



City of Tualatin

www.tualatinoregon.gov

January 15, 2019

ARCHITECTURAL REVIEW AND PUBLIC FACILITIES DECISION

AR-18-0004

**** APPROVAL WITH CONDITIONS ****

Case #:	AR-18-0004
Project:	Four-S Corp. Warehouse
Location:	12200 SW Myslony Street, Tualatin, OR. Taxlot: 2S122C001600
Applicant/Owner:	Skip Stanaway, Four-S Corp.
Applicant/Rep.:	Skip Stanaway, Four-S Corp. Tim Evans, SRG

TABLE OF CONTENTS

I.	INTRODUCTION.....	2
A.	Applicable Criteria.....	2
B.	Project Description.....	2
C.	Previous Land Use Actions.....	3
D.	Site Description and Surrounding Uses.....	3
E.	Project Schedule.....	5
F.	Exhibit List.....	5
II.	CONDITIONS OF APPROVAL.....	6
II.	PLANNING FINDINGS.....	9
Chapter 61:	General Manufacturing Planning District (MG).....	9
Chapter 73:	Community Design Standards.....	10
IV.	APPEAL.....	28

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. Applicable Criteria

The following Chapters of the Tualatin Development Code (TDC) are applicable to the subject proposal:

- TDC Chapter 61, General Manufacturing Planning District
- TDC Chapter 73: Community Design Standards
- TDC Chapter 74: Public Improvement Requirements*
- TDC Chapter 75: Access Management*

**Addressed in Exhibit C (City Engineer's Review, Findings, and Decision)*

B. Project Description

The applicant, Four-S Corp., proposes to construct a 57,000 square-foot warehouse divided into two tenant spaces, with one small accessory office area each. Tenant 2 Warehouse would take up approximately one third of the allocated square footage to the south, while Tenant 1 Warehouse would occupy the remaining two-thirds to the north.

The defined development area of the existing site, shown in Figure 1 is presently undeveloped, though it has apparently been used for informal outdoor storage in recent years, including cargo containers, lumber, and vehicles, some on a gravel area established off SW Myslony Street. The eastern portion, which is not proposed for development at this time, contains several small structures, including a 3,300 square-foot barn to the northeast, an older house surrounded by a dense clump of trees, and a small barn to the south. No demolition is proposed for the existing structures and adjacent trees.

Figure 1: Applicant's proposed development area:



The proposed development would include 26 parking spaces and eight loading berths. Vehicle access would be taken from SW Myslony Street and SW 124th Avenue. Landscaping would be provided along the entire perimeter of the project site, with a 9,300 square-foot dry basin on the north end of the development area, and 920 square-foot vegetated swale to the west.

C. Previous Land Use Actions

None.

D. Site Description and Surrounding Uses

The subject parcel (Figure 2), Washington County Tax Lot 2S122C001600, encompassing both the proposed development area and the area to remain undeveloped, is approximately 5.28 acres large. It is located at the southeast corner of SW Myslony Street and SW 124th Avenue.

The subject site and all surrounding properties are located in the City of Tualatin's General Manufacturing (MG) Planning District.

Figure 2: Aerial view of subject site (highlighted)



Surrounding uses include a variety of industrial uses, transitioning to undeveloped greenspace to the south:

North: General Manufacturing

- Powder coating
- Lumber products manufacturing

West: General Manufacturing

- Nortek Air Solutions (manufacturer)
- Tualatin Island Greens (golf range)

East: General Manufacturing

- Graphic Expressions (print shop)
- Albina Co., Inc. (metal fabrication)

South: General Manufacturing

- Undeveloped property
- Wetland W34 as identified in the *Tualatin Local Wetlands Inventory (1995)*

E. Project Schedule

A pre-application conference for this project was held on September 19, 2018. A neighborhood/developer meeting—as required by Tualatin Development Code (TDC) 31.063—was held on October 11, 2018. One city staff-person attended in addition to the representatives from the development team; no other interested parties attended.

This application was originally submitted on September 19, 2018, and deemed complete on November 20, 2018. Per the 120-Day Rule—Oregon Revised Statute (ORS) 227.178-227.179—final City of Tualatin action/decision on this application must be completed on or before March 20, 2019.

