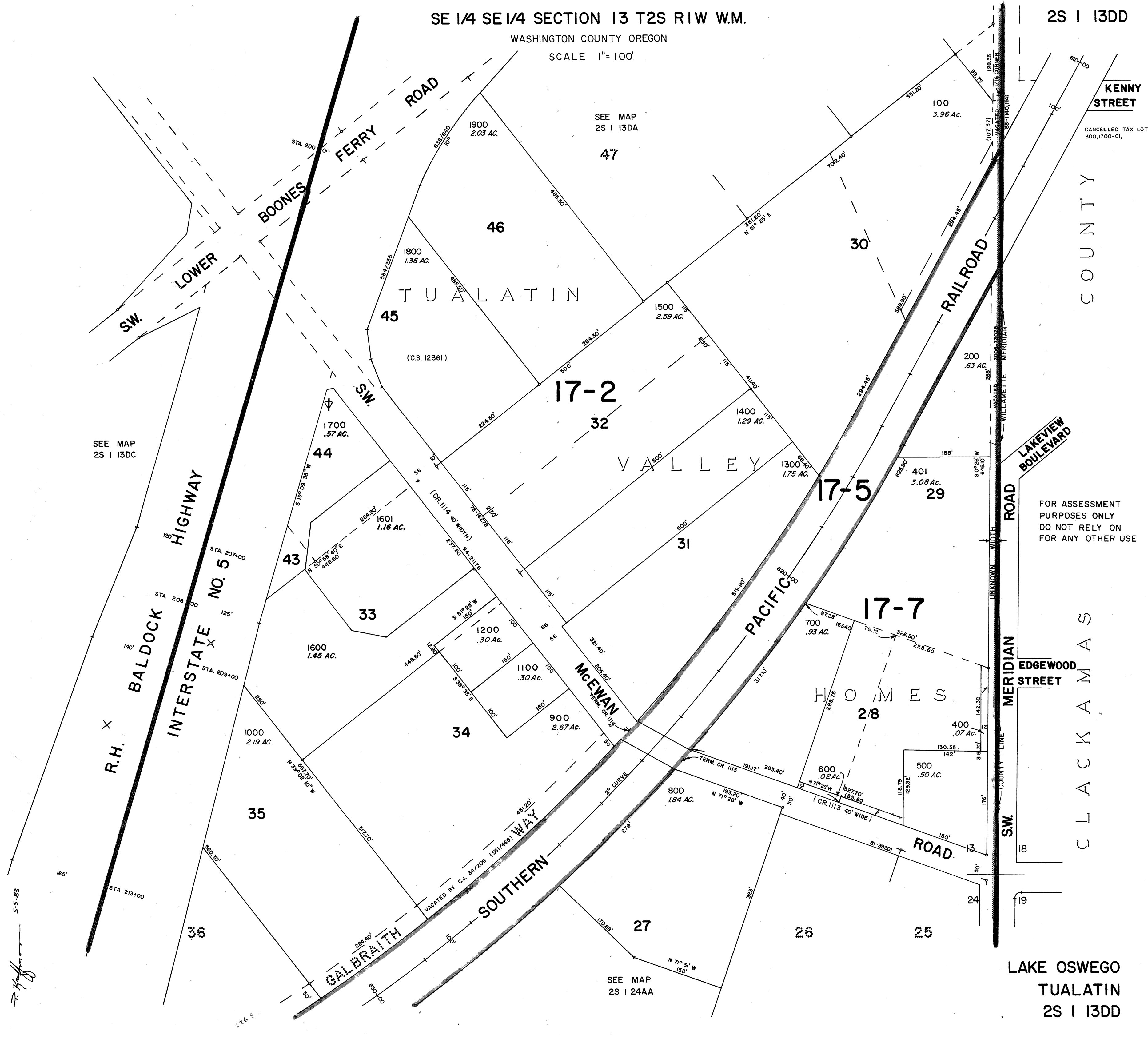
KENNY STREET

CANCELLED TAX LOTS 300,1700-C1,

COUNTY

CLACKAMAS

LAKE OSWEGO TUALATIN 2S | 13DD



SEE MAP 2S | 13DC

SEE MAP 2S | 13DA

SEE MAP 2S | 24AA

FOR ASSESSMENT PURPOSES ONLY DO NOT RELY ON FOR ANY OTHER USE

5-5-83

Exhibit 6: Neighborhood/Developer Meeting Notice and Materials

**NEIGHBORHOOD/DEVELOPER MEETING
AFFIDAVIT OF MAILING**

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Clinton Possee, being first duly sworn, depose and say:

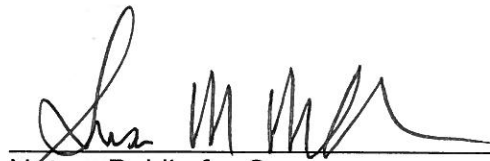
That on the 24 day of October, 2017, I served upon the persons shown on Exhibit "A," attached hereto and by this reference incorporated herein, a copy of the Notice of Neighborhood/Developer meeting marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.



Signature

SUBSCRIBED AND SWORN to before me this 29th day of November, 2017.





Notary Public for Oregon
My commission expires:

RE: TVF + B Station 39



Dear Resident/Property Owner,

Tualatin Valley Fire & Rescue (TVF&R) is proposing to develop a new fire station (Station 39) on SW McEwan Road south of SW Boones Ferry Road. The new station will be approximately 7,500 square feet and include a 600-square foot community room. The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. Station 39 will include 24-hour staffing starting with 4 persons per shift and ultimately growing to 6-person shifts.

The 1.16-acre site is within the City of Tualatin's Light Manufacturing Planning District (ML). New fire stations are permitted in the ML Planning District through a Conditional Use Permit and Architectural Review. The Conditional Use will require submittal of an application to the City for review and approval by the City Council. A pre-application conference was held for the project on September 20, 2017. Following Conditional Use review an Architectural Review application will be submitted for construction of the new station. This application will be reviewed by staff.

As specific engineering and site plans are being prepared and before submitting the application for the necessary reviews and approvals, we would like to discuss the proposal with the surrounding property owners and residents. In accordance with City requirements, we are conducting a Neighborhood Meeting on the following date and at the following location:

Tuesday, November 7th, 2017

6:00 – 7:00 pm

Juanita Pohl Center

8513 SW Tualatin Road

Tualatin, Oregon 97062

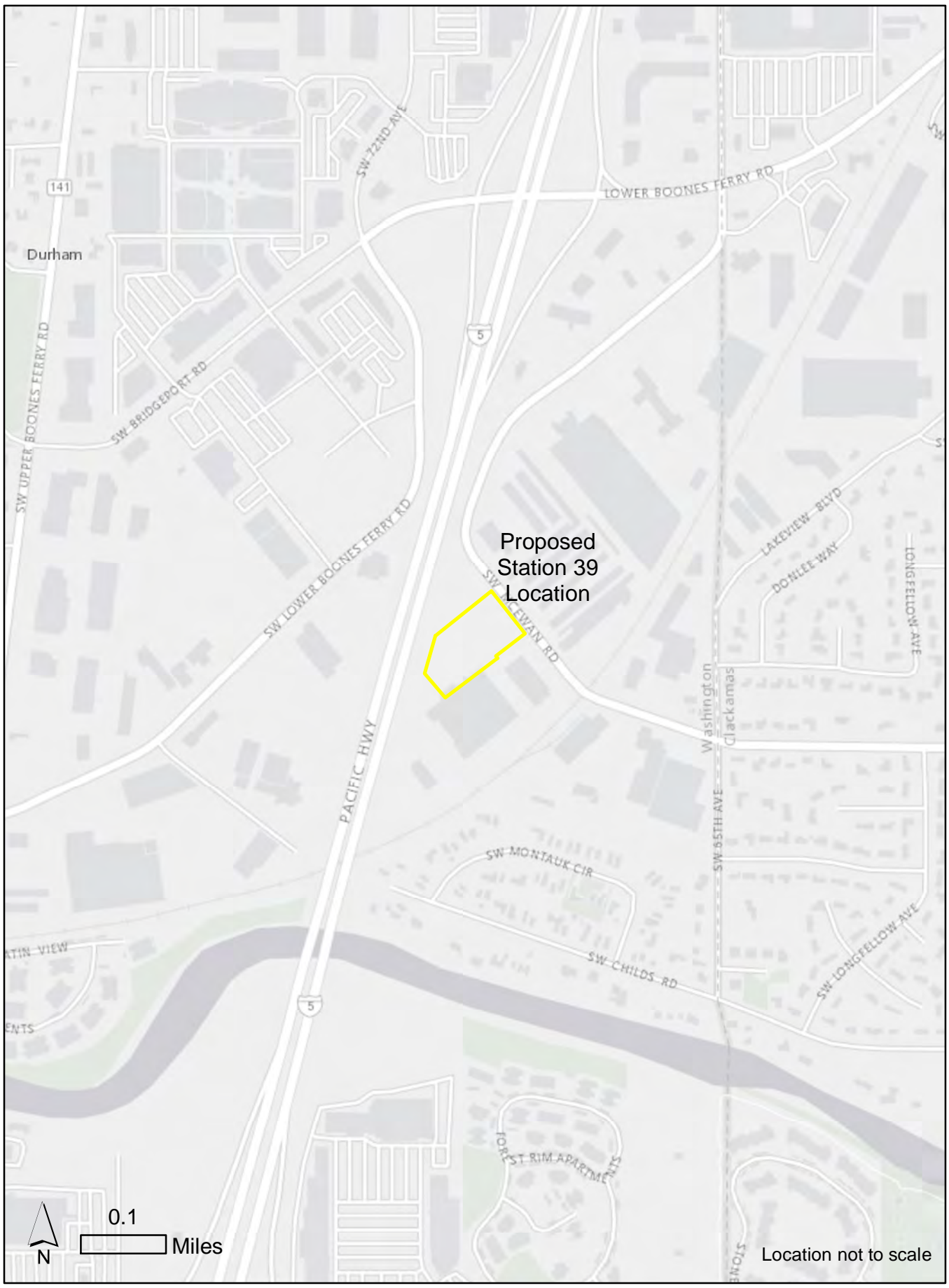
We look forward to discussing the proposal with you. Please feel free to contact the project's development application representative, at 503-227-3664 or fangelo@angeloplanning.com if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank Angelo'.

Frank Angelo, Principal

Attachment: Vicinity/Location Map



Durham

141

5

Proposed
Station 39
Location

5



0.1

Miles

Location not to scale

21E18CC03200
SCO & CO LLC
2851 TOLKIEN LN
LAKE OSWEGO, OR 97034-7539

21E18CC03300
TOTORO LLC
6455 LAKEVIEW BLVD STE C
LAKE OSWEGO, OR 97035-7740

21E18CC03400
TOTORO LLC
6455 LAKEVIEW BLVD STE C
LAKE OSWEGO, OR 97035-7740

21E18CC03500
KOH KENT
13148 SANDALWOOD CT
LAKE OSWEGO, OR 97035-6767

21E18CC03600
VANGELISTI JILL R
18651 SW DONLEE WAY
LAKE OSWEGO, OR 97035-7707

21E18CC03700
POH LEONG CHIN & FELICIA H
10526 160TH AVE NE
REDMOND, OR 98052-2684

21E18CC03800
POH LEONG CHIN & FELICIA H
10526 160TH AVE NE
REDMOND, OR 98052-2684

21E18CC03900
ATKINSON ROBERT JAMES JR CO-TRUSTEE
4011 SW OLD GATE RD
LAKE OSWEGO, OR 97034-7233

21E18CC05800
BOSCH SHAUNA R & CODY A
6448 SW EDGEWOOD ST
LAKE OSWEGO, OR 97035-7714

21E18CC05900
FLEISCHER WILLIAM L & BEVERLY J
6462 SW EDGEWOOD ST
LAKE OSWEGO, OR 97035-7714

21E18CC06000
SUN MICHAEL & MARIE
PO BOX 2317
LAKE OSWEGO, OR 97035-0665

21E18CC06100
WILBUR SEAN P & SSU YIN
6447 SW MCEWAN RD
LAKE OSWEGO, OR 97035-7944

2S113DA01200
KILKENNY-WATANABE PARTNER BY G6
HOSPITALITY
PO BOX 117508
CARROLLTON, OR 75011-7508

2S113DA01300
SEELEY GRAHAM CO
17970 SW MCEWAN RD #D
PORTLAND, OR 97224-7218

2S113DA01400
CST LLC BY ANGEL PETER MGR
1815 SW HIGH ST
PORTLAND, OR 97201-1739

2S113DB00900
TUALATIN GROUP LLC BY VIP'S INDUSTRIES INC
201 LIBERTY ST SE
SALEM, OR 97301-3509

2S113DB01000
YE&RUAN CO LLC
16113 SW CATTAIL CT
TIGARD, OR 97223-2687

2S113DB01500
OREGON STATE OF DEPT OF TRANSPORTATION
RIGHT OF WAY SECTION MS#2
4040 FAIRVIEW INDUST DR SE
SALEM, OR 97302-1142

2S113DC00200
G&S INTERNATIONAL LLC #120
16083 SW UPPER BOONES FERRY RD
TIGARD, OR 97224-7736

2S113DC00300
TUALATIN GROUP LLC BY VIP'S INDUSTRIES INC
201 LIBERTY ST SE
SALEM, OR 97301-3509

2S113DC00800
BRIDGEPORT COMMONS LLC
1800 SW FIRST AVE STE #600
PORTLAND, OR 97201-5356

2S113DC00900
TUALATIN GROUP LLC BY VIP'S INDUSTRIES INC
201 LIBERTY ST SE
SALEM, OR 97301-3509

2S113DC01000
AMERICAN SAVINGS & LOAN ASSOC
ATTN: REX MALOTT
343 E MAIN ST #711
STOCKTON, OR 95202-2977

2S113DC01200
PROVIDENCE HEALTH SYSTEM-OREGON
ATTN: REAL ESTATE & CONSTRUCTION
4400 NE HALSEY BLDG 2 #190
PORTLAND, OR 97213-1545

2S113DC01300
SE-EDDYLINE LLC BY SEQUOIA EQUITIES INC
BY PEDERSON MELINDA
1777 BOTELHO DR #300
WALNUT CREEK, OR 94596-5065

2S113DC01400
SE-EDDYLINE LLC BY SEQUOIA EQUITIES INC
BY PEDERSON MELINDA
1777 BOTELHO DR #300
WALNUT CREEK, OR 94596-5065

2S113DC01800
SE-EDDYLINE LLC BY SEQUOIA EQUITIES INC
BY PEDERSON MELINDA
1777 BOTELHO DR #300
WALNUT CREEK, OR 94596-5065

2S113DC02100
BLASER JOHN E & LORETTA
10555 SW LANCASTER RD
PORTLAND, OR 97219-6402

2S113DC02200
INTERNATIONAL CHURCH OF THE FOUR
SQUARE GOSPEL
PO BOX 1027
TUALATIN, OR 97062-1027

2S113DD00100
SEELEY GRAHAM CO
17970 SW MCEWAN RD #D
PORTLAND, OR 97224-7218

2S113DD00200
CONWAY MARY A
3691 AUGUSTA NATIONAL DR S
SALEM, OR 97302-9715

2S113DD00400
WASHINGTON COUNTY FACILITES MGMT
169 N FIRST AVE #42
HILLSBORO, OR 97124-3001

2S113DD00401
CARPENTER MICHAEL C & OFFER MICHAEL J
6701 SW MCEWAN RD
LAKE OSWEGO, OR 97035-7815

2S113DD00500
WHITE RICHARD E TRUST & WHITE FAMILY
TRUST
6615 MCEWAN RD
LAKE OSWEGO, OR 97035-7813

2S113DD00600
WASHINGTON COUNTY FACILITES MGMT
169 N FIRST AVE #42
HILLSBORO, OR 97124-3001

2S113DD00700
WHITE SPENCER F TRUSTEE
35330 NE WILSONVILLE RD
NEWBERG, OR 97132-7103

2S113DD00800
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S113DD00900
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01000
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01100
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01200
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01300
OSWEGO BUSINESS PARK LLC
8900 SW CITIZENS DR
WILSONVILLE, OR 97070-7682

2S113DD01400
A STORAGE PLACE OF LAKE OSWEGO LLC
20255 SW AVERY CT
TUALATIN, OR 97062-8575

2S113DD01500
BLUME IRVIN DALE & BOBBYE JEAN
1600 ALA MOANA BLVD APT #1912
HONOLULU, OR 96815-1404

2S113DD01600
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01700
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S113DD01800
SILVERKING LLC
5400 SW GARDEN HOME RD
PORTLAND, OR 97219-3249

2S113DD01900
PUBLIC STORAGE INSTIT FUND III DEPT PT
OR 23413
PO BOX 25025
GLENDALE, OR 91221-5025

2S124AA01800
VAYALKELOTH SALIM & AHMED AZMA
7140 SW CHILDS RD
LAKE OSWEGO, OR 97035-7819

2S124AA01900
HARVEY ROBERT E
7170 SW CHILDS RD
LAKE OSWEGO, OR 97035-7819

2S124AA02000
CUSICK LARRY G
7190 SW CHILDS RD
LAKE OSWEGO, OR 97035-7819

2S124AA02100
KENNEDY KARA M
10127 SE CAMBRIDGE LN
MILWAUKIE, OR 97222-7404

2S124AA02500
SUSSMAN MARC REV LIV TRUST &
JOHNSON JUDY REV LIV TRUST
5908 SW KNIGHTS BRIDGE DR
PORTLAND, OR 97219-4956

2S124AA02600
GUIDER ROBERT S TRUST BY GUIDER
ROBERT S TR
17 LOCKE WAY
SCOTTS VALLEY, OR 95066-3910

2S124AA02700
HUNTER NANCY H REV LIV TRUST
19 BLOCH TER
LAKE OSWEGO, OR 97035-1407

2S124AA02900
ANDUEZA ANA I
2231 NE HALSEY ST
PORTLAND, OR 97232-1616

2S124AA03000
HINSDALE KAREN H
4525 SW CONDOR AVE
PORTLAND, OR 97239-4061

2S124AA03100
NAZLEE TEMPLIN LLC
1940 NW MILLER RD #232
PORTLAND, OR 97229-4147

2S124AA03200
MONTAUK LLC BY FIFTH & C LLC
1795 PALISADES TERRACE DR
LAKE OSWEGO, OR 97034-4623

2S124AA04100
MINOR MARYLUE & MINOR J WARDEN &
ELIOT QUINN & RUST ELISSA MINOR
16890 SW CAMINO DR
KING CITY, OR 97224-2033

2S124AA04300
STECKLEY FAMILY TRUST THE #227
12042 SE SUNNYSIDE RD
CLACKAMAS, OR 97015-8382

2S124AA04600
HUNT TROY E
8170 SW 87TH
PORTLAND, OR 97223-6913

2S124AA04900
GRANT EUGENE L & JANET K
13251 SE 130TH AVE
HAPPY VALLEY, OR 97086-9363

2S124AA05200
THOMAS THOMAS M
19000 NW EVERGREEN PKWY #265
HILLSBORO, OR 97124-7035

2S124AA05500
AMERCO REAL ESTATE CO
2727 N CENTRAL AVE
PHOENIX, OR 85004-1120

2S124AA05800
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S124AA06100
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S124AA70000
FALCON RUN CONDO OWNERS OF ALL
UNITS
, OR 0

2S124AA77204
ROBERTS WAYNE V & SHERL REV LIV c/o
THORPE TOM & THORPE KRISS
7204 SW MONTAUK CIR
LAKE OSWEGO, OR 97035-7840

2S124AB00200
TRAIL BLAZERS INC ONE CENTER COURT
#200
PORTLAND, OR 97227

2S124AA04400
LU LAN
103 NW CANVASBACK WAY #202
BEAVERTON, OR 97006-4966

2S124AA04700
HUNT TROY E
8170 SW 87TH
PORTLAND, OR 97223-6913

2S124AA05000
KUCERA DENNIS W & KUCERA PEGGY U
7165 SW MONTAUK CIR
TUALATIN, OR 97062

2S124AA05300
TENNIS JON B & TERRI
PO BOX 231
WEST LINN, OR 97068-0231

2S124AA05600
NATIONAL WATERWORKS INC AMERICAN
PLAZA
200 WEST HWY 6, STE 620
WACO, OR 76712-3984

2S124AA05900
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S124AA60000
SPARROW RUN CONDOMINIUM ASSN
, OR 0

2S124AA77200
GRIFFITHS ROBERT L REV TRUST BY
WILLIAM L GRIFFITH TR
19748 WILDWOOD DR
WEST LINN, OR 97068-2246

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JOREK KRISTEN
7206 SW MONTAUK CIR
LAKE OSWEGO, OR 97035-7840

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ESG INVESTMENTS LLC BY DEERING MGMT
GROUP INC
4800 SW MACADAM AVE STE 120
PORTLAND, OR 97239-3929

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INDIG MAURICE E & HERMENE LOUISE
REVOCABLE TRUST
40451 ANDORRA CT
FREMONT, OR 94539-3601

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ARI PROPERTIES LLC
17960 SW JEREMY ST
BEAVERTON, OR 97007-6067

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HARRIS DENISE BY ARTHUR WINN
PROPERTY SERVICES
2401 NE MLK JR BLVD
PORTLAND, OR 97212-3730

2S124AA05400
CUSICK LARRY & JUDY A
7190 SW CHILDS RD
LAKE OSWEGO, OR 97035-7819

2S124AA05700
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S124AA06000
GAGE ASSOCIATES LLC
PO BOX 1318
LAKE OSWEGO, OR 97035-0516

2S124AA66931
DUDA IRENE E
6931 MONTAUK CIR
LAKE OSWEGO, OR 97035-7841

2S124AA77202
WARBERG JIM
PO BOX 2287
LAKE OSWEGO, OR 97035-0662

2S124AA90000
QUAIL RUN CONDO OWNERS OF ALL UNITS
, OR 0

2S124AB00800
CLUBSPORT OREGON LLC
18120 SW LOWER BOONES FY RD
TIGARD, OR 97224-7216

Ted Saedi
18397 SW 135th Terrace
Tualatin, OR 97062

Jane Wilson
18325 SW 135th Terrace
Tualatin, OR 97062

Dan Hardy
13348 SW Ute St.
Tualatin, OR 97062

Stan Jernberg
1765 SW 111th Ave.
Tualatin, OR 97062

Charlie Benson
5915 SW Sequoia Dr.
Tualatin, OR 97062

Heather George
7147 SW Sagert #101
Tualatin, OR 97062

Doug Ulmer
7149 SW Sagert St. Unit 105
Tualatin, OR 97062

Angela DeMeo
9203 SW Cree Cir.
Tualatin, OR 97062

Richard Chase
20717 SW 94th
Tualatin, OR 97062

Tammy Palumbo
9710 SW Suislaw
Tualatin, OR 97062

Thea Wood
9497 SW Ochoco Drive
Tualatin, OR 97062

Charlee Sandell
8902 SW Talawa Dr.
Tualatin, OR 97062

Lori Monday
8385 SW Iroquois Dr.
Tualatin, OR 97062

Jamie Gowins
20985 SW 90th Ave
Tualatin, OR 97062

Patrick Crowell
10730 Willow St.
Tualatin, OR 97062

Justin Speer
10339 SW Crow Way
Tualatin, OR 97062

Julie Makarowsky
10775 SW Willow St.
Tualatin, OR 97062

Ed Casey
22255 SW 102nd Pl.
Tualatin, OR 97062

Willie Fisher
22445 SW Chilkat Terrace
Tualatin, OR 97062

Steve Caporale
21497 SW 92nd Court
Tualatin, OR 97062

Mary Lyn Westenhaver
9845 SW Iowa Dr.
Tualatin, OR 97062

Kristina Zlateff
8545 SW Dakota Dr.
Tualatin, OR 97062

Cathy Holland
10740 SW Lucas Dr.
Tualatin, OR 97062

Scott Miller
12976 SW Hillside Terrace
Tualatin, OR 97062

NEIGHBORHOOD / DEVELOPER MEETING
CERTIFICATION OF SIGN POSTING

| | |
|---|-----|
| <p>NOTICE</p> <p>NEIGHBORHOOD / DEVELOPER MEETING</p> <p>__/__/2010 __:__.m.</p> <p>SW _____</p> <p>503-____-____</p> | 18" |
| 24" | |

In addition to the requirements of TDC 31.064(2) quoted earlier in the packet, the 18" x 24" sign that the applicant provides must display the meeting date, time, and address and a contact phone number. The block around the word "NOTICE" must remain **orange** composed of the **RGB color values Red 254, Green 127, and Blue 0**. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at < www.tualatinoregon.gov/planning/land-use-application-sign-templates >.