Staff received no letters of comment from property owners within 1,000 feet of the subject property, including pursuant to TDC 31.064(1) within any residential subdivisions platted through the City, during the comment period that ended December 5, 2018. Agency comments were received from Tualatin Valley Fire and Rescue, Clean Water Services, and Washington County.

F. Exhibit List

A: Key Approved Exhibits

- A1. Site/Planting Plan (Sheets L1.1 and L1.2)
- A2. Elevations and Perspective
- A3. Photometric Plan (Sheet SL-01)
- A4. Trash Enclosure (A531)
- A5. Building Plan
- A6. Letter from Republic Services dated October 26, 2018 and Site Plan
- A7. Grading Plan (Sheets C2 and C2.1)

B: Full Application Materials –September 19, 2018, revised October 16, 24, and 26 2018, and November 20, 2018 (online only)

C: City Engineer’s Review, Findings, and Decision for AR-18-0004 (Four-S Corp) —January 15, 2019

D: Tualatin Valley Fire and Rescue comments and annotated site plan, November 27, 2018

E: Clean Water Services Memorandum, December 5, 2018

II. CONDITIONS OF APPROVAL

Based on the Findings and Conclusions presented, staff recommends approval of AR-18-0006 subject to the following architectural features conditions (A):

GENERAL:

- A1. This Architectural Review approval shall expire after two years unless 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 an extension is granted under the terms of Section 73.056.
- A2. Prior to building permit issuance, the applicant shall submit 3 revised paper plan sets—11x17 or larger, printed to scale, and electronic copies in Adobe PDF file format for review and approval to the Planning Division that meet the conditions of approval below. No piecemeal submittals will be accepted. Each submittal will be reviewed in two (2) weeks. 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.

PRIOR TO BUILDING OR ENGINEERING PERMIT ISSUANCE:

- A3. The applicant must comply with the incorporated Public Facilities Recommendation (PFR) from the City of Tualatin Engineering Division.
- A4. All building and engineering permits must show tree preservation as reflected on Sheet C2.1, South Grading Plan, dated October 2018, Exhibit A7.
- A5. All parking stalls and drive aisles must be shown as constructed of asphalt or concrete, or a pervious hard surface such as pavers or grasscrete. 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.
- A6. The applicant must show at least two of the eight loading berths designed to meet the minimum dimension standards of 12 feet wide and 60 feet long described by TDC 73.390(2).
- A7. The applicant must demonstrate that the requirements for fire access are met to the satisfaction of Tualatin Valley Fire and Rescue as described in Exhibit D.
- A8. The applicant must design for a fire lane to the satisfaction of Tualatin Valley Fire and Rescue as described in Exhibit D.
- A9. The applicant must provide documentation of fire hydrant flow testing or fire modeling to the satisfaction of Tualatin Valley Fire and Rescue as described in Exhibit D.
- A10. The applicant must show the Fire Department Connection relocated to be near the main entrance to the satisfaction of Tualatin Valley Fire and Rescue as described in Exhibit D.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY:

- A11. Install bicycle parking signage and vanpool/carpool parking signage per MUTCD standards pursuant to TDC 73.370(1) (u) and (x). All parking spaces must continue to comply with the dimensional standards specified in TDC 73.370.
- A12. The applicant must satisfy Tualatin Valley Fire and Rescue's standards for Emergency Responder Radio Coverage if not pursuing an alternative means of compliance, as described in Exhibit D. If the applicant is pursuing an alternative means of compliance, the alternative method must be requested prior to building permit issuance.
- A13. Provide an identification system which clearly locates buildings and their entries for patrons and emergency services as described in 73.160(3)(d).
- A14. The applicant shall construct proposed buildings and all site improvements as illustrated on approved plans and conditions of approval.
- A15. 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. 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. Per TDC 73.095 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 FOLLOWING CODE REQUIREMENTS APPLY TO THE SITE IN AN ON-GOING MANNER:

- A16. The applicant or property owner shall submit scaled elevations that illustrate future above-grade mechanical equipment (including rooftop units) screened by a parapet or other method as proposed by the applicant when submitting for a mechanical permit in accordance with TDC 73.160(4)(a).
- A17. The applicant must submit sign permit applications separately from this Architectural Review (AR) for any proposed signage.
- A18. The applicant must continually maintain, including necessary watering, weeding, pruning, and replacement, all landscaping improvements approved through the Architectural Review Process shall be so as to remain substantially similar to original approval through the Architectural Review Process, unless subsequently altered with approval by the City Manager or designee, pursuant to TDC 73.100(1). All plant growth in landscaped areas must be pruned, trimmed or otherwise so that plant growth does not interfere with designated pedestrian or vehicular access and will not constitute a traffic hazard because of reduced visibility, pursuant to TDC 73.260(5).
- A19. All building exterior improvements approved through the AR process must be continually maintained, including necessary painting and repair, so as to remain substantially similar to

original approval through the AR process, unless subsequently altered with Community Development Director's approval. TDC 73.100(2)

- A20. Site landscaping and street trees shall be maintained to meet the vision clearance requirements of TDC 73.400(16).
- A21. The proposed development must comply with the noise standards of TDC 63.051(1).
- A22. The proposed development must comply with all applicable policies and regulations set forth by the TDC.

II. PLANNING FINDINGS

The Planning Division findings in the following section are based on interpretive compliance with the Tualatin Development Code (TDC) and other applicable ordinances. All references are to sections in the TDC unless otherwise noted.

In the following section, planning staff comments, findings, and conditions of approval are in Italic font.

Chapter 61: General Manufacturing Planning District (MG)

[...]

Section 61.021 General Manufacturing Permitted Uses

No building, structure or land shall be used, except for the following uses as restricted in TDC 61.021.

(1) All uses permitted by TDC 60.020 and 60.037 in the Light Manufacturing Planning District.

[...]

Section 60.020 Light Manufacturing Permitted Uses

(34) Warehousing related to the above uses; and warehousing for merchandise or goods normally sold or owned in commercial or residential planning districts, but excluding direct retail sales to customers from such warehouse structure, and excluding the storage of hazardous materials.

[...]

Finding:

The applicant proposes to construct a new warehouse. As shown in Figure 2, the site is located within the General Manufacturing district. According to TDC 61.021, uses that are permitted within Chapter 60, Light Manufacturing Planning District are also permitted in the General Manufacturing district. Warehousing is a permitted use per 60.020(34). This standard is met.

Section 61.060 Setback Requirements

- (1) Front yard. The minimum setback is 30 feet. When the front yard is across the street from a residential or Manufacturing Park (MP) district, a front yard setback of 50 feet is required. When a fish and wildlife habitat area is placed in a Tract and dedicated to the City at the City's option, dedicated in a manner approved by the City to a non-profit conservation organization or is retained in private ownership by the developer, the minimum setback is 10 – 30 feet, as determined in the Architectural Review process, with the exception of front yards across the street from a residential or MP District, provided the buildings are located farther away from fish and wildlife habitat areas.**
- (2) Side yard. The minimum setback is 0 to 50 feet, as determined through 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 through 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.**
- (4) Corner lot yards. The minimum set-back is the maximum setback prescribed for each yard for a sufficient distance from the street intersections and driveways to provide adequate sight distance for vehicular and pedestrian traffic at intersections and driveways, as determined through the Architectural Review process.**
- (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).

[...]

Finding:

The subject site is not adjacent to a residential or Manufacturing Park district.

Setback Requirements			
Yard	Direction	Required (ft)	Minimum Proposed (ft)
Front	West	30	39.69
Front	North	30	58.74
Side 1	East	0 to 50	100.79 (within development area)
Side 2	South	0 to 50	82.9

The parking, loading and circulation area is set back a minimum of 10 feet from the nearest property line or right-of-way. No fencing is proposed. These standards are met.

Section 61.080 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.

[...]

Finding:

As shown on the provided elevations, the structure reaches a maximum 33 feet height from the average grade. This standard is met.