As the applicant for the TVF+R Station 39 project, I

hereby certify that on this day, October 24, 2017 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Department - Planning Division.

Applicant's Name: Clinton Daxsee, Angela Planning Group
(PLEASE PRINT)

Applicant's Signature: [Signature]

Date: 11/29/17

NOTICE

NEIGHBORHOOD / DEVELOPER MEETING

11/7/2017 6:00 p.m.

8513 SW Tualatin Road

503-227-3664.

TVF&R Station 39 Neighborhood/Developer Meeting Notice Sign posted on site.





MEMORANDUM

TVF&R Station 39 Neighborhood Meeting Notes

DATE November 9, 2017
TO Project Team
FROM Frank Angelo, APG
CC

The Station 39 Neighborhood Meeting for the land use application was held on Tuesday, November 7, 2017 at the Juanita Pohl Center, 8513 SW Tualatin Road, Tualatin, Oregon 97062. The meeting Agenda, Sign-in Sheet and Illustrations presented at the meeting are attached to this meeting summary.

Project team attendance:

- TVF&R: Assistant Chief Havener, Siobhan Kirk
- APG: Frank Angelo
- Ankrom Moisan Architects: Michael Bonn
- AKS: Bruce Baldwin
- Lancaster Engineering: Todd Mobley

City of Tualatin Staff in attendance:

- Charles Benson, Planner

Frank Angelo introduced the Neighborhood Meeting and turned it over to Assistant Chief Havener to introduce the project and discuss the site selection, project funding and station operations.

Frank Angelo reviewed the land use application process and schedule for application submittal, noting the following.

- Tonight's meeting is a part of the city's land use application process. We are preparing a Conditional Use first, then an Architectural Review 2 land use application to demonstrate how the project complies with the City's CU Review Criteria.
- The Conditional Use application will address the use of the property and be presented at a City Council public hearing.

- The second application will follow Conditional Use approval and will be the Architectural Review application.
- The AR application will demonstrate how the project meets the City's design requirements and standards.
- The AR application will be reviewed and approved by staff. The application does not require review/approval by the Planning Commission.
- We expect to file the Conditional Use application in November.
- You received direct notice of tonight's meeting because you are within 1000' of the project site. Following submittal of the CU application you will receive notice of the Planning Commission hearing date/time.

Michael Bonn, Ankrom Moisan Architects, reviewed the site plan and building design elements.

- Michael provided an overview of site design considerations and key features.
- Stepped through the site plan, access to the site, on-site circulation, stormwater treatment, and landscaping.
- Station 39 will be similar in design to Station 55 currently under construction in West Linn.
- Staffing will be 4 full-time staff (24-hour shifts) with room to expand to 6 full-time staff.
- Michael noted the 600 sf Community Room and its availability to the residents for meetings.

Questions from the audience:

1. Discuss the landscaping that will be provided.
2. Question regarding the location of the driveway to SW McEwen and its proximity to the existing cell tower.
3. Where is the station in relation to the Legacy Medical office?
4. Has the design considered flooding and debris flows from Scoggins Dam?
5. Where is this site in relation to the Lake Oswego Fire District boundary?
6. Is there an agreement (Mutual Aid Agreement) between TVF&R and LOFD?
7. Is the building being constructed to address emergency preparedness? Design will include seismic enhancements.
8. Will TVF&R assist with HazMat calls?

The meeting adjourned at 7:00pm.

Attachments: Meeting Agenda; Sign-In Sheet; Project Illustrations



**Tualatin Valley Fire & Rescue Station 39
Neighborhood / Developer Meeting
Tuesday, November 7th, 2017
6:00 – 7:00 pm
Juanita Pohl Center
8513 SW Tualatin Road
Tualatin, Oregon 97062**

Agenda

1. Welcome / Meeting Overview – Frank Angelo, Angelo Planning Group
2. Introduction from TVF&R – Assistant Chief Mark Havener
3. Land Use Application – Frank Angelo
4. Site Plan– Michael Bonn, Ankrom Moisan Architects
5. Audience Questions / Comments – All

TVF&R Station 39 Neighborhood Meeting

November 7, 2017

6:00 pm - 7:00 pm

Juanita Pohl Center

8513 SW Tualatin Road

Tualatin, OR 97062

| Name | Address | Email Address |
|----------------------|--|----------------------------|
| Frank Angelo | 921 SW Washinton - Ste 468 PO Box 97205 | frank@consulting.com |
| Bruce Bradman | 12965 SW Henman Rd | Bruce@TKS-Eng.com |
| Tom Moberg | 321 SW 4th Ave # 400, Portland | tom@LANCESEENGINEERING.com |
| Gannon Marvin | 1609 Bramble Ct Newberg 97122 | Gannon_Marvin@uhaul.com |
| Kim Meron | 16219 22nd St. E LakeTapps 98571 | Kim-Meron@uhaul.com |
| MICHAEL KONN | 17222 SW Green Huron Dr. 97140 | Michaelk@amaa.com |
| CHARLES BENSON | 18880 SW MARTINAZZI 97062 | cbenson@tualatin.gov |
| LARRY SILVER - BURNS | 18010 SW McEwan Rd 97035 | |
| " | mail box 5400 SW GARDEN BLVD RD PDX 97219 | lsilver@comcast.net |
| Ward Haveren | TVF#K | |
| Siobhan Kirk | TVF#R | |
| Shermy Patterson | Lake Grove Fire District #57, Lake Oswego | Shermy.patt@comcast.net |
| ALLEN PATTERSON | " | allen@citycommercial.com |
| | | |
| | | |

INTERSTATE 5

LINE FOR 32'-0" DRIVE
PROPERTY LINE

170'-0"

37'-0"

PUBLIC PARKING
21 SPACES

**TVF&R
STATION 39**

232'-0"

SW MCEWAN ROAD

PROPANE
GENERATOR
FUEL

EMPLOYEE PARKING
12 SPACES

STORMWATER RETENTION

TRASH

189'-1"

44'-6"

38'-5"

130'-0"

57'-6"

57'-6"

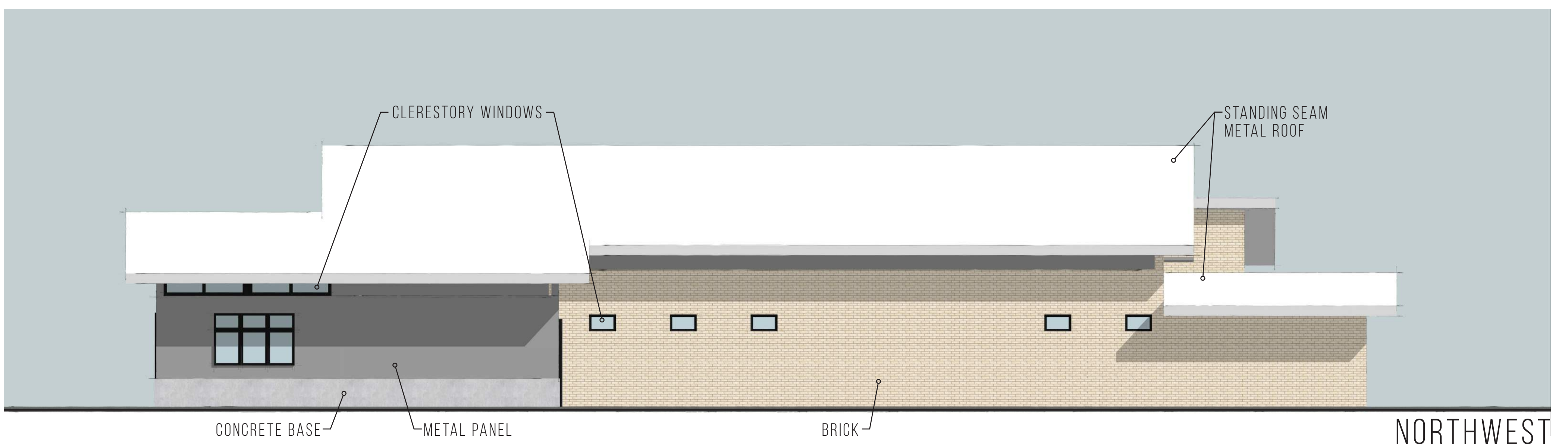
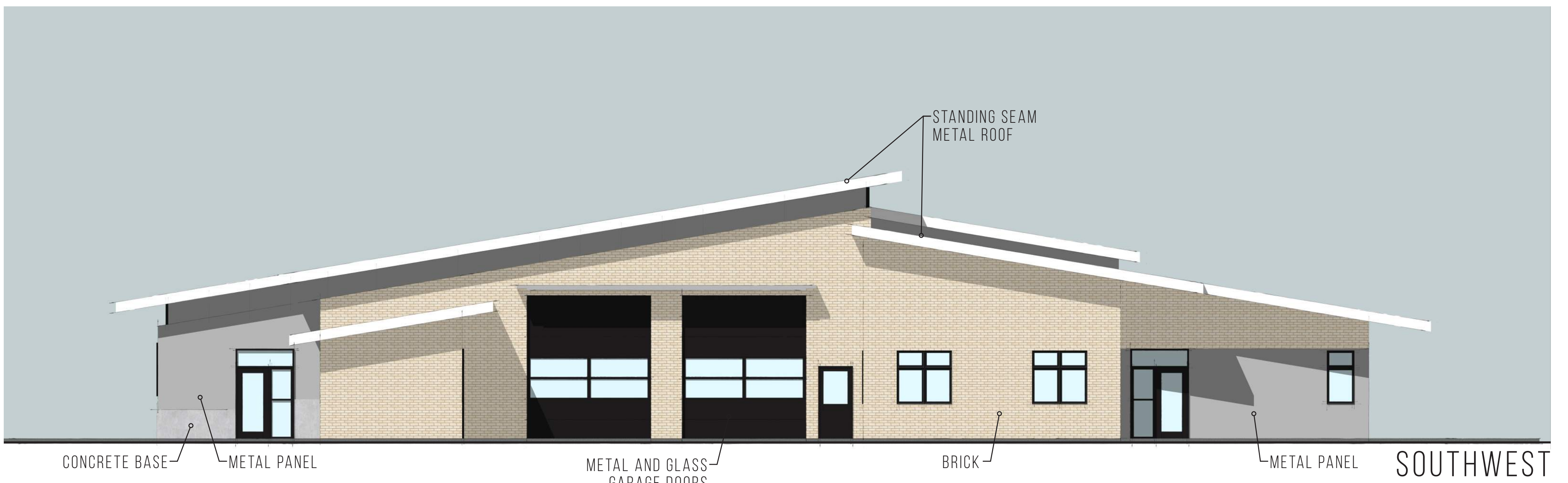
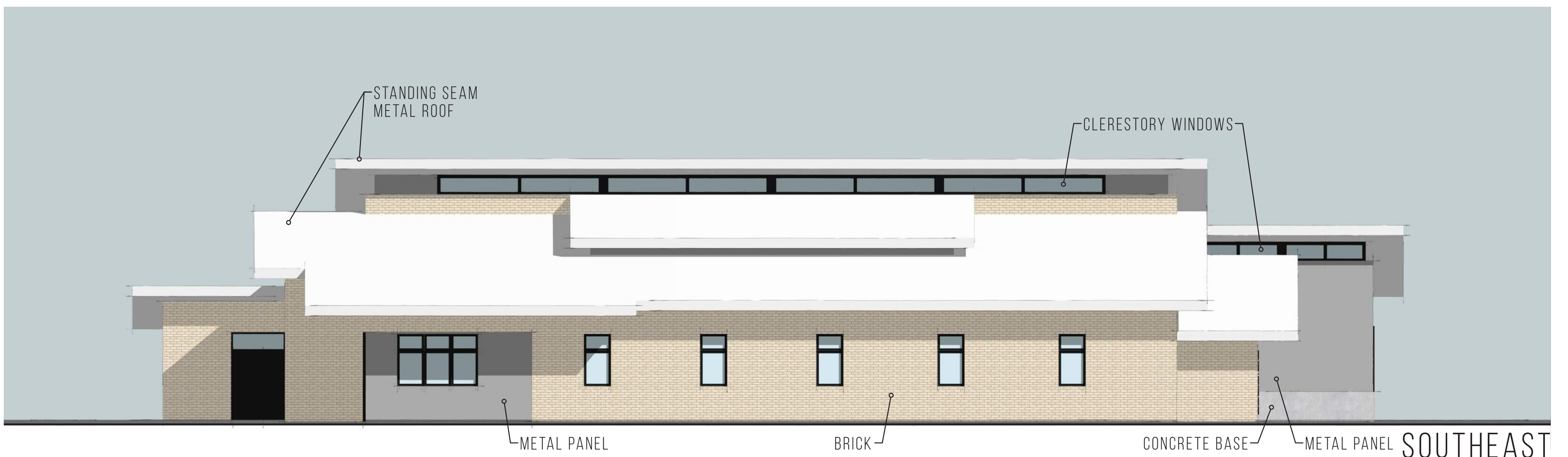
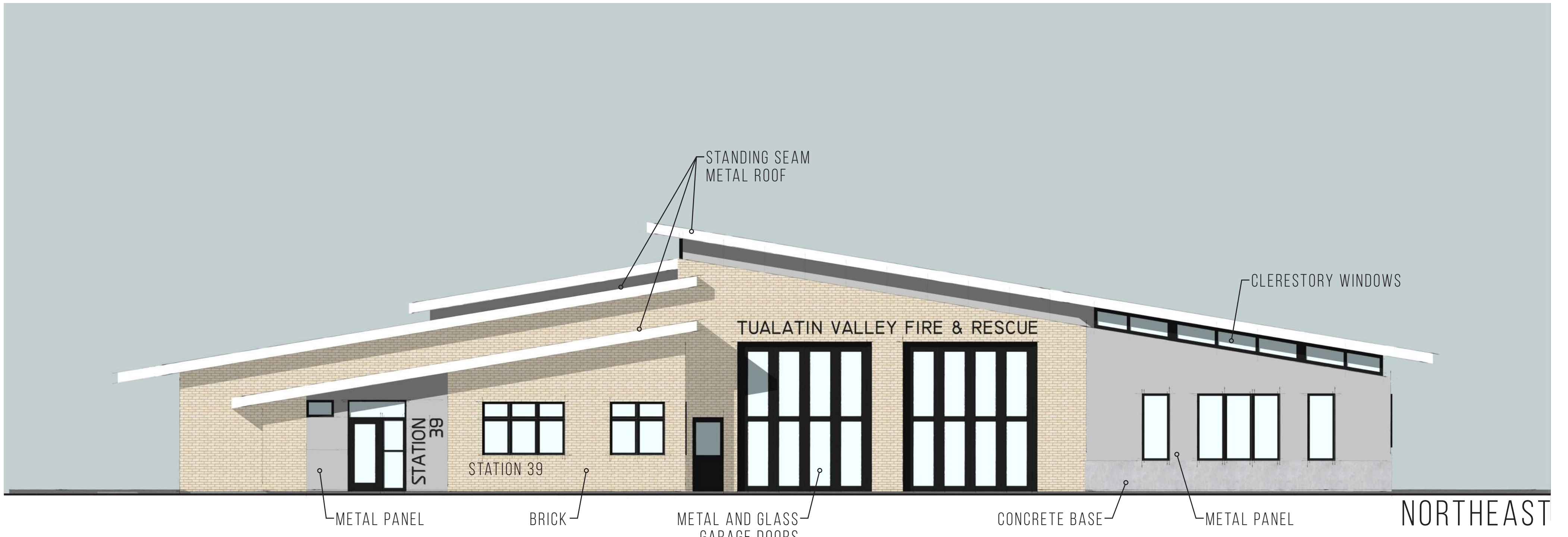
5'-6"



FIRE STATION 39

TUALATIN / 11.07.2017





FIRE STATION 39
TUALATIN / 11.07.2017



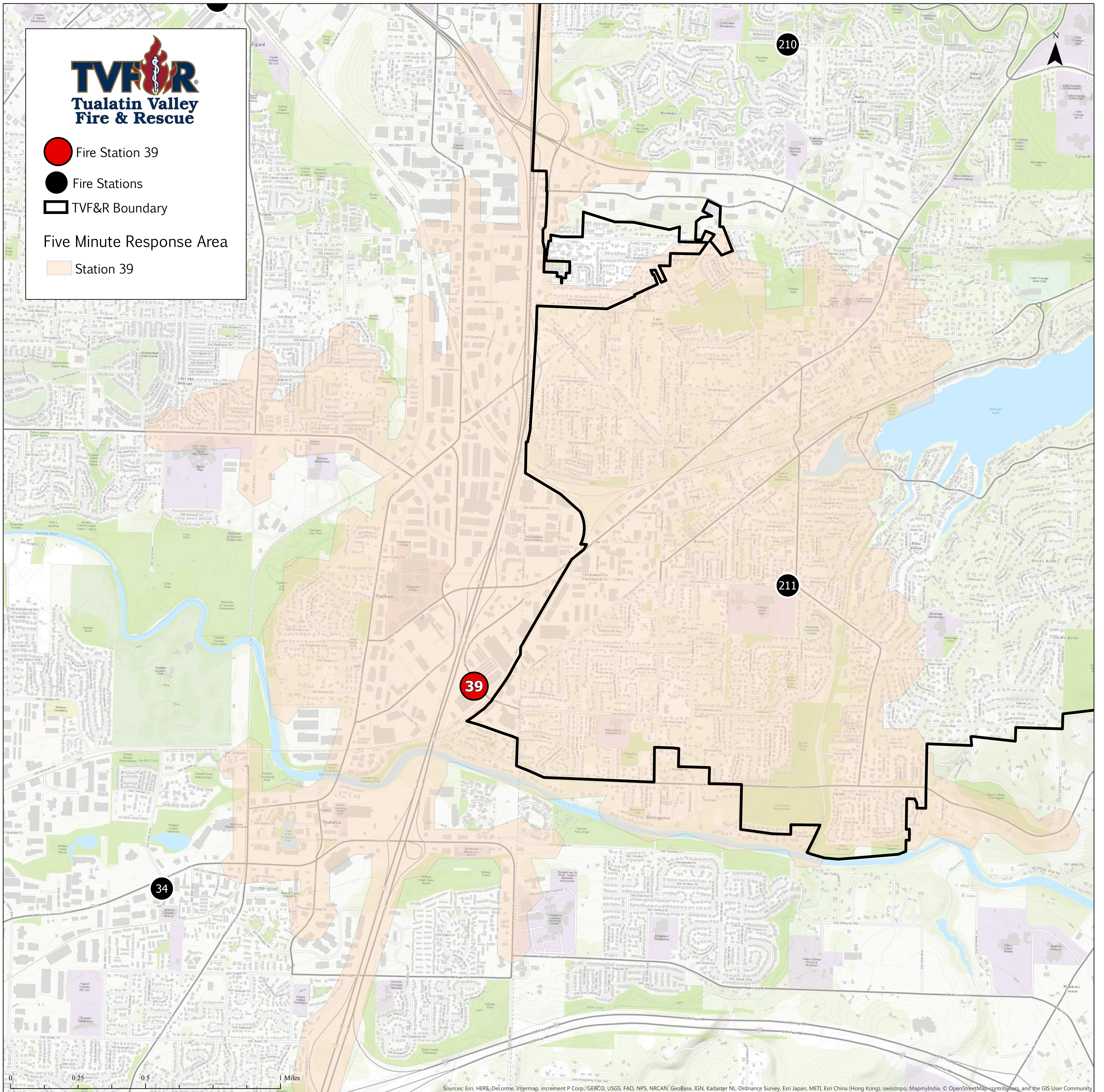
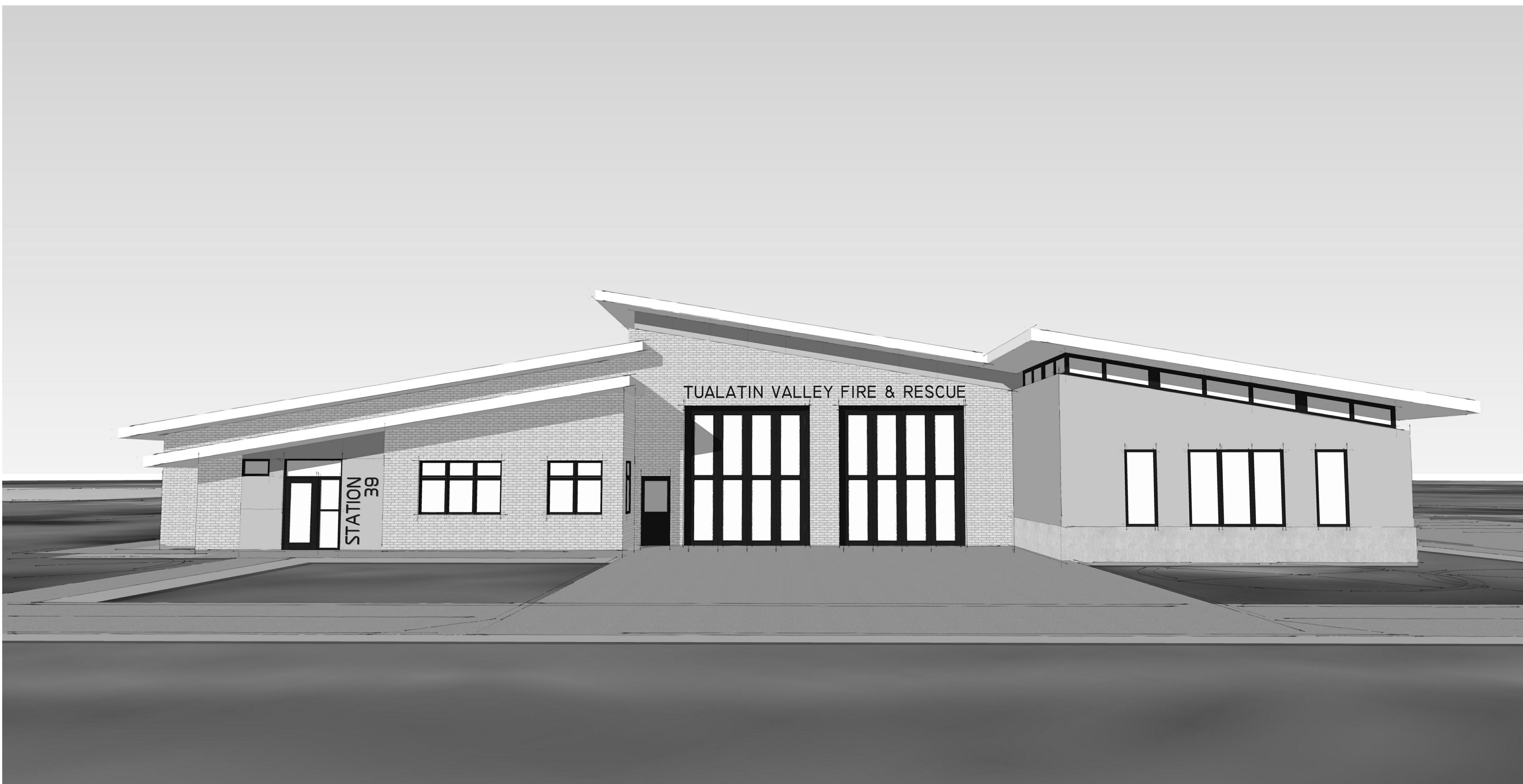


Exhibit 7: Traffic Impact Study (under separate cover)

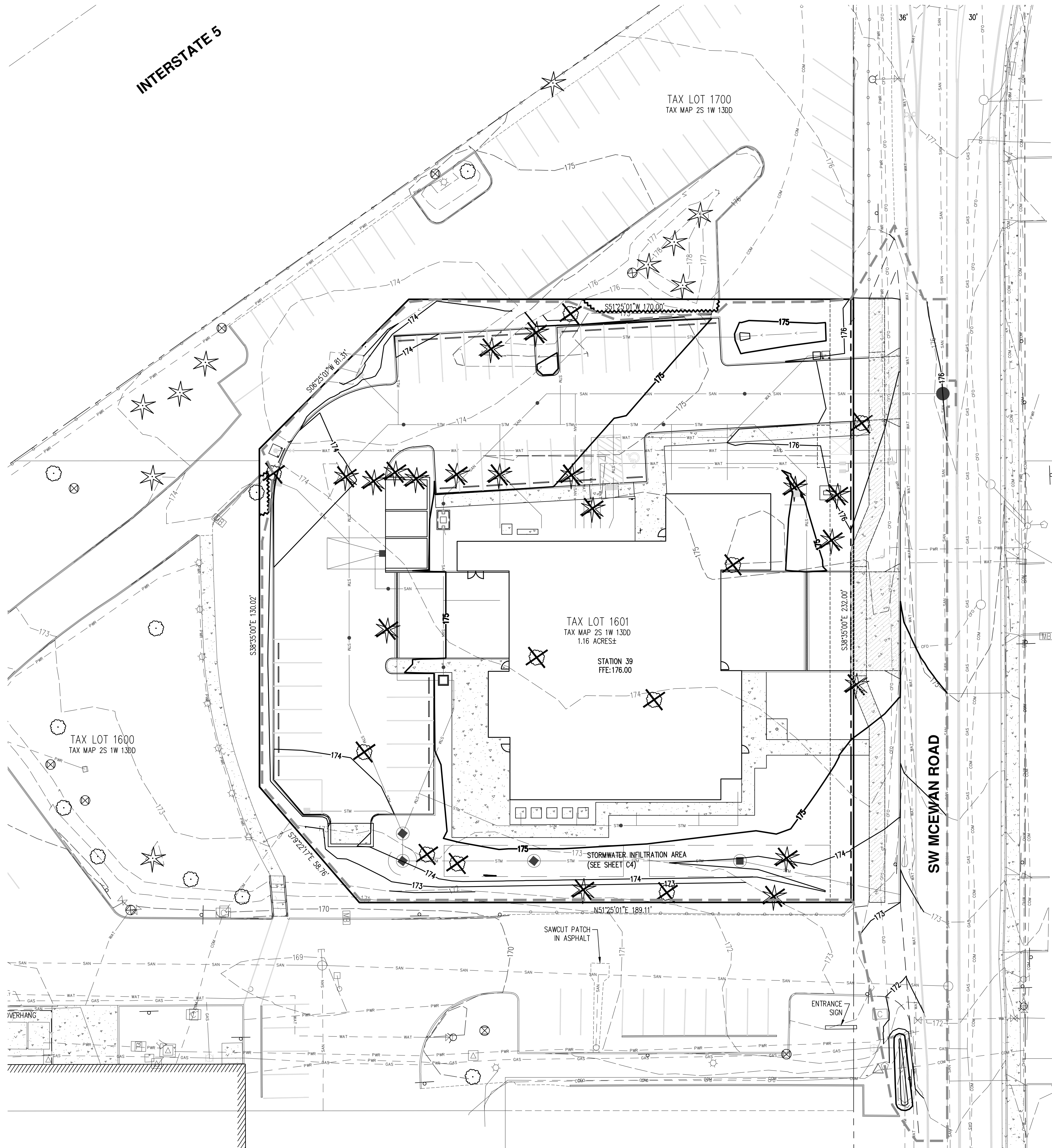
TUALATIN VALLEY FIRE & RESCUE - STATION 39

ARCHITECTURAL REVIEW SUBMITTAL



MAIN ENTRY VIEW FROM SW MCEWAN ROAD

GRADING PLAN

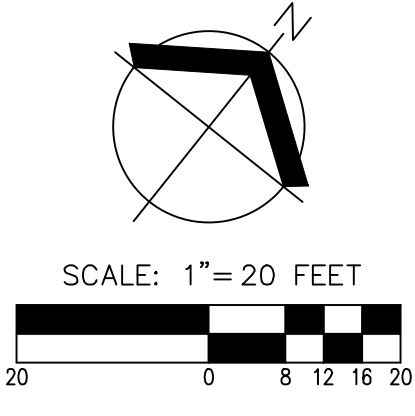


LEGEND

| | |
|--------------------------------|-------|
| EXISTING GROUND CONTOUR (1 FT) | --- |
| EXISTING GROUND CONTOUR (5 FT) | ----- |
| FINISHED GRADE CONTOUR (1 FT) | --- |
| FINISHED GRADE CONTOUR (5 FT) | ----- |
| EXISTING TREES TO BE PRESERVED | |
| EXISTING TREES TO BE REMOVED | |
| TREE PROTECTION FENCE | |
| GRADING LIMITS | --- |

CONIFEROUS DECIDUOUS

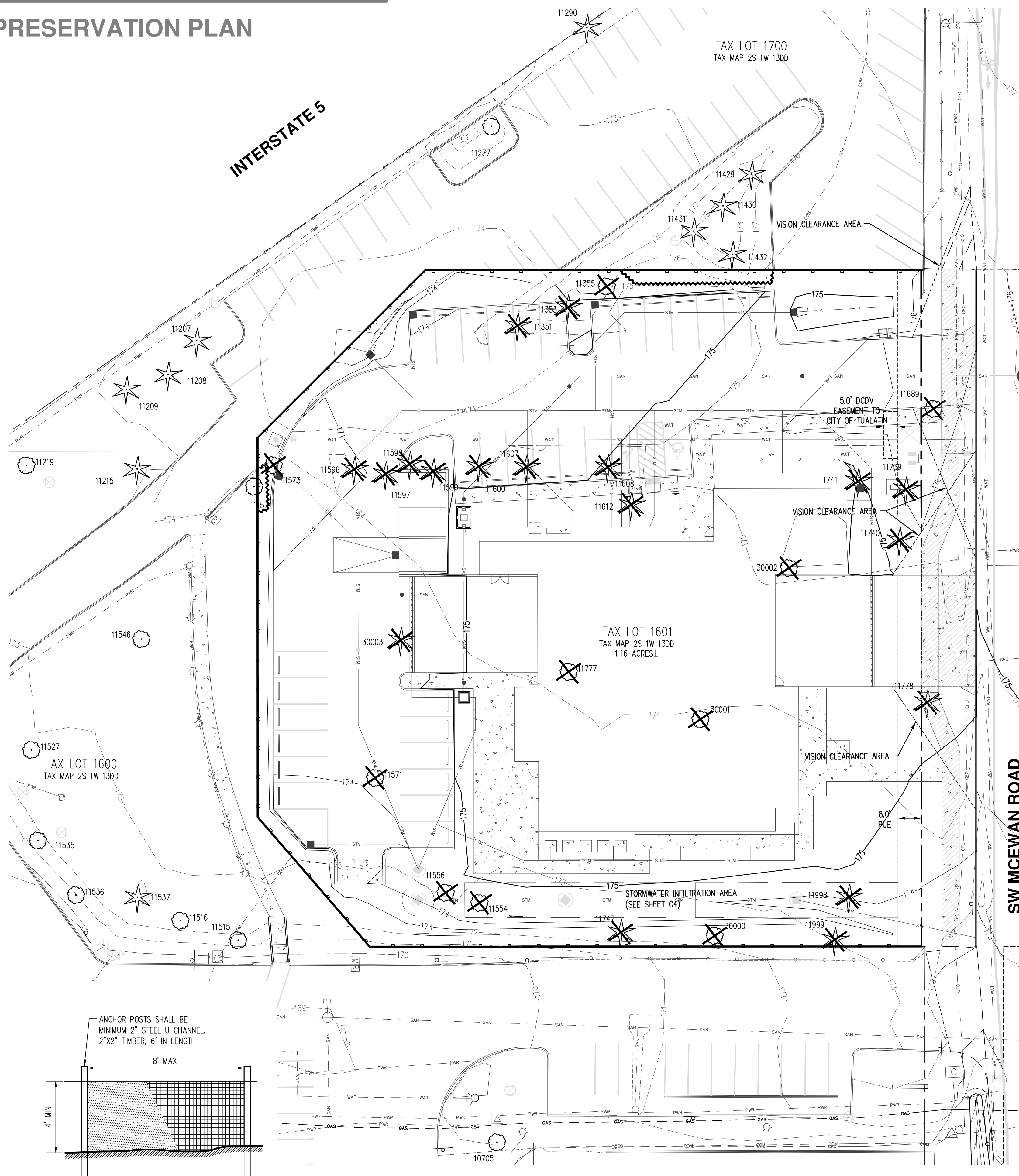
NOTE:
EXISTING TREES TO BE RETAINED SHALL BE FENCED AROUND THE DRIP LINE (OR AS OTHERWISE SHOWN OR APPROVED BY PROJECT ARBORIST) WITH TREE PROTECTION FENCE. SEE SHEET C3 FOR DETAILED TREE INFORMATION.



AKS
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD STE 100
TUALATIN, OR 97062
P: 503.563.6151
F: 503.563.6152
aks-eng.com

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE
AKS JOB NO: 4756

TREE PRESERVATION PLAN



LEGEND

EXISTING GROUND CONTOUR (1 FT)

EXISTING GROUND CONTOUR (5 FT)

FINISHED GRADE CONTOUR (1 FT)

FINISHED GRADE CONTOUR (5 FT)

EXISTING TREES TO BE PRESERVED

EXISTING TREES TO BE REMOVED

TREE PROTECTION FENCE

CONIFEROUS

DECIDUOUS

SCALE: 1" = 20 FEET

Detailed Tree Inventory and Assessment Report for TVFR STATION 39

AKS Job No. 4756 - Evaluation Date: 10/27/2017

| Tree # | DBH (in.) | Tree Species Common Name (Scientific name) | Comments | Health Rating* | Structure Rating** | Reason for Removal |
|--------|------------------|---|--|----------------|--------------------|--------------------|
| 11207 | 28 | Coniferous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11208 | 18 | Coniferous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11209 | 25 | Coniferous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11215 | 24 | Coniferous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11219 | 22 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11277 | 14 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11351 | 14, 14 | Hemlock (<i>Tsuga sp.</i>) | Codominant with 2' of included bark; Pruned; Some exposed roots | 1 | 2 | Improvements |
| 11353 | 14 | Hemlock (<i>Tsuga sp.</i>) | Previous codominant stem removed; Lean (N); Sweep; Exposed roots; Some cracks | 2 | 2 | Improvements |
| 11355 | 8 | Bigleaf Maple (<i>Acer macrophyllum</i>) | Codominant with included bark; Exposed roots; Lean (N); Decay; Cracks | 2 | 3 | Improvements |
| 11429 | 27 | Douglas-fir (<i>Pseudotsuga menziesii</i>) | OFFSITE, Pruned; Sap flow; Exposed roots; Crooked | 1 | 2 | Preserve |
| 11430 | 18 | Douglas-fir (<i>Pseudotsuga menziesii</i>) | OFFSITE, Pruned; Crooked; Exposed roots | 1 | 1 | Preserve |
| 11431 | 27 | Douglas-fir (<i>Pseudotsuga menziesii</i>) | OFFSITE, Pruned; Exposed roots | 1 | 1 | Preserve |
| 11432 | 24 | Douglas-fir (<i>Pseudotsuga menziesii</i>) | OFFSITE, Many surface roots; Pruned | 1 | 2 | Preserve |
| 11515 | 14 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11516 | 12 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11527 | 24 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11535 | 21 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11536 | 19 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11537 | 27 | Coniferous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11546 | 37 | Deciduous | OFFSITE, Not Evaluated by an Arborist | - | - | Preserve |
| 11554 | 8 | Cherry (<i>Prunus sp.</i>) | Crooked | 1 | 2 | Improvements |
| 11556 | 10 | Cherry (<i>Prunus sp.</i>) | Crooked | 1 | 2 | Improvements |
| 11571 | 37 | California Black Oak (<i>Quercus kelloggii</i>) | Many attachments at one point 20' from the ground; Some broken branches | 1 | 2 | Improvements |
| 11573 | 12 | Cherry (<i>Prunus sp.</i>) | Pruned; Decay; 1' long cavity with decay; Crooked; Bulges; Some dead branches | 2 | 3 | Improvements |
| 11574 | 9 | Cherry (<i>Prunus sp.</i>) | OFFSITE, Pruned; Decay; Crooked | 1 | 2 | Preserve |
| 11596 | 34 | Cedar (<i>Cedrus sp.</i>) | Pruned | 1 | 1 | Improvements |
| 11597 | 24, 24 | Cedar (<i>Cedrus sp.</i>) | Codominant with 3' of included bark; Pruned | 1 | 2 | Improvements |
| 11598 | 32 | Cedar (<i>Cedrus sp.</i>) | Codominant 5' above the ground with 4' of included bark between 3 stems | 1 | 2 | Improvements |
| 11599 | 47 | Cedar (<i>Cedrus sp.</i>) | Codominant with 5' of included bark; Pruned; Lean (SE) & Lean (N) | 1 | 2 | Improvements |
| 11600 | 55 | Cedar (<i>Cedrus sp.</i>) | Codominant with 3' of included bark; Pruned | 1 | 2 | Improvements |
| 11607 | 9, 9, 9 | Hemlock (<i>Tsuga sp.</i>) | Codominant with some included bark | 1 | 2 | Improvements |
| 11608 | 9, 9 | Hemlock (<i>Tsuga sp.</i>) | Codominant with some included bark; Crooked; Bulges | 1 | 2 | Improvements |
| 11612 | 15, 16, 18 | Hemlock (<i>Tsuga sp.</i>) | Codominant; Exposed roots; Pruned; Sweep | 1 | 2 | Improvements |
| 11689 | 20 | Pacific Madrone (<i>Arbutus menziesii</i>) | OFFSITE, Very sparse foliage; 95% dead; Crooked; Declining | 3 | 2 | Improvements |
| 11739 | 16 | Fir (<i>Abies sp.</i>) | Codominant top | 1 | 2 | Improvements |
| 11740 | 19 | Fir (<i>Abies sp.</i>) | Codominant top | 1 | 2 | Improvements |
| 11741 | 17 | Fir (<i>Abies sp.</i>) | Crooked | 1 | 1 | Improvements |
| 11747 | 10, 18 | Douglas-fir (<i>Pseudotsuga menziesii</i>) | Codominant; Pruned; 10' stem - Sweep | 1 | 2 | Improvements |
| 11777 | 37 | Maple (<i>Acer sp.</i>) | Pruned; Twisted stem; Bulges at base; Decay at base | 2 | 2 | Improvements |
| 11778 | 12 | Pine (<i>Pinus sp.</i>) | OFFSITE, Very crooked base | 1 | 2 | Improvements |
| 11998 | 36 | Atlas Cedar (<i>Cedrus atlantica</i>) | Bore holes; Many attachments at one point; Codominant with included bark; Deep cavities with decay | 2 | 3 | Improvements |
| 11999 | 30 | Atlas Cedar (<i>Cedrus atlantica</i>) | Bore holes; Codominant with included bark; Bulges | 1 | 2 | Improvements |
| 30000 | 20 | Sweet Cherry (<i>Prunus avium</i>) | Bulges; Decay; Cavities; Cracks | 2 | 3 | Improvements |
| 30001 | 31 | Maple (<i>Acer sp.</i>) | Pruned; Bulges at base; Crooked; Exposed roots; Twisted scaffolds | 1 | 2 | Improvements |
| 30002 | 8, 8, 10, 10, 11 | Cherry (<i>Prunus sp.</i>) | Cavity with decay; Codominant stems attached at one point; Cracks; Dead branches | 3 | 3 | Improvements |
| 30003 | 9 | Cedar (<i>Cedrus sp.</i>) | | 1 | 1 | Improvements |

Total # of Existing Trees Inventoried = 46

Total # of Existing Onsite Trees = 26

Total # of Existing Onsite Trees to be Preserved = 0
Total # of Existing Onsite Trees to be Removed = 26

Total # of Existing Offsite Trees = 20

Total # of Existing Offsite Trees to be Preserved = 18
Total # of Existing Offsite Trees to be Removed = 2

*Health Rating:

- 1 = Good Health - A tree that exhibits typical foliage, bark, and root characteristics, for its respective species, shows no signs of infection or infestation, and has a high level of vigor and vitality.
- 2 = Fair Health - A tree that exhibits some abnormal health characteristics and/or shows some signs of infection or infestation, but may be reversed or abated with supplemental treatment.
- 3 = Poor Health - A tree that is in significant decline, to the extent that supplemental treatment would not likely result in reversing or abating its decline.

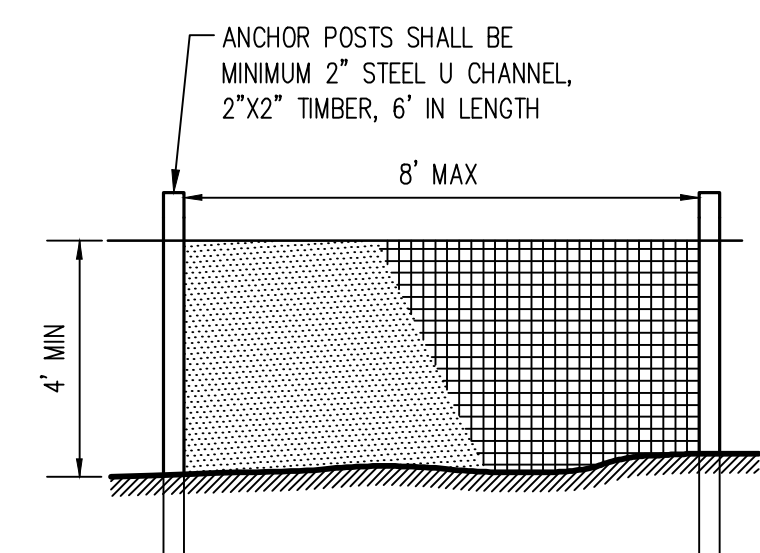
**Structure Rating:

- 1 = Good Structure - A tree that exhibits typical physical form characteristics, for its respective species, shows no signs of structural defects of the canopy, trunk, and/or root system.
- 2 = Fair Structure - A tree that exhibits some abnormal physical form characteristics and/or some signs of structural defects, which reduce the structural integrity of the tree, but are not indicative of imminent physical failure, and may be corrected using arboricultural abatement methods.
- 3 = Poor Structure - A tree that exhibits extensively abnormal physical form characteristics and/or significant structural defects that substantially reduces the structural viability of the tree, cannot feasibly be abated, and are indicative of imminent physical failure.

Arborist Disclosure Statement:

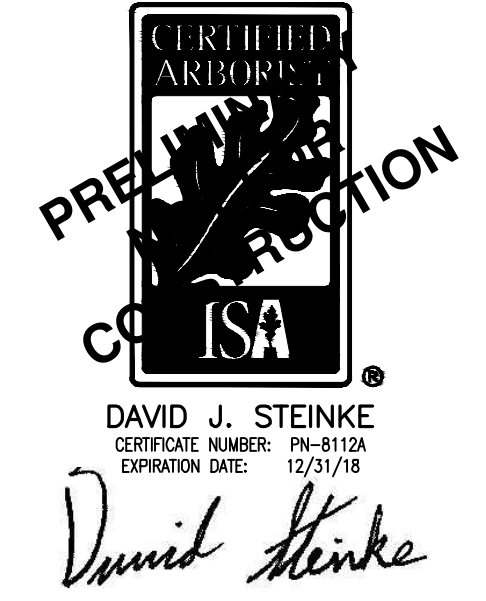
Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.



- ANCHOR POSTS SHALL BE MINIMUM 2" STEEL U CHANNEL, 2"x2" TIMBER, 6' IN LENGTH
- ANCHOR POSTS MUST BE INSTALLED TO A DEPTH OF NO LESS THAN 1/3 THE TOTAL HEIGHT OF POST
- NOTES:
- CHAINLINK FENCE FOR TREE PROTECTION DEVICE OR APPROVED EQUAL.
 - AVOID DAMAGE TO CRITICAL ROOT ZONE. DO NOT DAMAGE OR SEVER LARGE ROOTS WHEN INSTALLING POSTS.
 - DEVICE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.