Chapter 73: Community Design Standards

Section 73.050 Criteria and Standards

- (1) In exercising or performing his or her powers, duties, or functions, the Planning 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.**

Finding:

Neighboring properties are primarily industrial in character and include both older buildings finished with corrugated metal, and newer structures with concrete tilt-up designs. Nearby buildings are primarily

orthogonal structures with flat roofs, similar to the simple forms proposed for the new building. The proposed design is similarly industrial in nature with subtle detailing and landscaping along major rights of way which will contribute to the local streetscapes. Since the site is north of a protected wetland and a golf driving range, the broad landscaping along the rights of way also provides a softer appearance harmonious with the surrounding fields. This standard is met.

- (2) In making his or her determination of compliance with the above requirements, the Planning 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.**

Finding:

The proposed development would include utility facilities and/or public utility facilities. These facilities are reviewed by the City of Tualatin Engineering Division and the applicant shall comply with the incorporated Public Facilities Recommendation (PFR) from the Engineering Division.

[...]

Section 73.100 Landscaping and Building 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.**

With Condition of Approval A18, this standard is met

- (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.**

With Condition of Approval A19, this standard is met.

Section 73.160 Standards (Community Design)

[...]

- (b) For Industrial Uses:**
- (i) a walkway shall be provided from the main building entrance to sidewalks in the public right-of-way and other on-site buildings and accessways. The walkway shall be a minimum of 5 feet wide and constructed of concrete, asphalt, or a pervious surface such as pavers or grasscrete, but not gravel or woody material, and be ADA compliant, if applicable.**
 - (ii) Walkways through parking areas, drive aisles and loading areas shall have a different appearance than the adjacent paved vehicular areas.**
 - (iii) Accessways shall be provided as a connection between the development's walkway and bikeway circulation system and an adjacent bike lane;**
 - (iv) Accessways may be gated for security purposes;**
 - (v) Outdoor Recreation Access Routes shall be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.**

Finding:

Concrete walkways are provided connecting parking areas to building entries at the northeast and southeast corners. A concrete walkway at least six feet wide connects the primary entrance to the northeast, the east parking area, and the public sidewalk along Myslony Street. A south walkway at least five feet wide connects the south parking area and south entrance. These standards are met.

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

Finding:

Curb ramps are provided near accessible parking areas in the northeast and southeast corners of the building as indicated on site plans L1.1 and L1.2, Exhibit A1. This standard is met.

[...]

(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.**
- (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.**
- (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.**
- (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services.**
- (e) Shrubs in parking areas must not exceed 30 inches in height. Tree canopies must not extend below 8 feet measured from grade.**

Finding:

While windows are used sparingly in relationship to this warehouse use, they are used effectively in the northeast and southeast areas of the building, providing visibility between parking areas and offices where people are most likely to be present. Lighting is focused on the edges of the building and driveway approaches to promote visibility and safety for building users. Site lighting is proposed to dark-sky standards as shown on site plan SL-01 (Exhibit A3). Lighting is oriented inwards, with a maximum lighting impact of 0.7 foot candles outside the property line area. Cutoffs are provided on fixtures to eliminate shining into the right of way and adjacent properties as described on the lighting schedule on sheet SL-01, Exhibit A3. The applicant will be required to provide building identification in a manner that complies with the above criterion, subject to approval by TVF&R. With Condition of Approval A13, these standards are met.

[...]

(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.**

Finding:

No mechanical equipment is proposed as part of this application. With Condition of Approval A16, this standard is met.

[...]

- (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.**

Finding:

The proposed site plan illustrates ADA compatible parking spaces near the main entrance of each tenant space, and an ADA-compatible walkway connecting to the sidewalk at SW Myslony Street. ADA standards will be reviewed in additional detail at the time of building permit. This standard is met.

- (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:**
- (i) **locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;**
 - (ii) **provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;**
 - (iii) **provide a transit passenger landing pad accessible to disabled persons;**
 - (iv) **provide an easement or dedication for a passenger shelter as determined by the City;**
and
 - (v) **provide lighting at the major transit stop.**

Finding:

A walkway is proposed from the building to the pedestrian sidewalk on SW Myslony Street, which is served by the Tualatin Shuttle Blue Line, operated by Ride Connection. There is no transit stop within 20 feet of the site, such that additional pedestrian amenities are not needed. These standards are met.