ARBORIST FIRM:
AKS ENGINEERING & FORESTRY, LLC
CONTACT: DAVID STEINKE
12965 SW HERMAN ROAD, SUITE 100
TUALATIN, OR 97062
PHONE: 503-563-6151
FAX: 503-563-6152

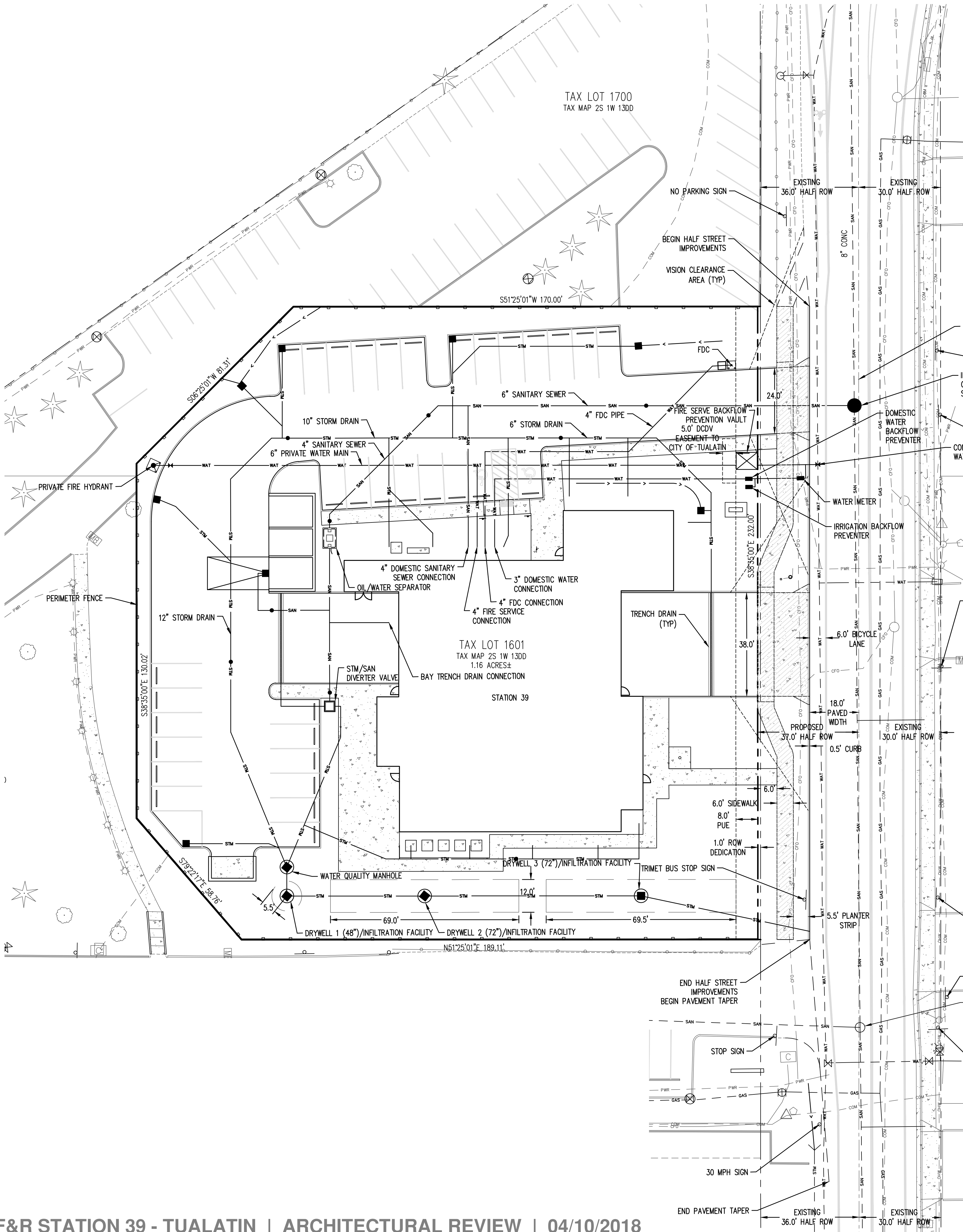


TREE PROTECTION FENCE

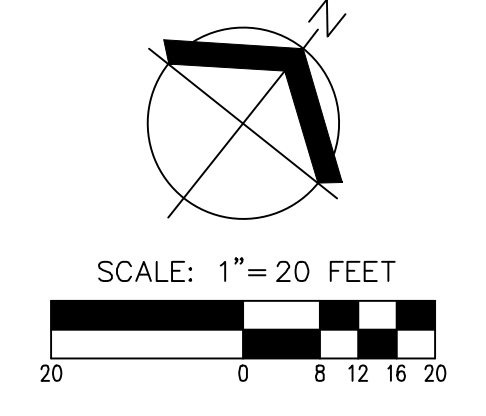
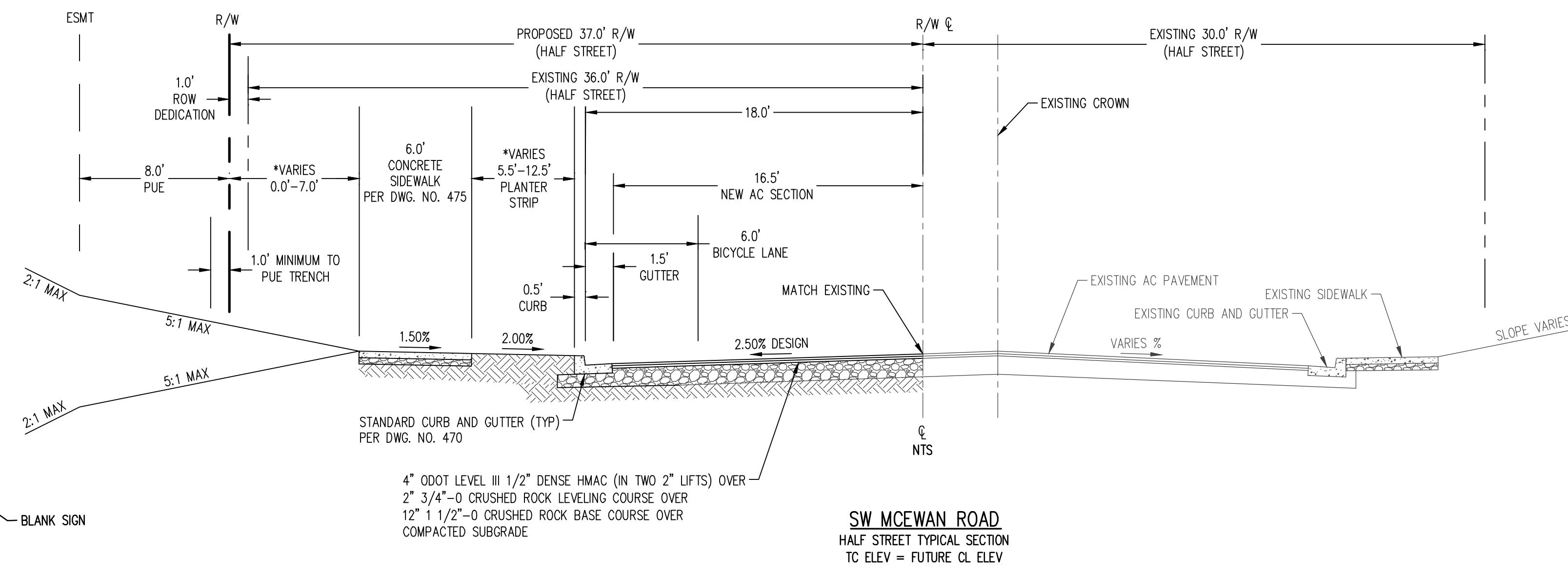
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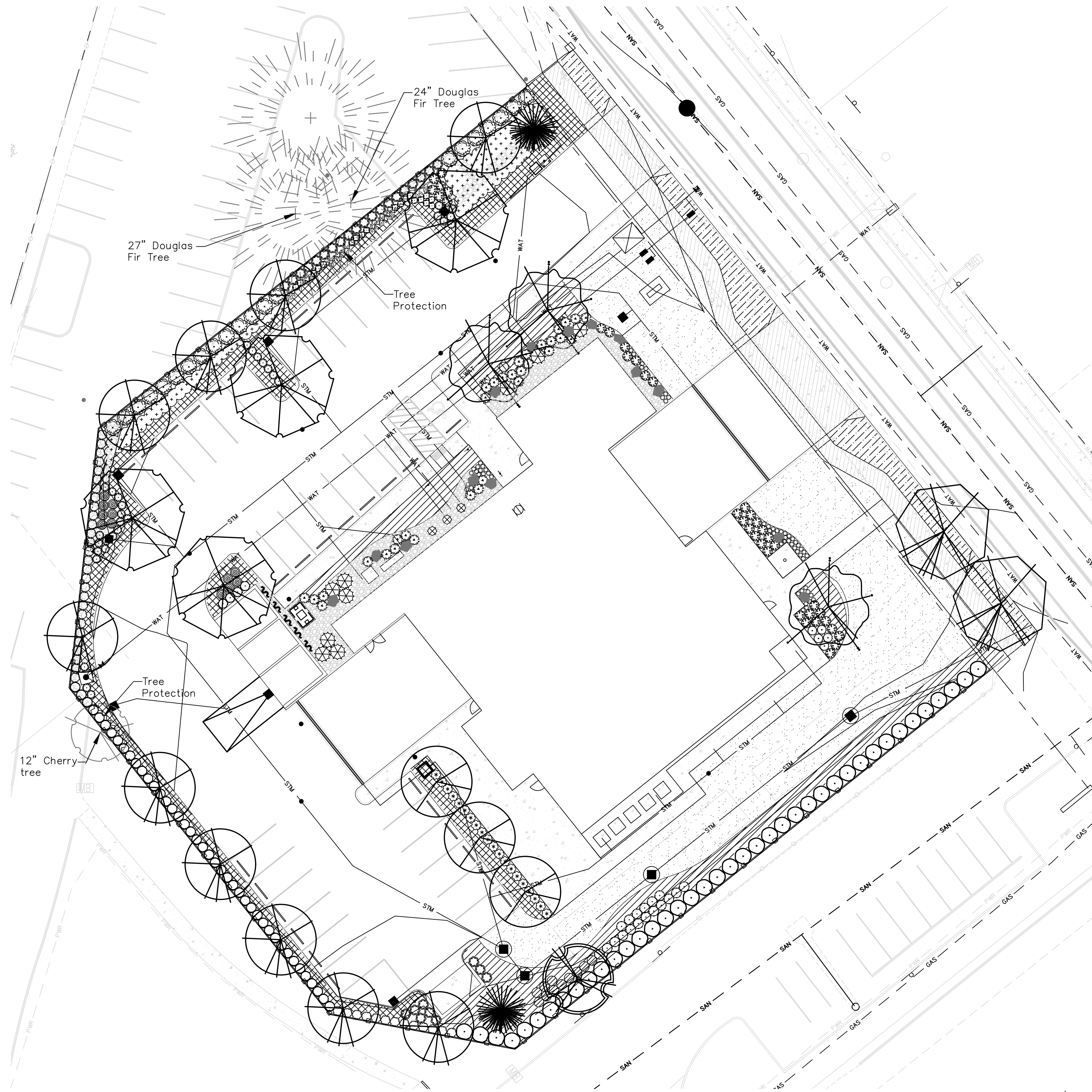
AKS JOB NO: 4756



| LEGEND | | | |
|--------------------------|--|-----------------------------|--|
| EXISTING | | PROPOSED | |
| DECIDUOUS TREE | | CONIFEROUS TREE | |
| FIRE HYDRANT | | WATER BLOWOFF | |
| WATER METER | | WATER VALVE | |
| DOUBLE CHECK VALVE | | AIR RELEASE VALVE | |
| SANITARY SEWER CLEAN OUT | | SANITARY SEWER MANHOLE | |
| SIGN | | STREET LIGHT | |
| MAILBOX | | STORM SEWER CLEAN OUT | |
| | | STORM SEWER CATCH BASIN | |
| | | STORM SEWER AREA DRAIN | |
| | | STORM SEWER MANHOLE | |
| | | GAS METER | |
| | | GAS VALVE | |
| | | GUY WIRE ANCHOR | |
| | | UTILITY POLE | |
| | | POWER VAULT | |
| | | POWER JUNCTION BOX | |
| | | POWER PEDESTAL | |
| | | COMMUNICATIONS VAULT | |
| | | COMMUNICATIONS JUNCTION BOX | |
| | | COMMUNICATIONS RISER | |
| EXISTING | | PROPOSED | |
| RIGHT-OF-WAY LINE | | | |
| BOUNDARY LINE | | | |
| PROPERTY LINE | | | |
| CENTERLINE | | | |
| DITCH | | | |
| CURB | | | |
| EDGE OF PAVEMENT | | | |
| EASEMENT | | | |
| FENCE LINE | | | |
| GRAVEL EDGE | | | |
| POWER LINE | | | |
| OVERHEAD WIRE | | | |
| COMMUNICATIONS LINE | | | |
| FIBER OPTIC LINE | | | |
| GAS LINE | | | |
| STORM SEWER LINE | | | |
| SANITARY SEWER LINE | | | |
| WATER LINE | | | |



1442018.5.31.20.P4



LANDSCAPE PLAN

SCALE 1" = 20'-0"

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. Height of shrubs in parking areas must not exceed 30".
6. 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.

Total Developed Area = 54,680 SF

Total Landscaped Area = 18,004 SF or 33% of development area.

Total Parking Lot Area = 1996 SF

PLANT LIST:

| SYM. | # | LATIN NAME/ COMMON NAME | SIZE | SPACING | MATURE HEIGHT OF SHRUBS |
|---------------------|-----|--|-----------|----------|-------------------------|
| TREES | | | | | |
| | 3 | ACER GRISEUM Paper Bark Maple | 1.5" cal. | As shown | |
| | 3 | CERCIS CANADENSIS Eastern Redbud | 1.5" cal. | As shown | |
| | 10 | FRAXINUS OXYCARPA "RAYWOOD" Raywood Ash | 2" cal. | As shown | |
| | 2 | GLEDISTIA TRIACANTHOS "SHADEMASTE" Shademaster Honeylocust | 2" cal. | As shown | |
| | 1 | NYSSA SYLVATICA SOUR GUM | 2" cal. | As shown | |
| | 2 | THUJA PLICATA "FASTIGIATA" Hogan Cedar | 6-7' | As shown | |
| | 4 | ZELKOVA SERRATA "VILLAGE GREEN" Village Green Zelkova | 2" cal. | As shown | |
| | | EXISTING NEIGHBOR TREES THAT OVERHANG SITE | | | |
| SHRUBS | | | | | |
| | 12 | ABELIA X GRANDIFLORA "KALEIDOSCOPE" Kaleidoscope Abelia | 2 gal. | 3' o.c. | 2.5' |
| | 21 | ARBUTUS UNEDO Strawberry Tree | 5 gal. | 5' o.c. | 10' |
| | 58 | CAREX HACHIOJENSIS "EVERGOLD" Carex Evergold Sedge | 1 gal. | 18" o.c. | 1' |
| | 3 | CUPRESSUS SEMPERVIRENS 'MONSHEL' PLANT PATENT # 12,933 Tiny Towers Italian Cypress | 15 gal. | As shown | 40' |
| | 31 | BERBERIS THUN. "CRIMSON PYGMY" Crimson Pygmy Barberry | 1 gal. | 30" o.c. | 2' |
| | 43 | BERBERIS X GLADWYNENSIS 'WILLIAM PENN' William Penn Barberry | 3' o.c. | 2 gal. | 4' |
| | 20 | BUXUS MICROPHYLLA "WINTER GREEN" Winter Green Littleleaf Boxwood | 3' o.c. | 2 gal. | 3' |
| | 41 | ILEX CRENATA "GREEN ISLAND" Green Island Japanese Holly | 2 gal. | 3' o.c. | 3' |
| | 4 | ILEX GLABRA "SHAMROCK" Shamrock Holly | 2 gal. | 3' o.c. | 3.5' |
| | 40 | LIGUSTRUM JAPONICUM "TEXANUM" Texan Japanese Privet | 5 gal. | 5' o.c. | 8' |
| | 142 | MAHONIA REPENS Creeping Mahonia | 2 gal. | 30" o.c. | 1' |
| | 19 | MAHONIA NERVOSA Longleaf Mahonia | 1 gal. | 2' o.c. | 4' |
| | 32 | NANDINA DOMESTICA "GULF STREAM" Gulf Stream Nandina | 2 gal. | 3' o.c. | 3' |
| | 37 | PIERIS JAPONICA "CAVATINE" Cavatine Pieris | 2 gal. | 3' o.c. | 2' |
| | 3 | PIERIS JAPONICA "MOUNTAIN FIRE" Mountain Fire Pieris | 18" | 4' o.c. | 6' |
| | 10 | POLYSTICHUM MUNIUM Sword Fern | 1 gal. | 3' o.c. | 3' |
| | 5 | RHODODENDRON "DORA AMATEIS" Dora Amateis Rhododendron | 2 gal. | 3' o.c. | 4' |
| | 18 | ROSA "RADRAZZ" The Knock Out Rose | 2 gal. | 3' o.c. | 3.5' |
| | 11 | SPIRAEA X BUM. "GOLDMOUND" Goldmound Spirea | 2 gal. | 3' o.c. | 2.5' |
| | 29 | VACCINIUM OVATUM Evergreen Huckleberry | 2 gal. | 3' o.c. | 3' |
| GROUNDCOVERS | | | | | |
| | 212 | ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick | 1 gal. | 3' o.c. | |
| | 156 | EUONYMUS FORTUNEI "GRACILIS" Gracilis Wintercreeper Euonymus | 1 gal. | 3' o.c. | |
| | 122 | RUBUS CALYCNIOIDES "EMERALD CARPET" Emerald Carpet Bramble | 1 gal. | 3' o.c. | |
| VINES | | | | | |
| | 6 | TRACHELOSPERMUM JASMINOIDES Star Jasmine | 1 gal. | As Shown | |
| | | FINE LAWN SEED AREA | | | |
| | | 2"-4" DIAMETER RIVER ROCK | | | |
| | | FIELD ROCK MIN 18" X 16" X 12" | | | |

NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063

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7100 SW MCEWAN
TUALATIN, OR 97062

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3933 SW Kelly Avenue • Suite B • Portland, Oregon 97239-4393
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ARCHITECTURAL REVIEW

CD PROGRESS SET

DATE 04/10/2018 PROJECT NUMBER 173470

SHEET NUMBER

L1.0

TREE PRESERVATION NOTES:

PLACING MATERIALS NEAR TREES:

- NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE TREE PROTECTION AREA OF ANY TREE DESIGNATED TO REMAIN, INCLUDING, BUT NOT LIMITED TO, PARKING EQUIPMENT, PLACING SOLVENTS, STORING BUILDING MATERIAL AND SOIL DEPOSITS, DUMPING CONCRETE WASHWATER.

ATTACHMENTS TO TREES:

- DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY OBJECT TO ANY TREE DESIGNATED FOR PROTECTION.

GRADING NEAR TREES:

- THE GRADE SHALL NOT BE ELEVATED OR REDUCED WITHIN THE TREE PROTECTION AREA OF TREES TO BE PRESERVED WITHOUT THE PROJECT ARBORIST'S AUTHORIZATION. THE PROJECT ARBORIST MAY ALLOW COVERAGE OF UP TO ONE HAIT OF THE AREA OF THE TREE'S OPTIMAL TREE ROOT PROTECTION ZONE WITH LIGHT SOILS (NO CLAY) TO THE MINIMUM DEPTH NECESSARY TO CARRY OUT GRADING OR LANDSCAPING PLANS, IF IT WILL NOT IMPAIR THE SURVIVAL OF THE TREE. AERATION DEVICES MAY BE REQUIRED TO ENSURE THE TREE'S SURVIVAL.
- IF THE GRADE ADJACENT TO A PRESERVED TREE IS RAISED SUCH THAT IT COULD SLOUGH OR ERODE INTO THE TREE PROTECTION AREA, IT SHALL BE PERMANENTLY STABILIZED TO PREVENT SATURATION OF THE ROOTS.
- THE APPLICANT SHALL NOT INSTALL AN IMPERVIOUS SURFACE WITHIN THE TREE PROTECTION AREA WITHOUT THE AUTHORIZATION OF THE PROJECT ARBORIST. THE PROJECT ARBORIST MAY REQUIRE SPECIFIC CONSTRUCTION METHODS AND/OR USE OF AERATION DEVICES TO ENSURE THE TREE'S SURVIVAL AND TO MINIMIZE THE POTENTIAL FOR ROOT INDUCED DAMAGE TO THE IMPERVIOUS SURFACE.
- TO THE GREATEST EXTENT PRACTICAL, UTILITY TRENCHES SHALL BE LOCATED OUTSIDE OF THE TREE PROTECTION AREA. THE PROJECT ARBORIST MAY REQUIRE THAT UTILITIES BE TUNNELED UNDER THE ROOTS OF TREES TO BE RETAINED IF THE PROJECT ARBORIST DETERMINES THAT TRENCHING WOULD SIGNIFICANTLY REDUCE THE CHANCES OF THE TREE'S SURVIVAL.
- TREES AND OTHER VEGETATION TO BE RETAINED SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. CLEARING OPERATIONS SHALL BE CONDUCTED SO AS TO EXPOSE THE SMALLEST PRACTICAL AREA OF SOIL FOR THE LEAST POSSIBLE AMOUNT OF TIME. SHOULDS, GROUND COVER, AND STAMPS SHALL BE MAINTAINED TO CONTROL EROSION. WHERE NOT FEASIBLE, APPROPRIATE EROSION CONTROL PRACTICES SHALL BE IMPLEMENTED.

ADDITIONAL REQUIREMENTS:

- THE PROJECT ARBORIST MAY REQUIRE ADDITIONAL TREE PROTECTION MEASURES WHICH ARE CONSISTENT WITH ACCEPTED URBAN FORESTRY PRACTICES.

EXCAVATION WITHIN OPTIMAL TREE ROOT PROTECTION ZONES:

- EXCAVATION IN THE TOP 24 INCHES OF SOIL IN THE OPTIMAL TREE ROOT PROTECTION ZONE SHOULD BEGIN AT THE EXCAVATION LINE THAT IS CLOSEST TO THE TREE.
- THE EXCAVATION SHOULD BE DONE BY HAND/SHOVEL OR WITH AN EXCAVATOR AND A PERSON WITH A SHOVEL, PRUNING SHEARS, AND A PRUNING SAW.
- IF DONE BY HAND, ALL ROOTS 1-INCH DIAMETER OR LARGER SHOULD BE PRUNED AT THE EXCAVATION LINE.
- IF DONE WITH AN EXCAVATOR (MOST LIKELY SCENARIO), THEN THE OPERATOR SHALL START THE CUT AT THE EXCAVATION LINE AND CAREFULLY "FEEL" FOR ROOTS/RESISTANCE. WHEN THERE IS RESISTANCE, THE PERSON WITH THE SHOVEL/HAND DIGS AROUND THE ROOTS AND PRUNES THE ROOTS 1-INCH DIAMETER OR LARGER.
- THE EXCAVATOR IS TO REMAIN OFF OF THE TREE ROOTS TO BE PRESERVED AT ALL TIMES.
- ALL ROOTS SHALL BE CUT CLEANLY WITH PRUNING SHEARS OR A PRUNING SAW.
- THE PROJECT ARBORIST MUST BE ON SITE DURING ANY WORK WITHIN THE OPTIMAL TREE ROOT PROTECTION ZONE THAT IS WITHIN THE TREE PROTECTION AREA.

PRUNING/TREE REMOVAL NOTES:

- THE CONTRACTOR SHALL PROVIDE AN ADEQUATE CREW OF PERSONNEL, EQUIPMENT, AND MATERIALS TO SAFELY AND EFFICIENTLY COMPLETE THE ASSIGNED WORK. EACH SUCH CREW SHALL INCLUDE AN INDIVIDUAL WHO SHALL BE DESIGNATED AS THE CREW SUPERVISOR, BE RESPONSIBLE FOR THE CREW'S ACTIVITIES, RECEIVE INSTRUCTION FROM THE OWNER OR THE OWNER'S REPRESENTATIVE, AND DIRECT THE CREW TO ACCOMPLISH SUCH WORK.
- WHENEVER A TREE, WHICH IS NOT SCHEDULED TO BE REMOVED, MUST BE TRIMMED OR PRUNED, THE CONTRACTOR SHALL ENSURE THAT SUCH TRIMMING AND PRUNING IS CARRIED OUT UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST. ALL PRUNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF ANSI Z323.1 "STANDARD PRACTICES FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE".
- UNLESS AS OTHERWISE DIRECTED BY THE OWNER, ROOT BALLS FROM TREES BEING REMOVED SHALL BE COMPLETELY REMOVED UNLESS THE ROOT REMOVAL CROSSSES OVER ADJACENT PROPERTIES OR WOULD COMPROMISE TREES BEING PRESERVED. IN THOSE CASES, THE STUMPS SHALL BE GROUND AS NECESSARY SO AS NOT TO CAUSE DAMAGE TO THE ROOT ZONES OF ADJACENT TREES TO BE PRESERVED ON THE SUBJECT PARCEL OR ADJUTING PARCELS. STUMPS NEAR PROPERTY LINES SHALL ALSO BE GROUND AS NECESSARY SO AS NOT TO CAUSE INTERFERENCE TO ADJACENT PARCELS.
- THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE LATEST GOVERNMENTAL SAFETY REGULATIONS. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ANSI Z133.1 "PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH-SAFETY REQUIREMENTS" WITH SPECIAL EMPHASIS GIVEN TO THE REQUIREMENT THAT ONLY QUALIFIED LINE-CLEARANCE TREE TRIMMERS BE ASSIGNED TO WORK WHERE A POTENTIAL ELECTRICAL HAZARD EXISTS.
- THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH ANY UTILITY THAT MUST BE PROTECTED OR RELOCATED IN ORDER TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF THE OPERATING CONDITION OF ALL ACTIVE UTILITIES WITHIN THE AREA OF CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES.
- ANY MATERIAL RESULTING FROM THE TRIMMING OR REMOVAL OF ANY TREES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR TO DISPOSE OF.
- HAZARDOUS TREE REPORTING: ANY PERSON ENGAGED IN TRIMMING OR PRUNING WHO BECOMES AWARE OF A TREE OF DOUBTFUL STRENGTH, THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY, SHALL NOTIFY SUCH TREE(S) TO THE OWNER OR THE OWNER'S REPRESENTATIVE. SUCH TREES SHALL INCLUDE THOSE THAT ARE OVER MATURE, DISEASED, OR SHOWING SIGNS OF DECAY OR OTHER STRUCTURAL WEAKNESS.
- TREES DETERMINED TO BE A HAZARD SHALL BE REMOVED AS SOON AS POSSIBLE.
- DAMAGES: ANY DAMAGE CAUSED BY THE CONTRACTOR, INCLUDING, BUT NOT LIMITED TO, BROKEN SIDEWALK, CURB, RUTTED LAWN, BROKEN WATER SHUT-OFFS, WIRE DAMAGE, BUILDING DAMAGE, STREET DAMAGE, ETC., WILL BE REPAIRED OR REPLACED IN A TIMELY MANNER, TO THE OWNER'S SATISFACTION, AND ALL COSTS PAID BY THE CONTRACTOR.
- ANY BRUSH CLEARING REQUIRED WITHIN THE TREE PROTECTION AREA SHALL BE ACCOMPLISHED WITH HAND OPERATED EQUIPMENT.
- TREES TO BE REMOVED SHALL BE FELLED SO AS TO FALL AWAY FROM OPTIMAL TREE ROOT PROTECTION ZONES AND TO AVOID PULLING AND BREAKING OF ROOTS TO REMAIN. DIRECTIONAL FELLING OF TREES SHALL BE USED TO AVOID DAMAGE TO TREES DESIGNATED FOR RETENTION.
- ALL DOWNED BRUSH AND TREES SHALL BE REMOVED FROM THE TREE PROTECTION AREA EITHER BY HAND OR WITH EQUIPMENT STAGED OUTSIDE OF THE TREE PROTECTION AREA. EXTRACTION SHALL OCCUR BY LIFTING THE MATERIAL OUT, NOT BY SKIDDING IT ACROSS THE GROUND.
- IF TEMPORARY HAIL OR ACCESS ROADS MUST PASS OVER TREE PROTECTION AREA, A ROWARD OF STEEL PLATES, OR 6 INCHES OF MULCH, OR 6 INCHES OF GRAVEL SHALL BE PLACED TO PREVENT SOIL COMPACTION IF DETERMINED NECESSARY BY THE PROJECT ARBORIST. THE ROWARD MATERIAL SHALL BE REPLACED AS NECESSARY TO MAINTAIN A 6-INCH DEPTH.
- PRUNING: THE CONTRACTOR SHALL CONSULT WITH THE PROJECT ARBORIST PRIOR TO ANY PRUNING ACTIVITIES NECESSARY FOR CONSTRUCTION ACTIVITIES. ALL PRUNING ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH ANSI Z323.1 "STANDARD PRACTICES FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE". PRUNING SHALL BE COMPLETED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- CUT BRANCHES AND ROOTS WITH SHARP PRUNING INSTRUMENTS THAT DO NOT CHIP OR TEAR.
- FENCING SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITIES, INCLUDING, BUT NOT LIMITED TO, CLEARING, GRADING, EXCAVATION, OR DEMOLITION WORK, AND SHALL BE REMOVED ONLY AFTER THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES, INCLUDING LANDSCAPING AND IRRIGATION INSTALLATION.
- TREE PROTECTION FENCING SHALL BE FLUSH WITH THE INITIAL UNDISTURBED GRADE.

OUTLINE SPECIFICATIONS PLANTING AND SEEDING:

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. Z60.1 - 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, disease, and noxious weeds, and certified fit for sale in Oregon.

The apparent silence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used. All interpretations of these Specifications shall be made upon the basis above stated.

Landscape contractor shall perform a site visit prior to bidding to view existing conditions.

PERFORMANCE QUALITY ASSURANCE: Use adequate numbers of skilled workmen who are thoroughly trained and experienced in the necessary horticultural practices and who are completely familiar with the specified requirements and methods needed for the proper performance of the work of this section.

NOTIFICATION: Give Landscape Architect minimum of 2 days advance notice of times for inspections. Inspections at growing site does not preclude Landscape Architect's right of rejection of deficient materials at project site. Each plant failing to meet the above mentioned "Standards" or otherwise failing to meet the specified requirements as set forth shall be rejected and removed immediately from the premises by the Contractor and at his expense, and replaced with satisfactory plants or trees conforming to the specified requirements.

SUBSTITUTIONS: Only as approved by the Landscape Architect or the Owner's Representative.

GUARANTEE AND REPLACEMENT: All plant material shall be guaranteed from final acceptance for two full growing season. During this period the Contractor shall replace any plant material that is not in good condition and producing new growth (except that material damaged by severe weather conditions, due to Owner's negligence, normally unforeseen peculiarities of the planting site, or lost due to vandalism). Guarantee to replace, at no cost to Owner, unacceptable plant materials with plants of same variety, age, size and quality as plant originally specified. Conditions of guarantee on replacement plant shall be same as for original plant.

Landscape Contractor shall keep on site for Owner's Representative's inspection, all receipts for soil amendment and topsoil deliveries.

PROTECTION Protect existing roads, sidewalks, and curbs, landscaping, and other features remaining as final work. Verify location of underground utilities prior to doing work. Repair and make good any damage to service lines, existing features, etc. caused by landscaping installation.

PLANT QUALITY ASSURANCE: Deliver direct from nursery. Maintain and protect roots of plant material from drying or other possible injury. Store plants in shade and protect them from weather immediately upon delivery, if not to be planted within four hours.

Nursery stock shall be healthy, well branched and rooted, formed true to variety and species, full foliated, free of disease, injury, defects, insects, weeds, and weed roots. Trees shall have straight trunks, symmetrical tips, and have an intact single leader. Any trees with double leaders will be rejected upon inspection. All Plants: True to name, with one of each bundle or lot tagged with the common and botanical name and size of the plants in accordance with standards of practice of the American Association of Nurserymen, and shall conform to the Standardized Plant Names, 1942 Edition.

Container grown stock: Small container-grown plants, furnished in removable containers, shall be well rooted to ensure healthy growth. **Grow container plants in containers a minimum of one year** prior to delivery, with roots filling container but not root bound. Bare root stock: Roots well-branched and fibrous. Balled and burlapped (B&B): Ball shall be of natural size to ensure healthy growth. Ball shall be firm and the burlap sound. No loose or made ball will be acceptable.

TOPSOIL AND FINAL GRADES: Landscape Contractor is to verify with the General Contractor if the on site topsoil is or is not conducive to proper plant growth. Supply alternate bid for imported topsoil.

Landscape Contractor is to supply and place 12" of topsoil in planting beds and 6" in lawn areas. If topsoil stockpiled on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount. Landscape Contractor is to submit samples of the imported soil and/or soil amendments to the Landscape Architect. The topsoil shall be a sandy loam, free of all weeds and debris inimical to lawn or plant growth.

Landscaping shall include finished grades and even distribution of topsoil to meet planting requirements. Grades and slopes shall be as indicated. Planting bed grades shall be approximately 3" below adjacent walks, paving, finished grade lines, etc., to allow for bark application. Finish grading shall remove all depressions or low areas to provide positive drainage throughout the area.

PLANTING SPECIFICATIONS:

HERBICIDES: Prior to soil preparation, all areas showing any undesirable weed or grass growth shall be treated with Round-up in strict accordance with the manufacturer's instructions.

SOIL PREPARATION: Work all areas by rototilling to a minimum depth of 8". Remove all stones (over 1 1/2" size), sticks, mortar, large clumps of vegetation, roots, debris, or extraneous matter turned up in working. Soil shall be of a homogeneous fine texture. Level, smooth and lightly compact area to plus or minus .10 of required grades.

In groundcover areas add 2" of compost (or as approved) and till in to the top 6" of soil.

PLANTING HOLE: Lay out all plant locations and excavate all soils from planting holes to 2 1/2 times the root ball or root system width. Loosen soil inside bottom of plant hole. Dispose of any "subsoil" or debris from excavation. Check drainage of planting hole with water, and adjust any area showing drainage problems.

SOIL MIX: Prepare soil mix in each planting hole by mixing:
2 part native topsoil (no subsoil)
1 part compost (as approved)

Thoroughly mix in planting hole and add fertilizers at the following rates:

- Small shrubs - 1/8 lb./ plant
- Shrubs - 1/3 to 1/2 lb./ plant
- Trees - 1/3 to 1 lb./ plant

FERTILIZER: For trees and shrubs use Commercial Fertilizer "A" (Inorganic 5-4-3) with micro-nutrients and 50% slow releasing nitrogen. For initial application in fine seed lawn areas use Commercial Fertilizer "B" (8-16-8) with micro-nutrients and 50% slow-releasing nitrogen. For lawn maintenance use Commercial Fertilizer "C" (22-16-8) with micro-nutrients and 50% slow-releasing nitrogen. DO NOT apply fertilizer to Water Quality Swale.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Place 6" minimum, lightly compacted layer of prepared planting soil under root system. Loosen and remove twine binding and burlap from top 1/2 of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

When approximately 2/3 full, water thoroughly, then allow water to soak away. Place remaining backfill and dish surface around plant to hold water. Final grade should keep root ball slightly above surrounding grade, not to exceed 1". Water again until no more water is absorbed. Initial watering by irrigation system is not allowed.

STAKING OF TREES: Stake or guy all trees. Stakes shall be 2" X 2" (nom.) quality tree stakes with point. They shall be of Douglas Fir, clear and sturdy. Stake to be minimum 2/3 the height of the tree, not to exceed 8'-0". Drive stake firmly 1'-6" below the planting hole. Tree ties for deciduous trees shall be "Chainlock" (or better). For Evergreen trees use "Gro-Strait" Tree Ties (or a reinforced rubber hose and guy wires) with guy wires of a minimum 2 strand twisted 12 ga. wire. Staking and guying shall be loose enough to allow movement of tree while holding tree upright.

MULCHING OF PLANTINGS: Mulch planting areas with dark, aged, medium grind fir or hemlock bark (aged at least 6 months) to a depth of 2" in ground cover areas and 2 1/2" in shrub beds. Apply evenly, not higher than grade of plant as it came from the nursery, and rake to a smooth finish. Water thoroughly, then hose down planting area with fine spray to wash leaves of plants.

FINE LAWN AREAS: In fine lawn area apply Commercial Fertilizer Mix "B" at 4.5 lbs. Per 1,000 sq.ft. and rake into soil surface. Establish an even, fine textured seedbed meeting grades, surfaces and texture. Sow seed with a mechanical spreader at the uniform rates as noted below. Rake seed lightly to provide cover.

SEED: Bluegrass seed conforming to applicable State laws. No noxious weed seeds. Submit Guaranteed analysis.
Fine Lawn Seed Mix: To contain 50% Top Hat Perennial Ryegrass, 30% Derby Supreme Ryegrass, 20% Longfellow Showings Fescue (Hobbs and Hopkins Pro-Time 303 Lawn Mix or as approved) Sow Seed at 5 lbs. / 1000 sq. ft.

MAINTENANCE OF SEEDED AREAS:
Fine Lawn Areas: The lawn areas shall be maintained by watering, mowing, reseeding, and weeding for a minimum of 60 days after seeding. After 30 days, or after the second mowing, apply Commercial Fertilizer Mix "C" at 5 lbs. per 1,000 sq. ft. Mow and keep at 1 1/2" to 2" in height. Remove clippings and dispose of off site.

GENERAL MAINTENANCE: Protect and maintain work described in these specifications against all defects of materials and workmanship, through final acceptance. Replace plants not in normal healthy condition at the end of this period. Water, weed, cultivate, mulch, reset plants to proper grade or upright position, remove dead wood and do necessary standard maintenance operations. Irrigate when necessary to avoid drying out of plant materials, and to promote healthy growth.

CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.

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38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

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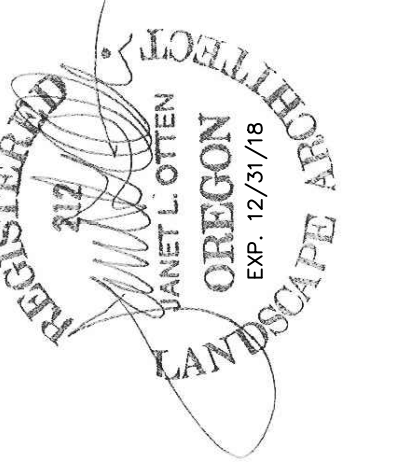
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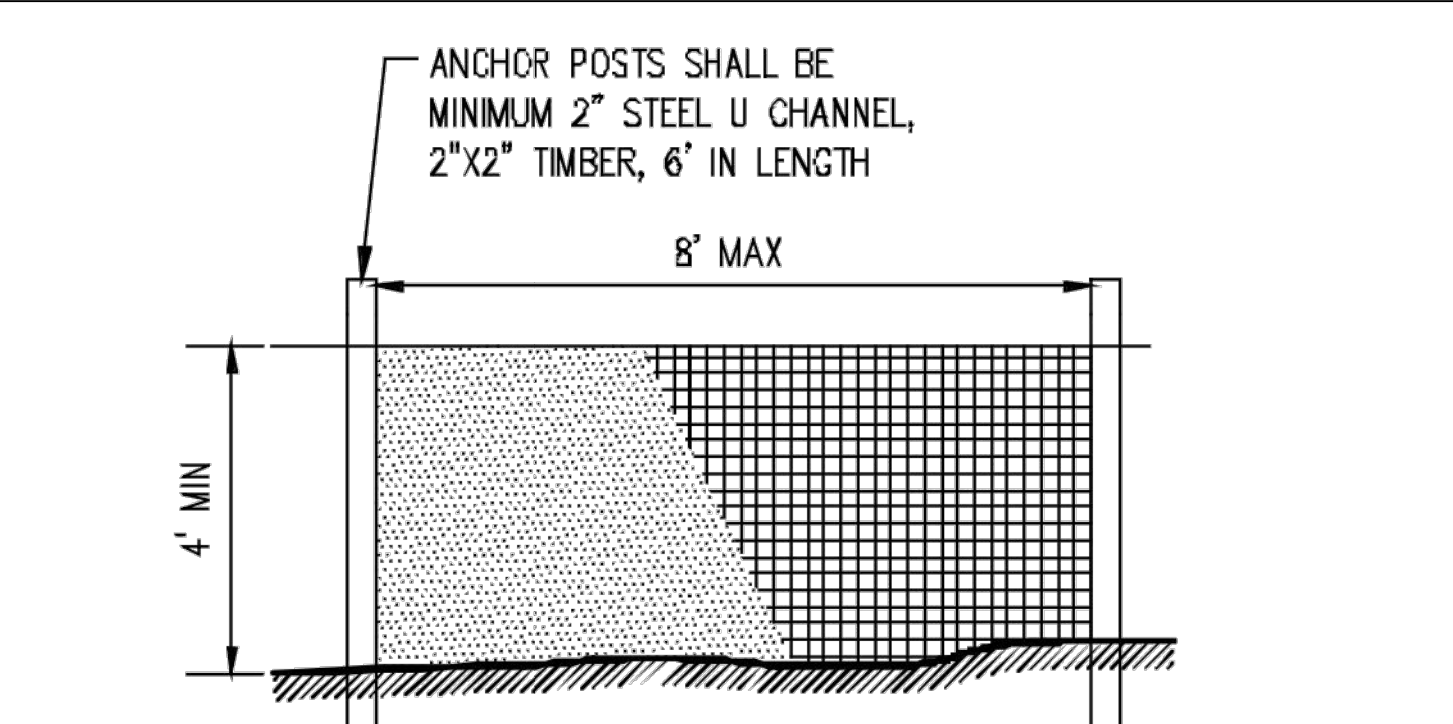
DETAILS AND SPECS.

ARCHITECTURAL REVIEW

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| DATE 04/10/2018 | PROJECT NUMBER 173470 |
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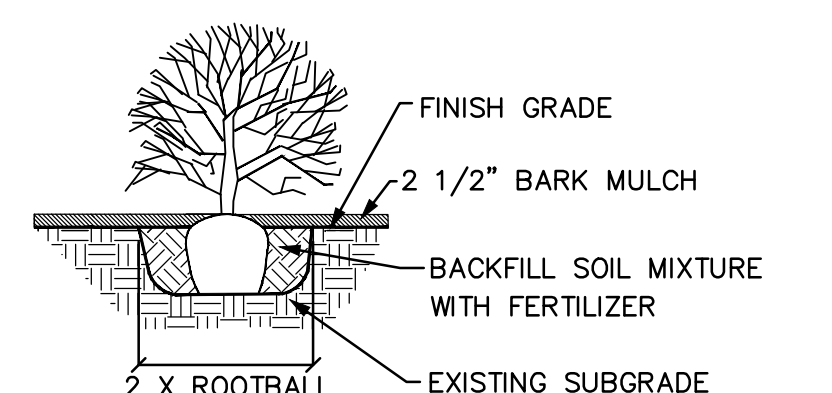
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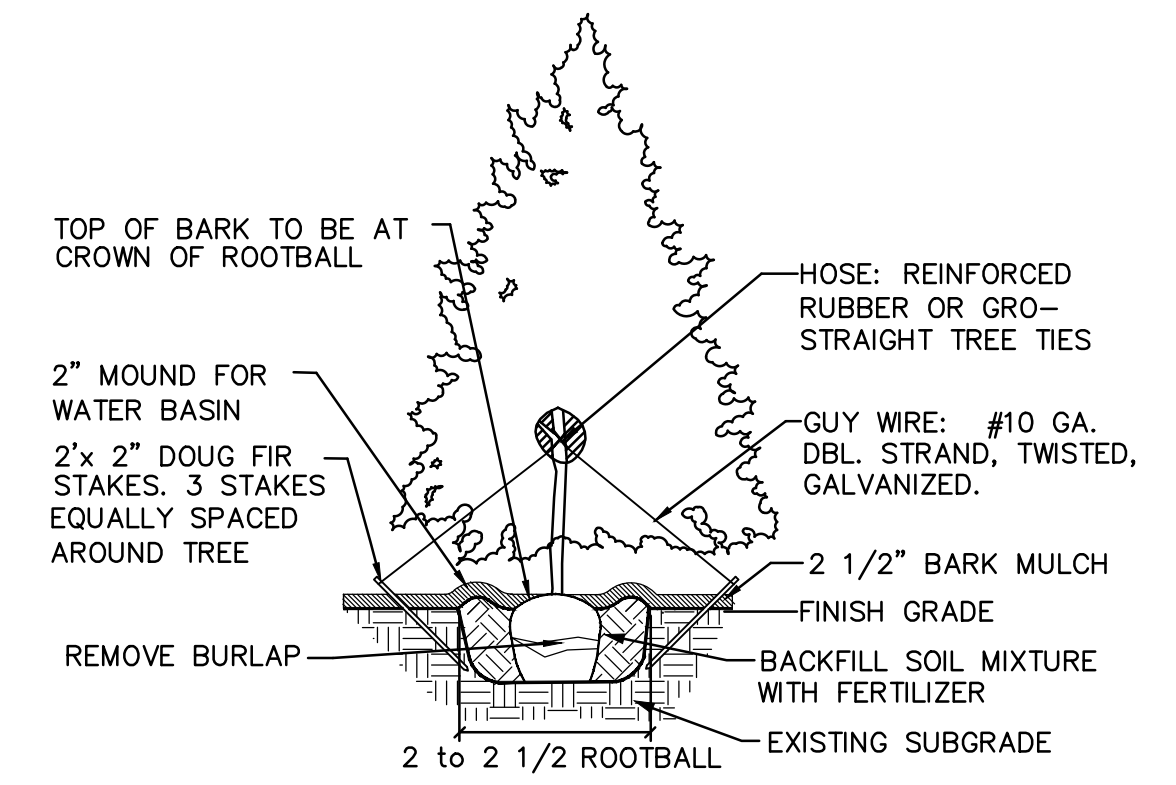


- NOTES:
- CHAINLINK FENCE FOR TREE PROTECTION DEVICE OR APPROVED EQUAL
 - AVOID DAMAGE TO CRITICAL ROOT ZONE. DO NOT DAMAGE OR SEVER LARGE ROOTS WHEN INSTALLING POSTS.
 - DEVICE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.