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

This standard can be met.

- (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.**

Finding:

Lighting is focused on the edges of the building and driveway approaches to promote visibility and safety for building users. Site lighting is proposed to dark-sky standards as shown on site plan SL-01, Exhibit A3. Lighting is oriented inwards, with a maximum lighting impact of 0.7 foot candles outside the property line area. Cutoffs are provided on fixtures to eliminate shining into the right of way and adjacent properties as described on the lighting schedule on sheet SL-01, Exhibit A3. A single building is proposed, which will have separately permitted signage and addressing. The entrances are also made legible through cues including walkways and large windows closest to the entrances. Staff also notes that provisions for emergency services are reviewed through the building permit process, at which point addressing can distinguish the new development from the existing structures outside the development area. Refer to comments from Tualatin Valley Fire & Rescue (TVF&R). With Condition of Approval A13, these standards are met.

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.

[...]

(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 describes 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:

(a) Use of either of the three other methods of compliance would interfere with the use of the proposed development by reducing the productive space of the proposed development, or make it impossible to comply with the minimum off-street parking requirements of the underlying planning district, or

(b) The site is of an irregular shape or possesses steep slopes that do not allow for access by collection vehicles typically used by the franchised hauler to serve uses similar in size and scope to the proposed use, or

(c) The proposed use will generate unique wastes that can be stacked, folded, or easily consolidated without the need for specialized equipment, such as a compactor, and can therefore be stored in less space than is required by the Minimum Standards Method.

If the application does not demonstrate that the franchised hauler method requires less space, through the Architectural Review process the minimum standards method may be required. The franchised hauler method shall be reviewed and approved as part of the Architectural Review process.

Finding:

The Franchised Hauler Review method is a reasonable approach given the limited area necessary for parking and loading and relatively large areas reserved for landscaping and future development. The applicant proposes a 240 square foot solid waste storage area, compared to a 342 square-foot waste storage area that would be required under the minimum standards method. Republic Services, the applicable franchise waste hauler, has indicated the adequacy of the proposed solid waste storage area as indicated as part of Exhibit A6. These standards are met.

(6) Location, Design and Access Standards 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.**
- (ii) Indoor and outdoor storage areas shall 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.**
- (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.**
- (v) Exterior storage areas shall be located in central and visible locations on the site to enhance security for users.**
- (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).**
- (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.**

Finding:

A single exterior trash enclosure will house both recycling and garbage. The proposed enclosure is outside of all applicable setbacks, in a reasonably visible area at the east end of the development area. The storage area is to be screened with opaque fencing. Republic Services, the applicable franchise waste hauler, has reviewed the location to confirm that it will be accessible for collection vehicles as indicated as part of Exhibit A6. The location is removed from pedestrian circulation areas and vehicle traffic movement areas. These standards are 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.**
- (ii) Storage containers shall meet Fire Code standards and be made and covered with water proof materials or situated in a covered area.**
- (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.

- (iv) Exterior storage areas shall have either a concrete or asphalt floor surface.
- (v) Storage areas and containers shall be clearly labeled to indicate the type of material accepted.

Finding:

The proposed trash enclosure is 240 square feet and can accommodate current collection containers. An opaque fence at least 6 feet tall, with a gate opening 10 feet wide is proposed to surround the storage area. These standards are 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.
- (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.
- (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.

Finding:

Republic Services, the applicable franchise waste hauler, has confirmed that the proposed storage area will be accessible to their hauler trucks and equipment; adequate clearance is provided and backing on to a public street will not be necessary as indicated as part of Exhibit A6. These standards are met.

Section 73.240 Landscaping General Provisions

[...]

- (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.**

Finding:

As calculated on the applicant's fact sheet, and reflected in site plans L1.1 and L1.2, Exhibit A1, 52,656 square feet of landscaping is provided within the development area of 152,460, totaling 35% landscape coverage, well in excess of the 15% minimum requirement for the MG district. 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.
- (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.