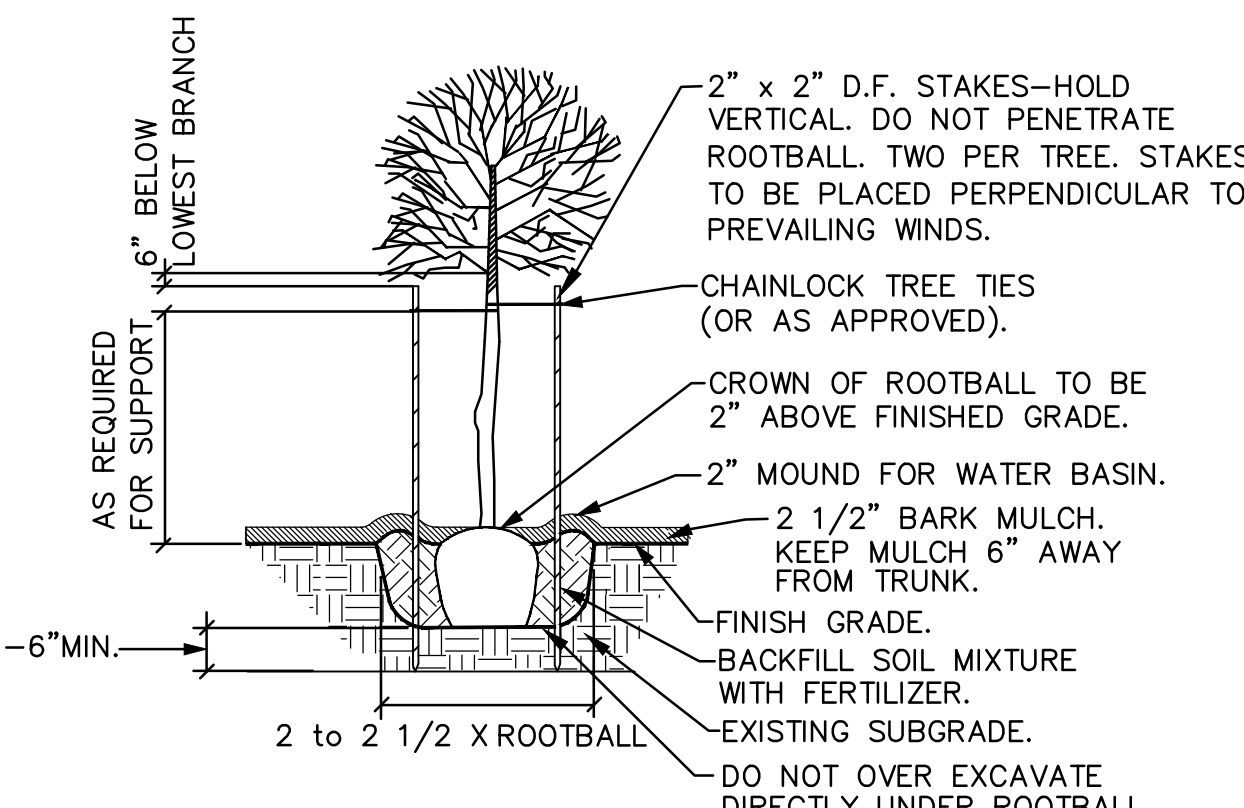
TREE PROTECTION / CONSTRUCTION FENCE



SHRUB PLANTING DETAIL NOT TO SCALE



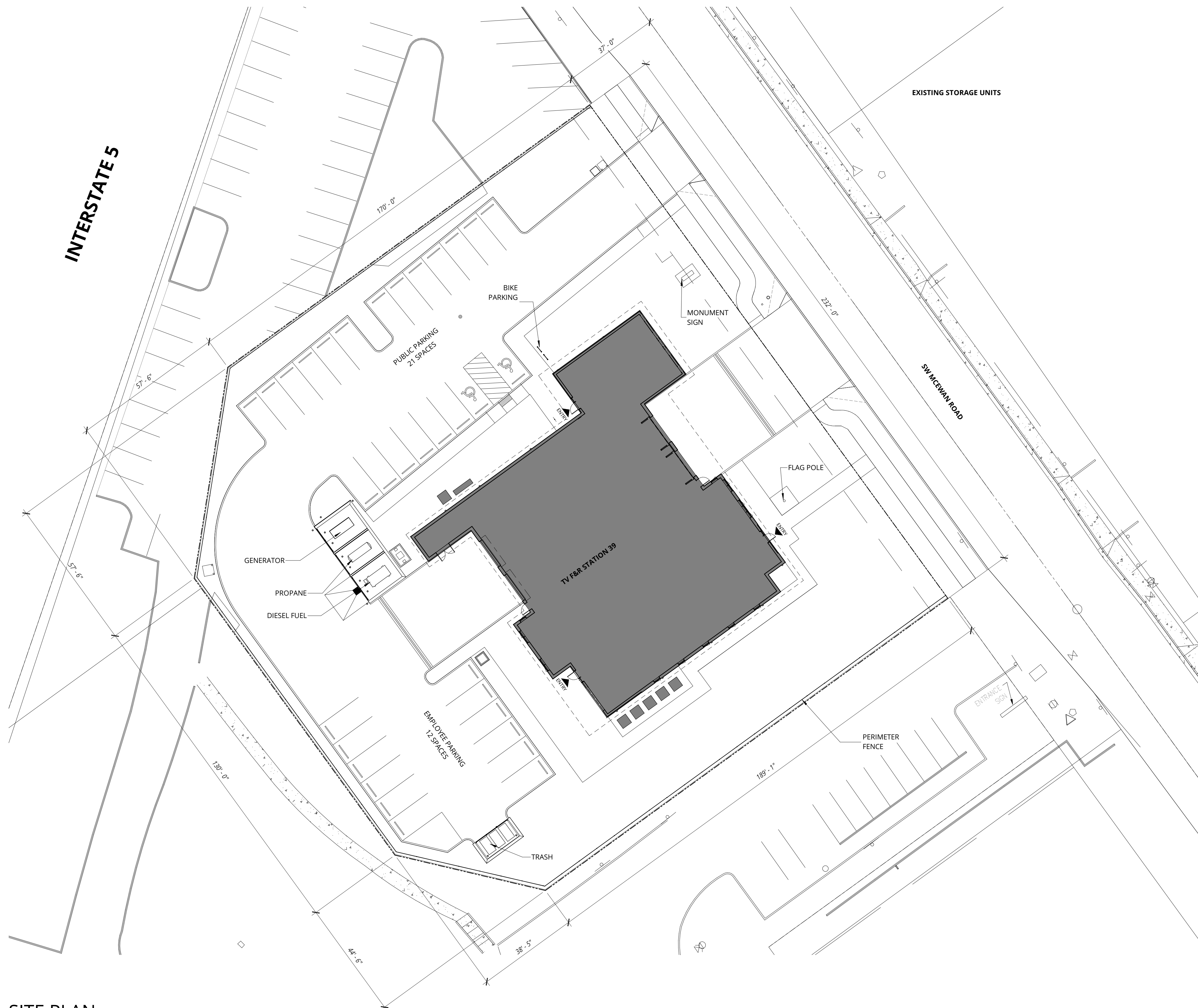
EVERGREEN TREE STAKING DETAIL NOT TO SCALE



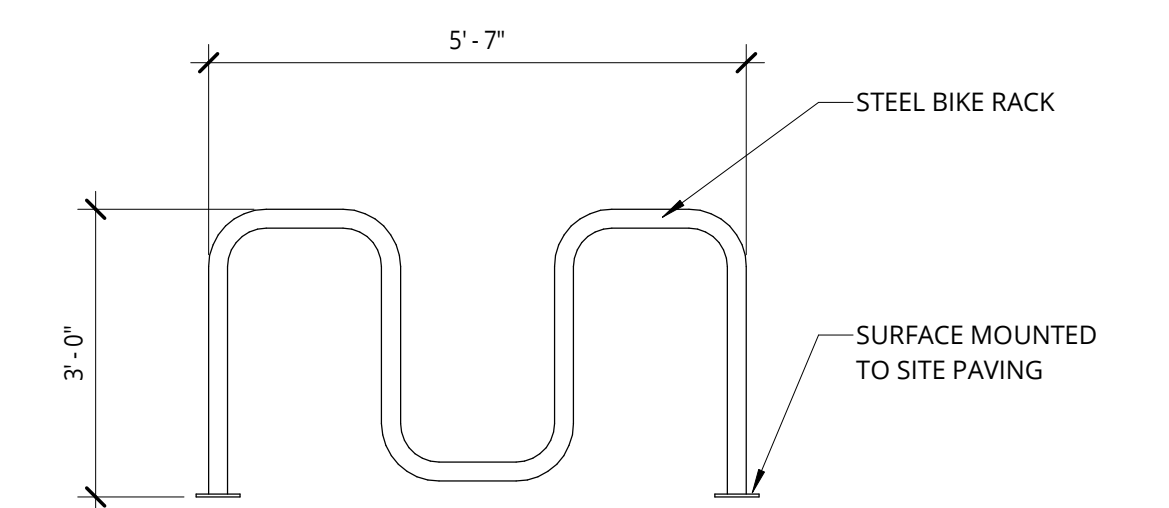
NOTE: ANY PROPOSED CHANGES TO OUR SPECIFICATION OR DETAIL SHOULD BE APPROVED BY THE LANDSCAPE ARCHITECT. LIKEWISE, IN ACCORDANCE WITH BEST PRACTICES OF LOCAL LANDSCAPE INSTALLATION, SHOULD THE LANDSCAPE CONTRACTOR FIND A PREFERRED ALTERNATE METHOD, THE LANDSCAPE ARCHITECT MAY BE SO ADVISED.

GENERAL DECIDUOUS TREE PLANTING DETAIL NOT TO SCALE

SITE PLAN

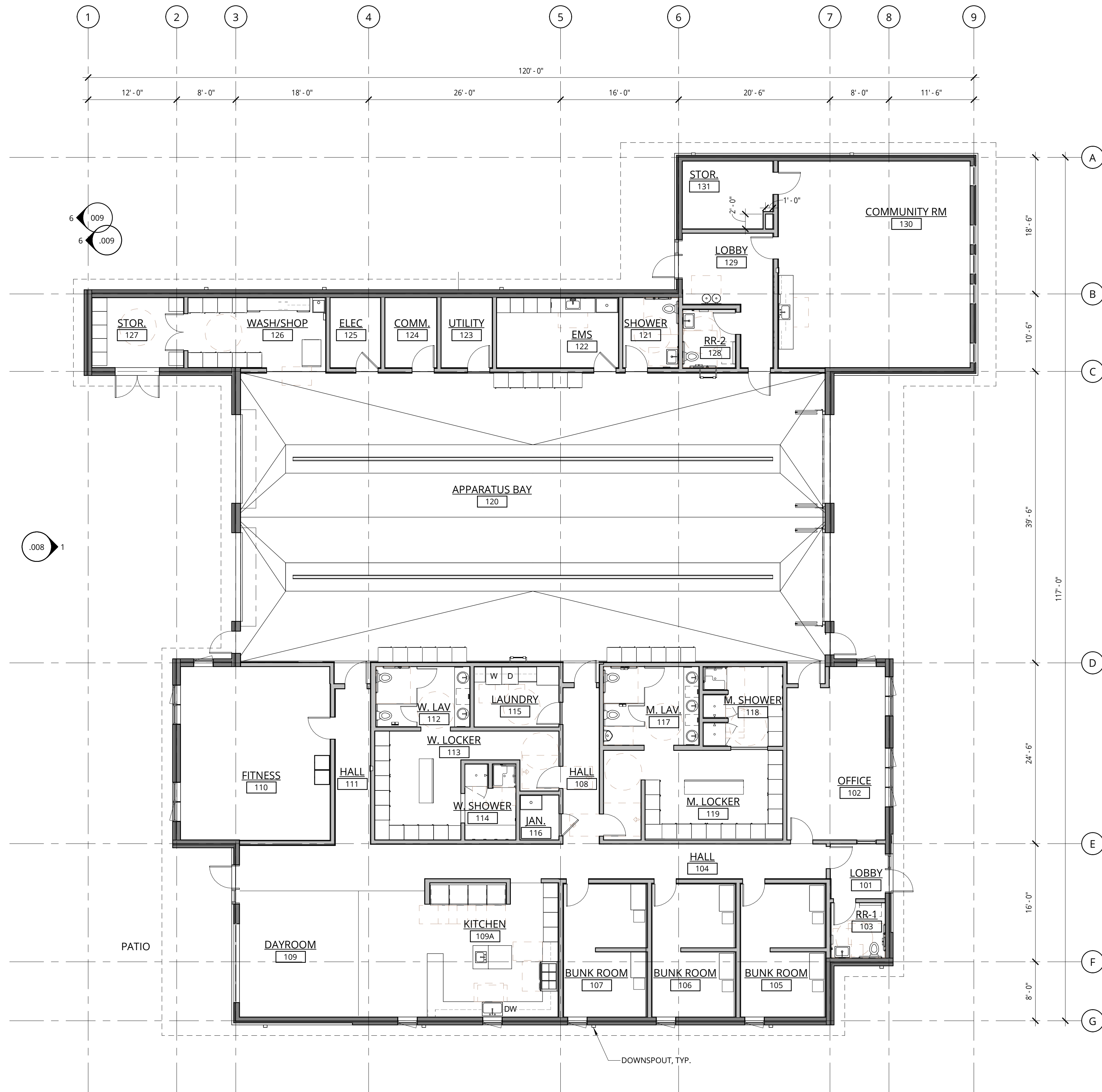


1 SITE PLAN
1" = 20'-0"

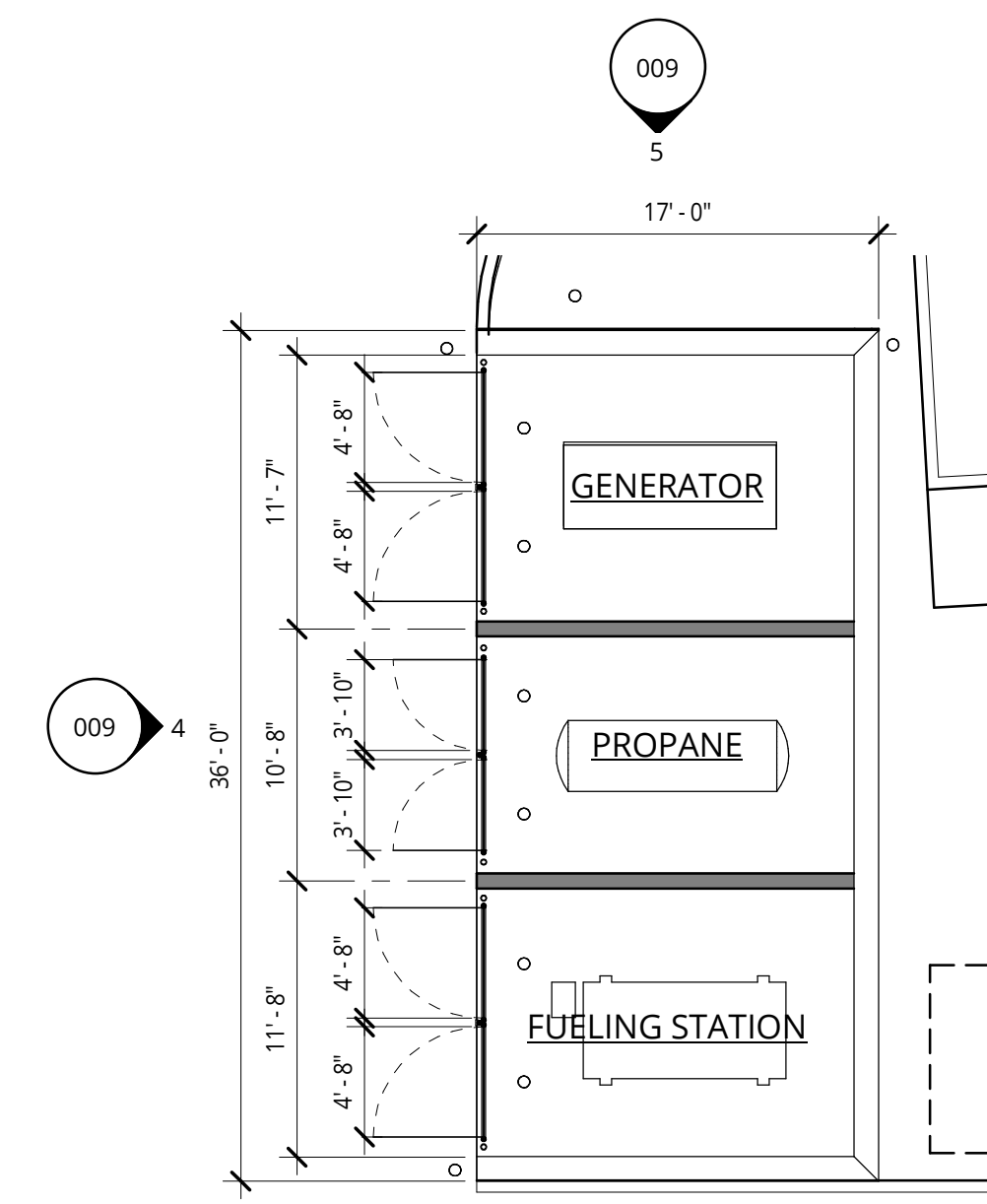


2 BIKE RACK
1/2" = 1'-0"

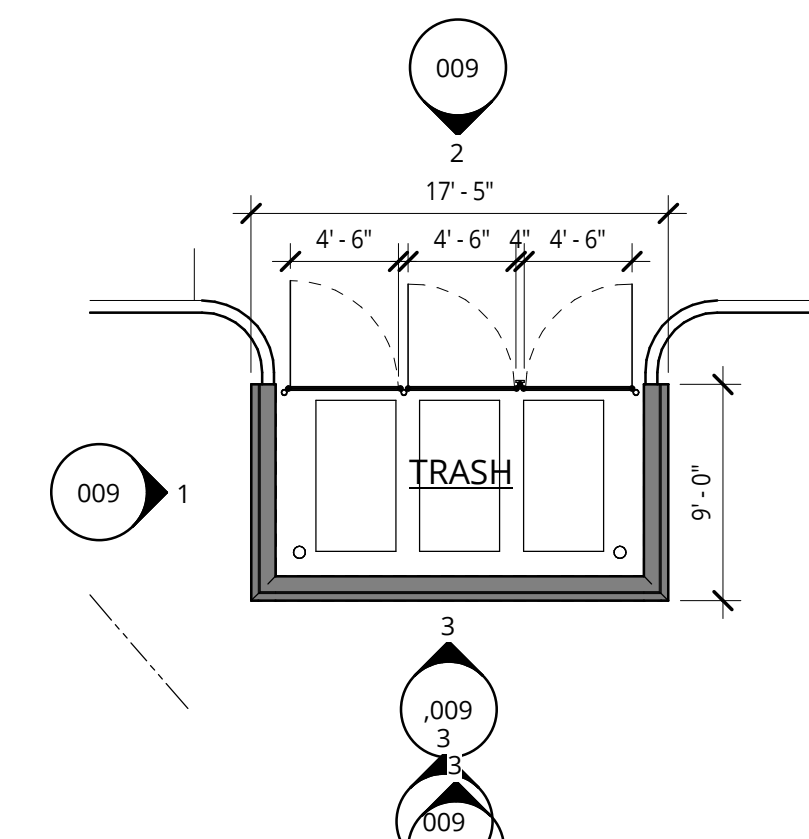
FLOOR PLAN



1 FLOOR PLAN
1/8" = 1'-0"

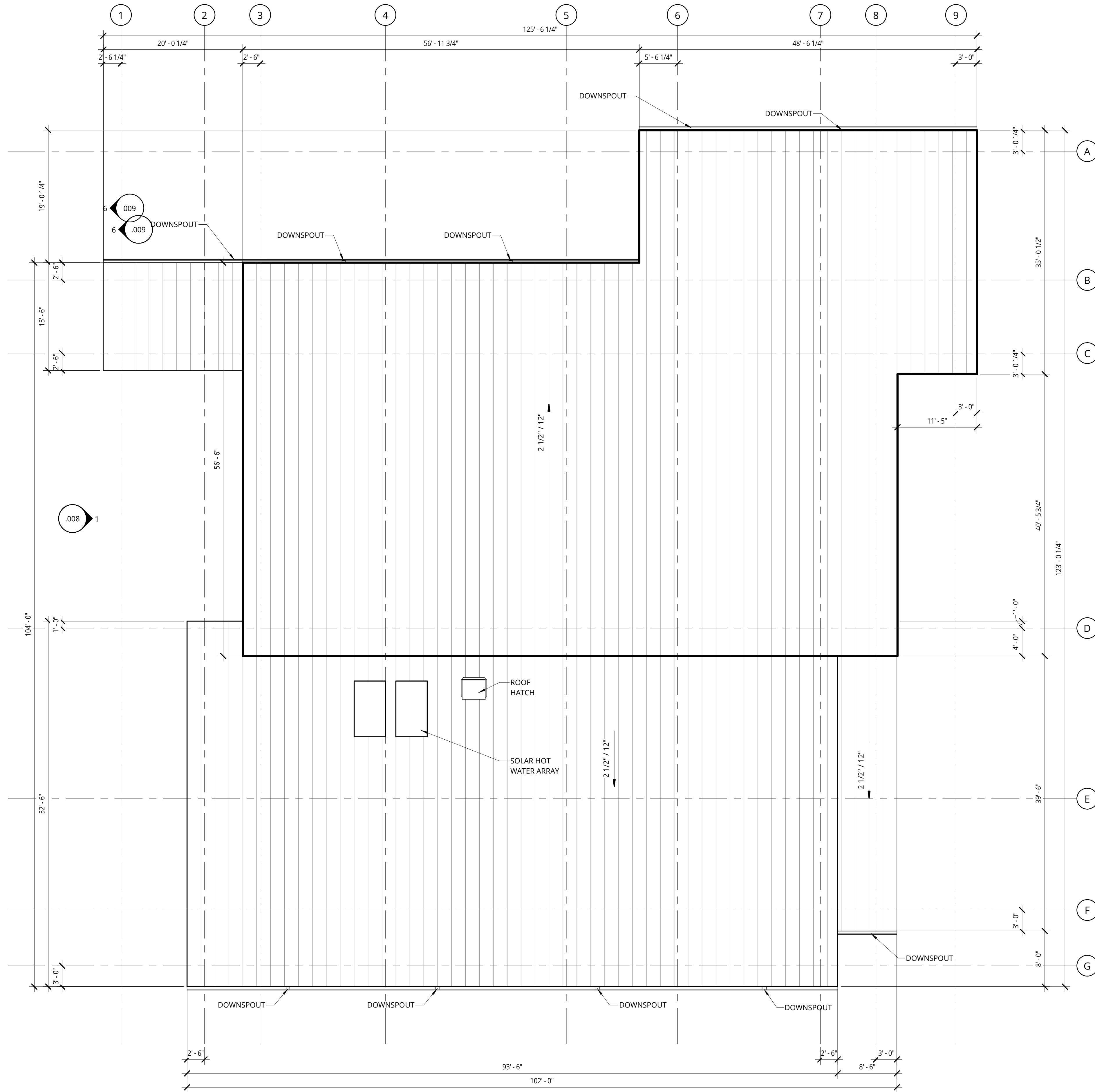


3 PROPANE / GENERATOR / FUELING ENCLOSURE
1/8" = 1'-0"



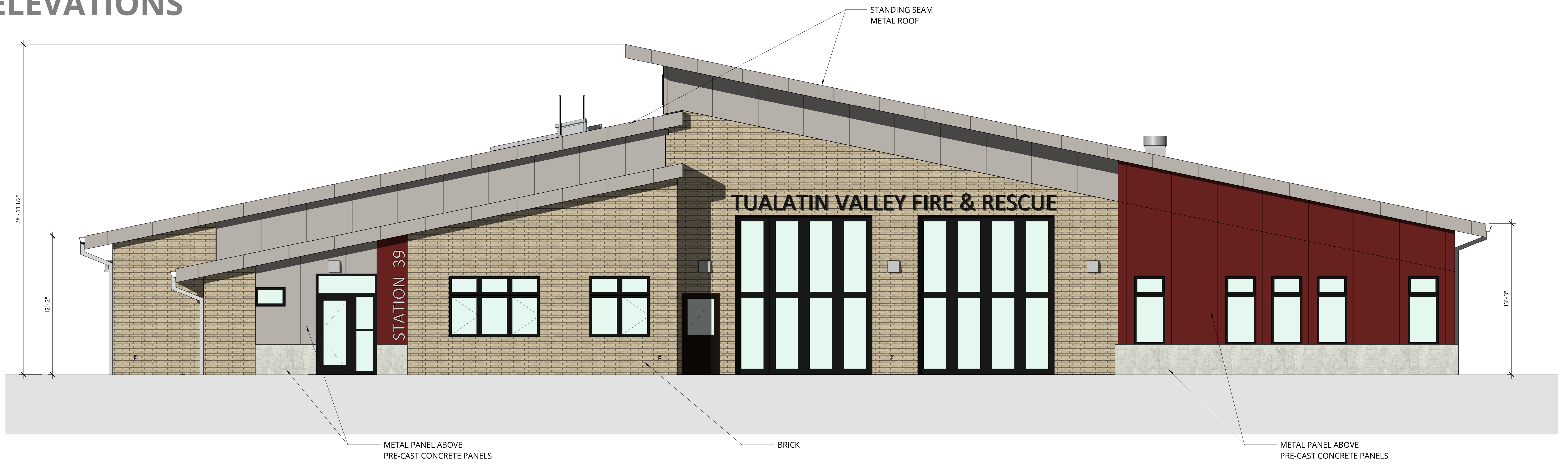
2 TRASH ENCLOSURE
1/8" = 1'-0"

ROOF PLAN



1 ROOF PLAN
1/8" = 1'-0"

ELEVATIONS

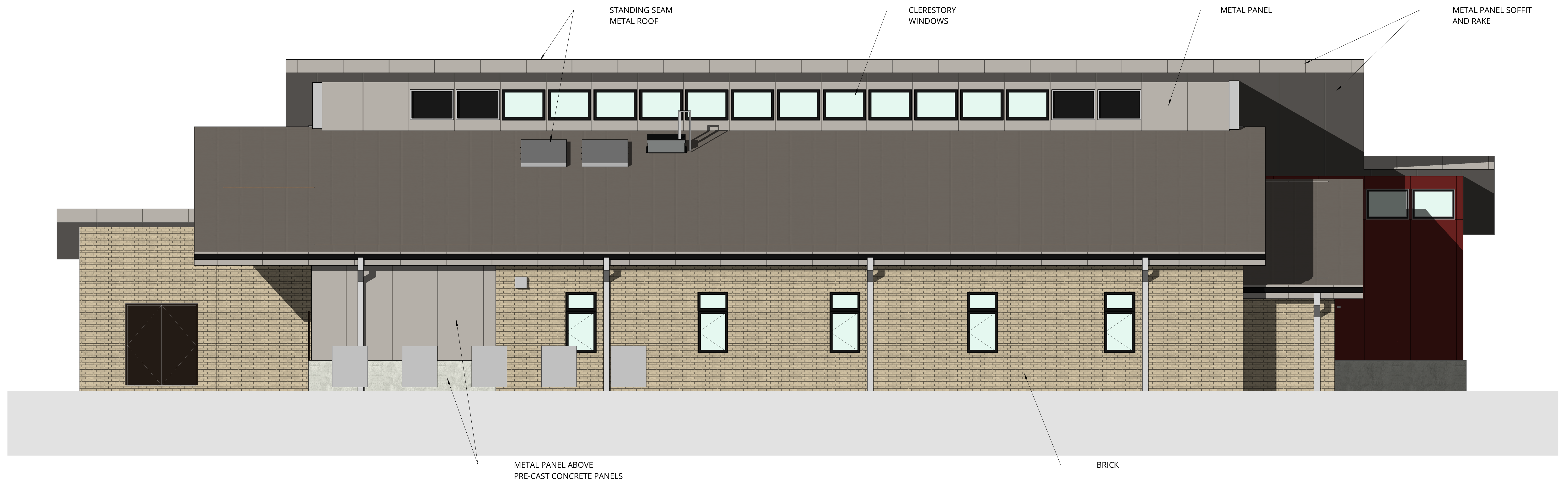


2 NORTH EAST ELEVATION
1/4" = 1'-0"

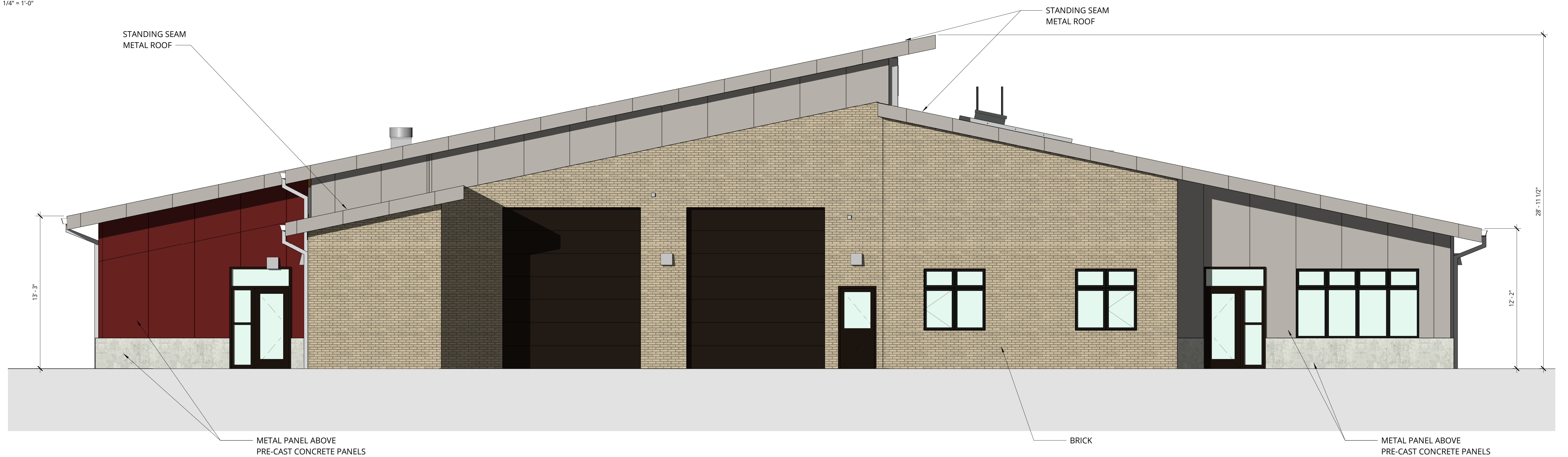


1 NORTH WEST ELEVATION
1/4" = 1'-0"

ELEVATIONS

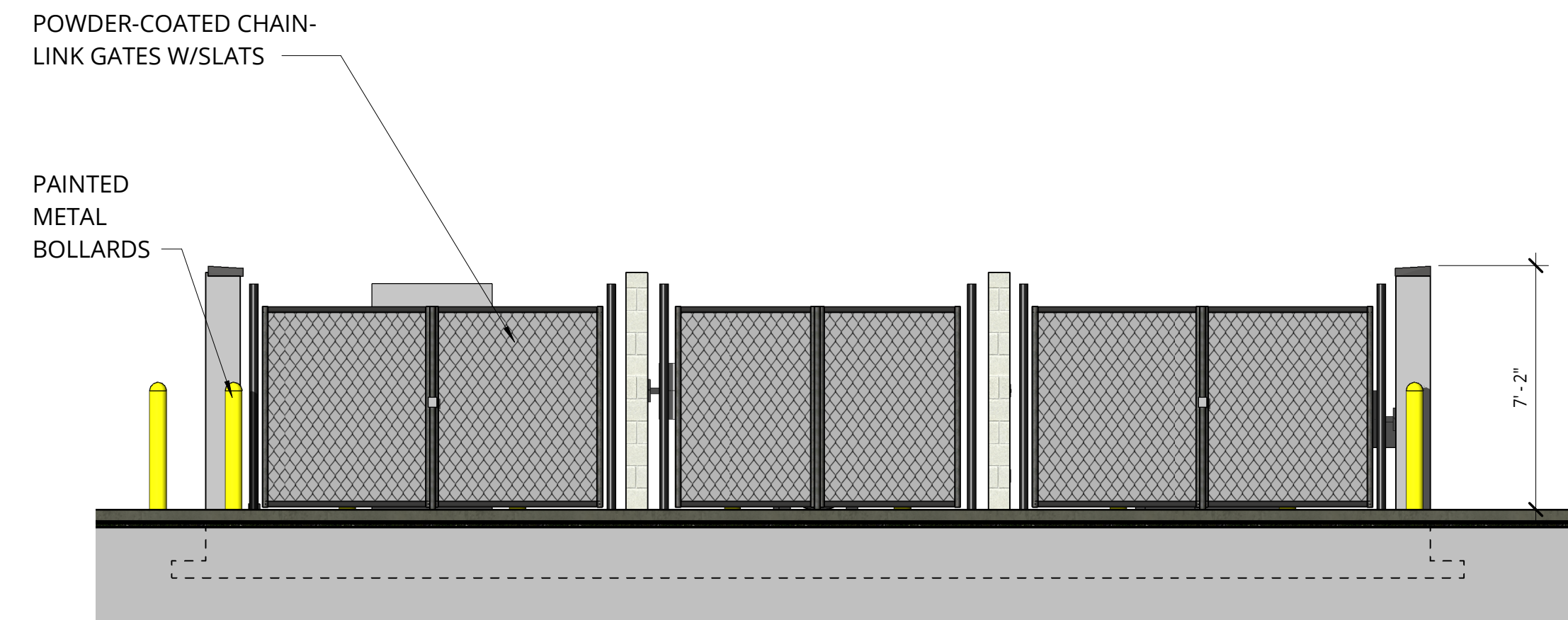


2 SOUTH EAST ELEVATION
1/4" = 1'-0"

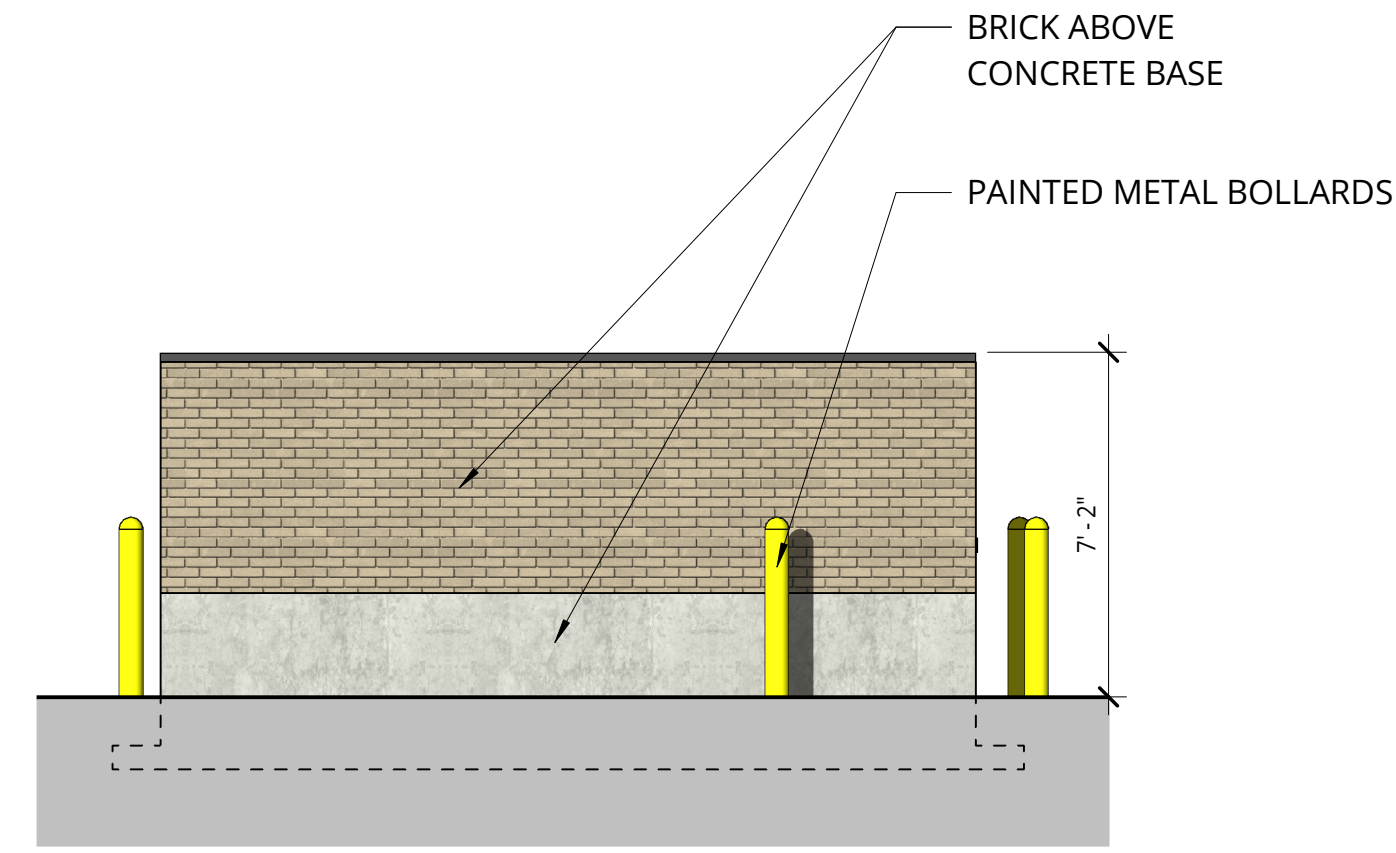


1 SOUTH WEST ELEVATION
1/4" = 1'-0"

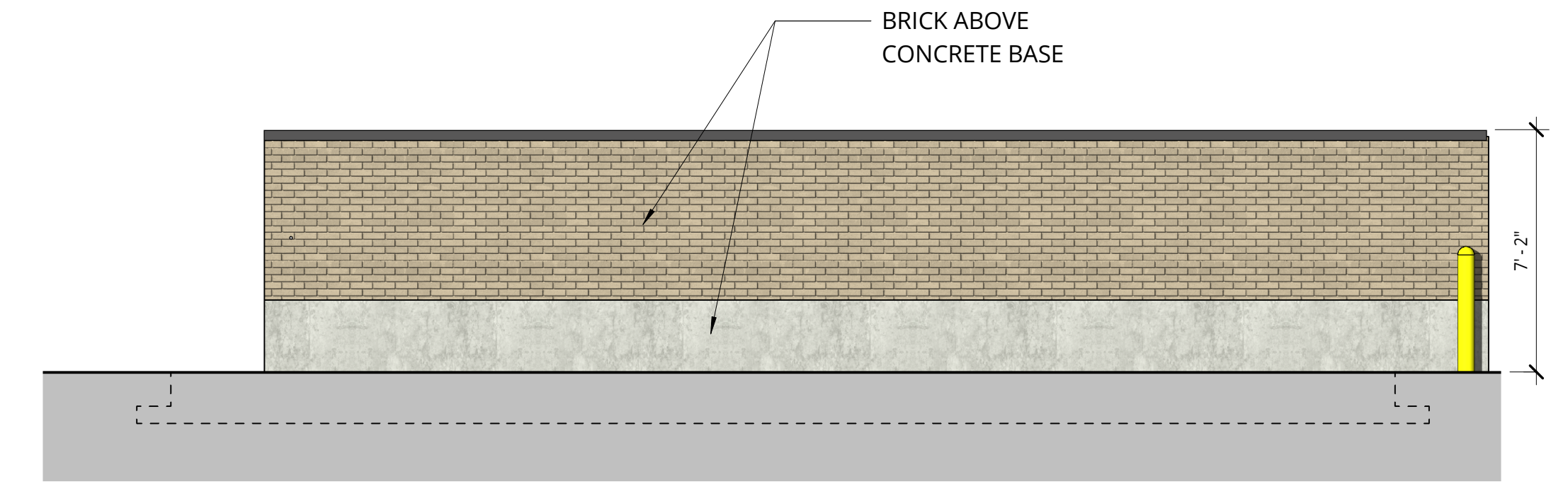
ELEVATIONS



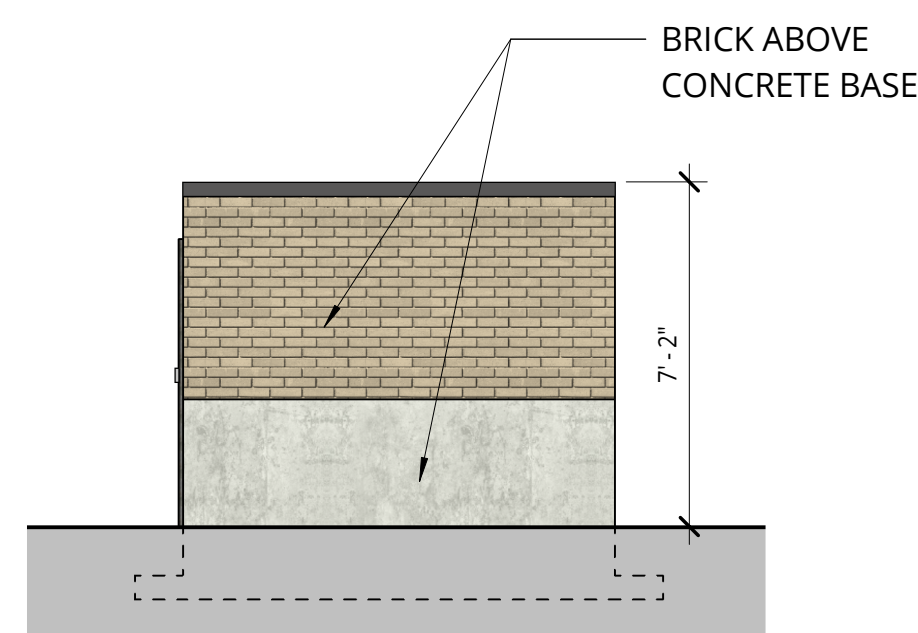
4 PROPANE / GENERATOR / FUELING WEST ELEVATION
1/4" = 1'-0"



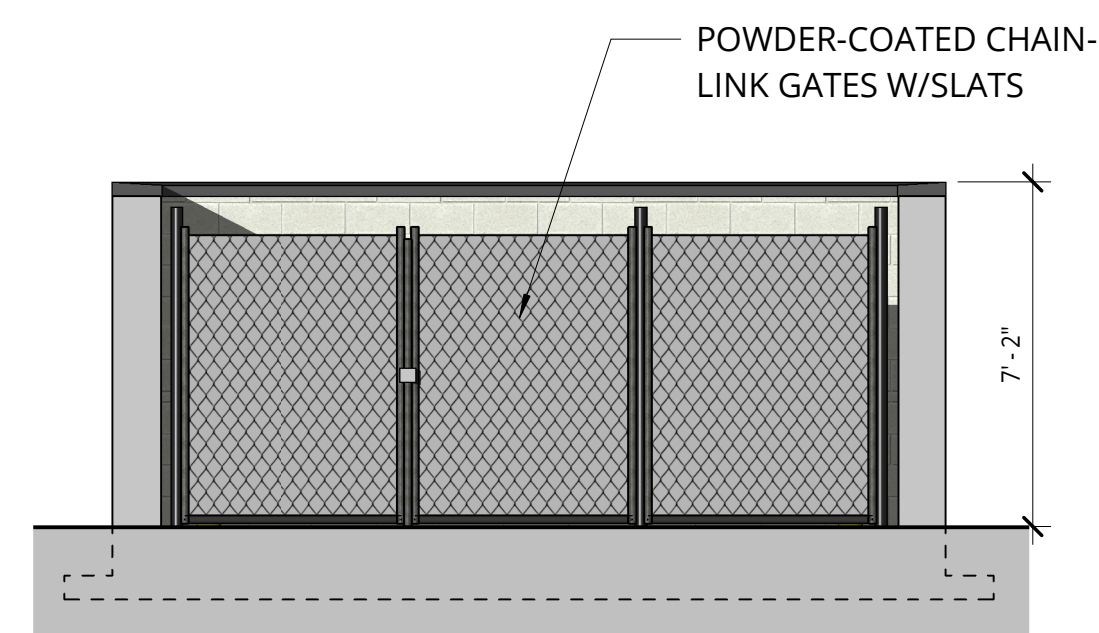
5 P. / G. / F. NORTH ELEVATION
1/4" = 1'-0"



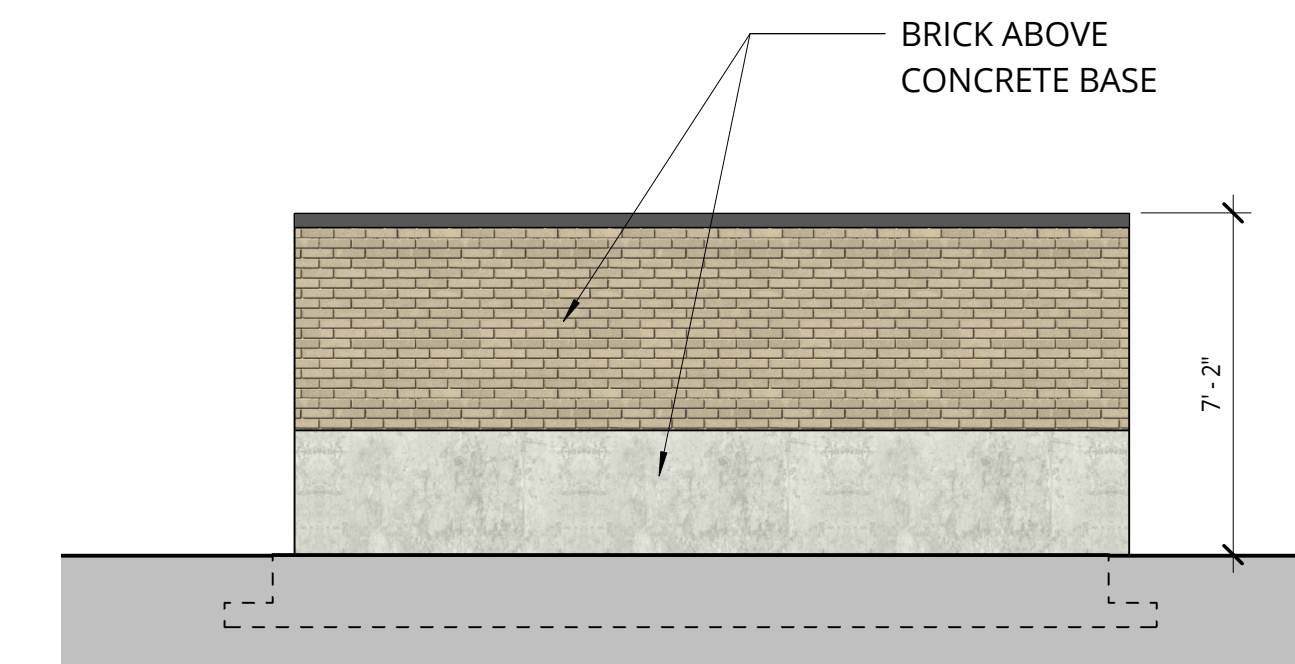
6 P. / G. / F. EAST ELEVATION
1/4" = 1'-0"



1 TRASH WEST ELEVATION
1/4" = 1'-0"



2 TRASH NORTH ELEVATION
1/4" = 1'-0"



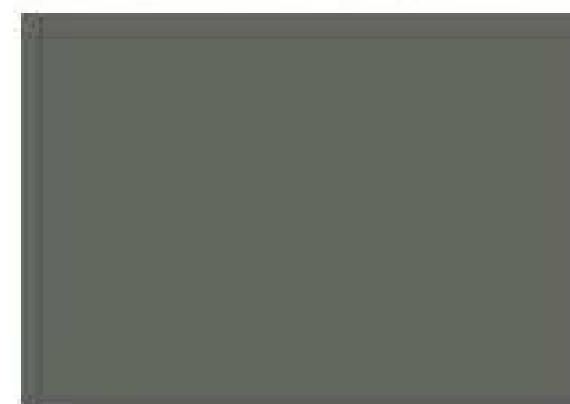
3 TRASH SOUTH ELEVATION
1/4" = 1'-0"

EXTERIOR MATERIALS

ROOF



STANDING SEAM METAL ROOF - AEP SPAN - ZINC GRAY

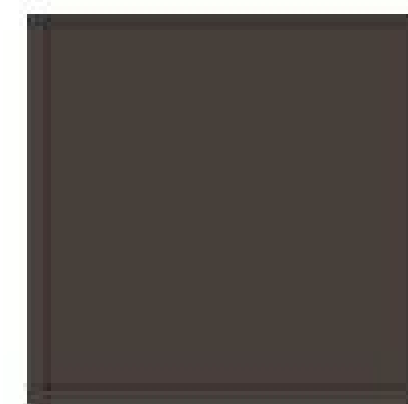


Cool Zinc Gray

WINDOWS



WINDOWS - ANDERSEN A SERIES - DARK BRONZE



Dark Bronze

DOORS



FOLDING DOOR - FOUR FOLD SERIES 300 - CUSTOM BROWN



RAL 8019

WALLS



TEXTURED METAL WALL PANEL - AEP SPAN - PARCHMENT



Cool Parchment



TEXTURED METAL WALL PANEL - AEP SPAN - RED



Cool Red



BRICK - MUTUAL MATERIALS - IMPERIAL GRAY



PRECAST CONCRETE

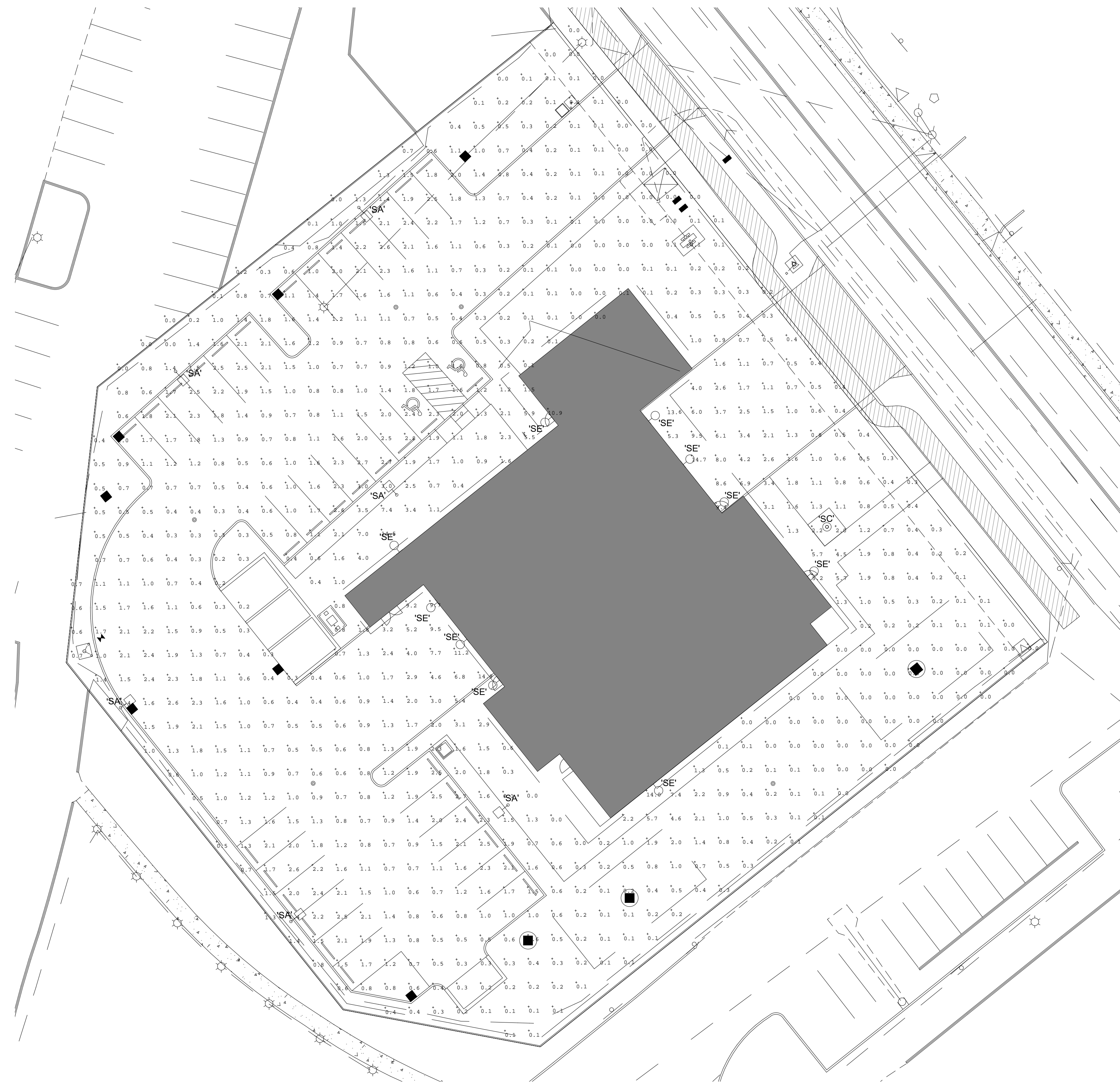


OVERHEAD DOOR - WAYNE DALTON TS200 - BROWN

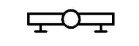





Brown embossed stucco finish

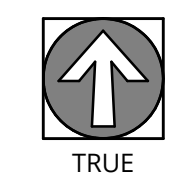
SITE LIGHTING



SITE LIGHTING SYMBOL LIST

- Lighting**
-  WALL MOUNTED 6" WIDE LUMINAIRE
 -  WALL MOUNTED LUMINAIRE
 -  AREA LUMINAIRE ARM MOUNTED WITH POLE AND CONCRETE BASE. NUMBER OF HEADS AND CONFIGURATION INDICATED ON PLANS.
 -  AREA LUMINAIRE POLE TOP MOUNTED WITH POLE AND CONCRETE BASE.

1 SITE LIGHTING - PHOTOMETRIC LAYOUT
NOT TO SCALE



LUMINAIRE SCHEDULE

| TYPE | DESCRIPTION | HOUSING | SHIELDING | MOUNTING | FINISH | UL/IP RATING | BALLAST | LAMP(S) | INPUT WATTS | MFG/CATALOG # | NOTES |
|------|---|--|----------------------|-----------------------------------|--------------------------|--------------|----------------------------------|--|-------------|--|---|
| SA | LED AREA LUMINAIRE WITH BACKLIGHT CONTROL OPTIC | SINGLE-PIECE DIE-CAST ALUMINUM. | ACRYLIC LENSE | POLE MOUNTED | DARK BRONZE | WET | 700MA INTEGRAL ELECTRONIC DRIVER | 20-LED ARRAY, 4198 LUMENS, 4000K | 45 | LITHONIA DSX0 SERIES OR APPROVED. | PROVIDE WITH 18" HIGH STRAIGHT STEEL SQUARE POLE. POLE TO WITHSTAND 100 MILE PER HOUR WINDS WITH GUST FACTOR OF 1.3 |
| SB | DAMP LISTED LINEAR DIRECT/INDIRECT LED | NOMINAL 4-INCH BY 3.5-INCH BY 4-FOOT EXTRUDED ALUMINUM | FROSTED ACRYLIC LENS | WALL MOUNTED TO BEAM | ALUMINUM | DAMP | INTEGRAL ELECTRONIC DRIVER | 640 UPLIGHT LUMENS, 400 DOWNLIGHT LUMENS PER FOOT, 4000K LED | 36 | AXIS LIGHTING WET BEAM 4 SERIES, PMC ES46-LED SERIES, OR APPROVED. | |
| SC | LED FLAGPOLE POST LUMINAIRE | NOMINAL 25-FOOT TALL FLAG POLE WITH INTEGRAL POST-TOP LED. | | | AS SELECTED BY ARCHITECT | WET | INTEGRAL ELECTRONIC DRIVER | LED | 54 | MAGNIFLOOD BAYVILLE FLAGLIGHTER. | REFER TO ARCHITECTURAL SPECIFICATION FOR ADDITIONAL INFORMATION. |
| SD | LED SIGN LIGHTER | NOMINAL 3-FOOT LONG ALUMINUM AND STAINLESS STEEL HOUSING WITH 24-INCH CANTILEVER ARMS. | ACRYLIC LENS | CANTILEVER MOUNT TO MONUMENT SIGN | AS SELECTED BY ARCHITECT | WET | INTEGRAL ELECTRONIC DRIVER | 2198 LUMENS, 4000K LED | 32 | ELLIPTIPAR S171 SERIES OR APPROVED. | |
| SE | LED WALLPACK | NOMINAL 8.75-INCH TALL BY 6.5-INCH WIDE BY 3.9-INCH DEEP DIE-CAST ALUMINUM | TEMPERED GLASS | WALL MOUNTED | BRONZE | WET | INTEGRAL ELECTRONIC DRIVER | 2500 LUMENS, 4000K LED | 26 | RAB LIGHTING SLIM26N SERIES, LURALINE LTV2FP SERIES, OR APPROVED. | |



LIGHTING CUTS

FIXTURE 'SA'

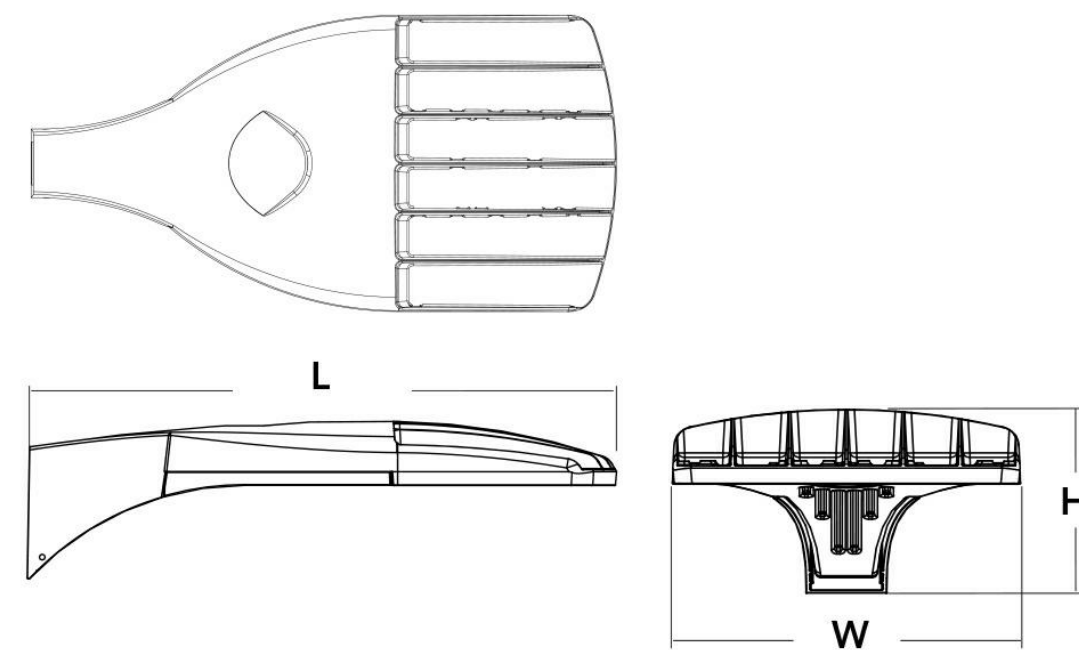


**D-Series
Size 0**
LED Area Luminaire

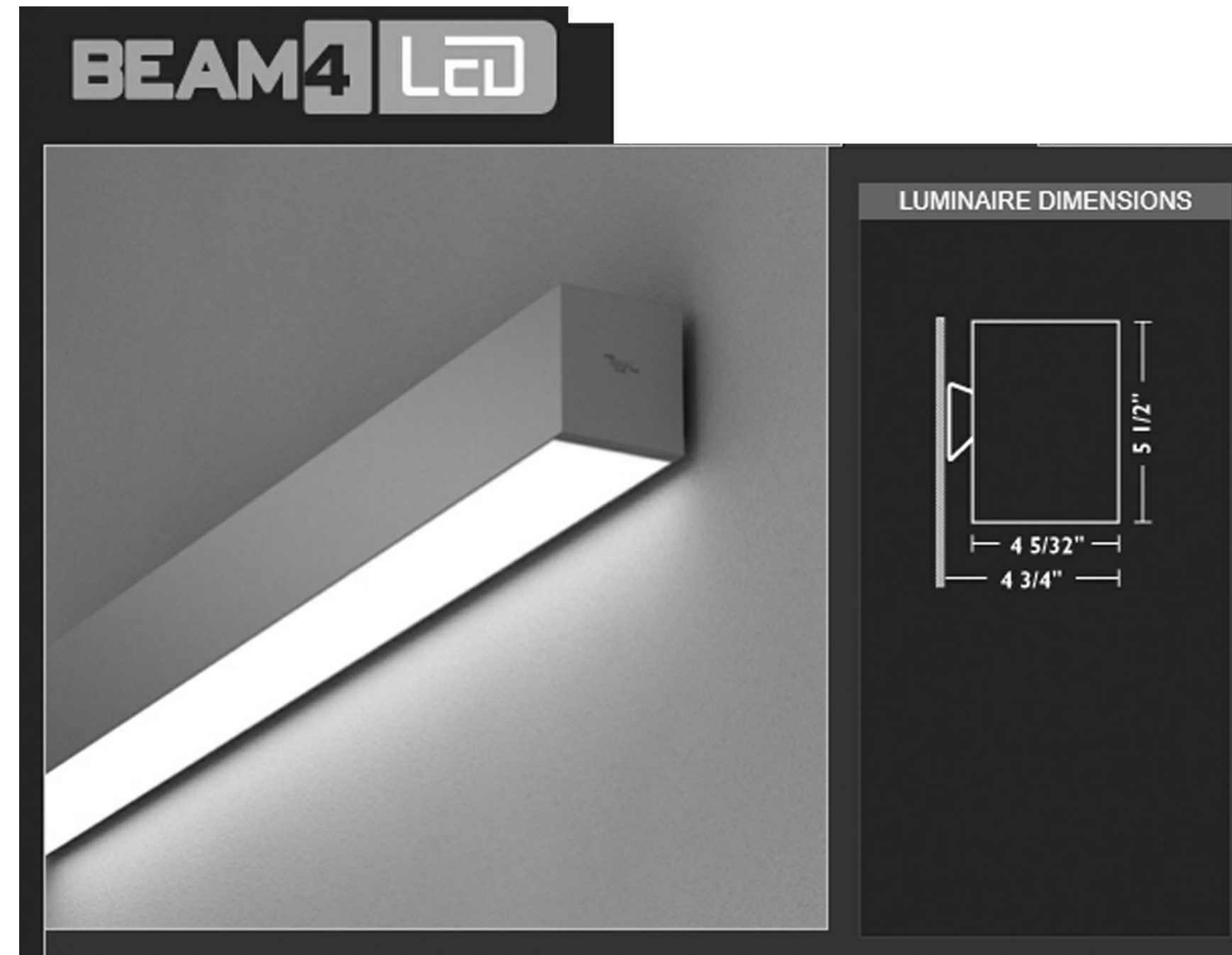


Specifications

EPA: 0.95 ft² (0.09 m²)
 Length: 26" (66.0 cm)
 Width: 13" (33.0 cm)
 Height: 7" (17.8 cm)
 Weight (max): 16 lbs (7.25 kg)



FIXTURE 'SB'



LUMINAIRE DIMENSIONS



FIXTURE 'SD'

Lighting the Vertical Small outdoor, integral driver Solid State (LED) **Style S171**

Surface Hanger (Lighting Downward) 1:8 Scale

Cantilever Hanger with Splice Box

Internal Components 1:4 Scale

FIXTURE 'SE'
SLIM26N

12, 18 and 26 Watt SLIM wallpacks are ultra efficient and deliver impressive light distribution with a compact low-profile design that's super easy to install as a downlight or uplight.

Color: Bronze Weight: 4.5 lbs

FIXTURE 'SC'

25' or 30'

11 3/8" Square

HANDHOLE COVER IN CAST ALUMINUM FRAME

16"

1" X 3/8" J BOLTS

Ø10 1/2" BOLT CIRCLE

21"

24 1/2" (Luminaire Alone)

34" (Luminaire & Adapter)

S.O. cord from luminaire drops down through flagpole

Ø7"



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

January 25th, 2018

ODOT #6751

ODOT Response

| | |
|--|--|
| Project Name: TVFR Fire Station 39 - Rivergrove | Applicant: TVFR |
| Jurisdiction: City of Tualatin | Jurisdiction Case #: CUP17-0002 |
| Site Address: 7100 SW McEwan Rd | Legal Description: 02S 01E 13DD Tax Lot(s): 01600 |
| State Highway: I-5 | |

The site of this proposed land use action is in the vicinity of I-5 and the public rail crossing on McEwan Rd. ODOT has regulatory authority for these facilities and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the Rail Contact indicated below to determine Crossing Order requirements and obtain application information.**

- ODOT has determined there will be no significant impacts to state highway facilities and no additional state review is required.

COMMENTS

The proposed site is near I-5. ODOT has access control along I-5 which the applicant cannot cross during construction.

The proposed site is near the public rail crossing on McEwan. Any alteration to the roadway within the safe stopping distance of the rail crossing must be reviewed by the ODOT Rail Crossing Safety Section. Alterations include, but are not limited to: changing the width of the roadway, installing or removing protective devices (emergency signal and/or traffic control devices), and the installation of curbs, sidewalks, or bicycle facilities. A Crossing Order may be required for alterations to the public rail crossing (OAR 741 Divisions 100, 105, 110, 120, 125 and 200).

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

| | |
|---|---|
| Development Review Planner: Marah Danielson | 503.731.8258, marah.b.danielson@odot.state.or.us |
| Rail Contact: David Smith | 503.986.4095 David.R.SMITH@odot.state.or.us |



MEMORANDUM

TO: Matt Straite, Contract Planner

FROM: Todd Knepper, P.E., Engineering Program Supervisor *TK*
Engineering Department

SUBJECT: Agency comments for Tualatin Valley Fire and Rescue, Station 39
City of Tualatin Case/File: AR 18-0001
Site address: Adjacent to 7100 SW McEwan Road
Tax Lot ID: 2S1 13DD TL 1601

DATE: June 6, 2018

The City of Lake Oswego engineering staff has reviewed the application materials dated May 2018, and the following comments were noted regarding connection to the public sanitary sewer system.

The sanitary sewer lateral for the proposed building will be connecting to a City of Tualatin wastewater main located in McEwan Road along the site frontage. The connection to the public main would be reviewed, permitted and inspected under the City of Tualatin. Staff notes that sewer from this main flows to the City of Lake Oswego wastewater system. Per the Intergovernmental agreement (IGA) dated April 14, 2011 between Clean Water Services (District), the City of Lake Oswego and the City of Tualatin, the District shall pay the new connection charge to the Lake Oswego according to the IGA general terms under section I.C.6.

MEMORANDUM

Date: June 12, 2018
To: Matt Straite, Contract Planner, City of Tualatin
From: Jackie Sue Humphreys, Clean Water Services (CWS)
Subject: TVF&R Fire Station 39, AR18-0001, 2S113DD01601

Please include the following comments when writing your conditions of approval:

PRIOR TO ANY WORK ON THE SITE

A Clean Water Services (CWS) Storm Water Connection Permit Authorization must be obtained. Application for CWS Permit Authorization must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order No. 17-5, (or current R&O in effect at time of Engineering plan submittal), and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
- b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans.
- c. Detailed plans showing the development having direct access by gravity to public storm and sanitary sewer.
- d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 17-5, Section 4.05. Access shall be provided for maintenance of facility per R&O 17-5, Section 4.02.4.
- e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.

- f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
- g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
- h. Application may require additional permitting and plan review from CWS Source Control Program. For any questions or additional information, please contact Source Control at (503) 681-5175.
- i. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.

CONCLUSION

This Land Use Review does not constitute CWS approval of storm or sanitary sewer compliance to the NPDES permit held by CWS. CWS, prior to issuance of any connection permits, must approve final construction plans and drainage calculations.



June 5, 2018

Erin Engman
Associate Planner
City of Tualatin
18880 SW Martinazzi Ave
Tualatin, Oregon 97062

Re: TVFR Station 39
Tax Lot I.D: 2S113DD01601

Dear Erin,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. These notes are provided in regards to the plans received May 29, 2018. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)

This requirement is met.

2. **DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams can be found in the corresponding guide that is located at <http://www.tvfr.com/DocumentCenter/View/1296>. (OFC 503.2.5 & D103.1)

This requirement is met.

3. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1 & D103.1)

This requirement is met.

4. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
5. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)
6. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)

This requirement is met.

7. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
8. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: <http://www.tvfr.com/DocumentCenter/View/1578>

FIREFIGHTING WATER SUPPLIES:

9. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
10. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

Provide documentation of fire hydrant test.

11. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

12. **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. (OFC 507.5.1)
 - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
 - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
13. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
 - Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.
14. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)

Private hydrant located at the rear of the lot shall be painted yellow in color.
15. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
16. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)
17. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
18. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

19. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13)
- Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
 - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

Proposed location for FDC is in excess of 100ft. Relocate FDC or install a fire hydrant to reduce distance.

BUILDING ACCESS AND FIRE SERVICE FEATURES

20. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)
21. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at 503-259-1419.

Sincerely,

Tom Mooney

Tom Mooney
Deputy Fire Marshal II

Thomas.mooney@tvfr.com

Cc: File
City of Tualatin

A full copy of the New Construction Fire Code Applications Guide for Commercial and Multi-Family Development is available at <http://www.tvfr.com/DocumentCenter/View/1296>