Finding:

The yards adjacent to SW Myslony Street and SW 124th Avenue are fully landscaped, with new proposed trees, shrubs, and live groundcover. All yards are provided with live landscaping. With Condition of Approval A18 related to maintenance, these standards are 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.

Finding:

Sufficiently dense landscaping is proposed to achieve full landscaping coverage within three years. No rock or stone are being proposed as groundcover. With Condition of Approval A18 related to maintenance, 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.

Finding:

No on-site trees exist within the development area, however, preservation methods are necessary for adjacent trees. Appropriate protections are reflected on the South Grading Plan, Sheet C2.1, Exhibit A7. This standard is met.

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

Finding:

The Grading Plan, Sheet C2.1, Exhibit A7, reflects how existing adjacent trees will be protected during construction. No stockpile areas or other activity are proposed within the driplines. These standards are met.

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.
- (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).
- (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.
- (4) All trees and plant materials shall be healthy, disease-free, damage-free, well-branched stock, characteristic of the species.
- (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.

Finding:

Finding:

The Plant Schedule provided on sheet L1.1, Landscape Plan, Exhibit A1, illustrates that all proposed trees will be at least the minimum 1.5" caliper planting size, balled and burlapped. Shrubs and groundcover are proposed at the five gallon and 1 gallon size respectively.

A limited number of native shrubs have been selected for the landscape plans, including vine maple, evergreen huckleberry, and other plants selected are relatively hardy and appropriate for this area. The large stormwater swale to the north will be planted in conformance with the Clean Water Services Low-Impact Development handbook.

With Condition of Approval A18 related to maintenance, Standards 1 through 5 are met.

Section 73.280 Irrigation System Required

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

[...]Finding:

As indicated on Note 1 of sheet L1.1, Exhibit A1, all landscape areas will be irrigated with an automatic underground irrigation system. This standard is met.

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

- (1) A minimum 5'-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.

[...]

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

Finding:

A landscape buffer surrounds the proposed building, except where the loading area or pedestrian facilities intercede. The landscape buffers well exceed five feet, comprising the full building setback to the north and west, and over 20 feet in the northeast corner of the building, as shown on sheet L1.1, Exhibit A1.

All areas within the development area that are not occupied by buildings, parking spaces, drive aisles, pedestrian area, or undisturbed natural areas are planned to be landscaped with existing or new plantings. The remainder of the site will retain existing vegetation, including mature trees and grass. These standards are 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.

Finding:

All new parking lot trees are deciduous varieties that are capable of providing visibility within the desired vertical range. With Condition of Approval A18 related to maintenance, this standard is met.

- (2) Perimeter site landscaping of at least 5 feet in width shall be provided in all off-street parking and vehicular circulation areas (including loading areas). For conditional uses in multifamily residential planning districts the landscape width shall be at least 10 feet except for uses allowed by TDC 40.030(3), 40.030(5)(j), 40.030(5)(m), 40.030(5)(n) and 41.030(2).**
- (a) The landscape area shall contain:**
- (i) Deciduous trees an average of not more than 30 feet on center. The trees shall meet the requirements of TDC 73.360(7).**
 - (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.**

Finding:

Off-street parking and circulation areas are primarily behind the proposed building as viewed from adjacent rights of way.

The property line to the east of the driveway is proposed to have a five-foot landscaped buffer with laurel shrubs and ginkgo trees approximately 30 feet apart on center.

To the east, the development area buffers the remaining portion of the property to be reserved for future development. The remainder of the property effectively acts as a wide buffer between the proposed parking and vehicle circulation area and other eastern neighbors.

No trees are proposed at the south property line, but at least 30 feet of landscape buffer is provided to the south, meeting a mature stand of trees just over the south property line. Whereas the root zone of these existing trees occupies the area where new trees would otherwise be required, and the existing trees exceeds the quality of screening and buffer desired by this code section. These trees are required to be protected during grading and construction. These standards are met.

[...]

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 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.

- (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).**

Finding:

A minimum 650 square feet of new landscape island area is required in relation to the 26 new parking spaces required on site, as shown on sheets L1.1 and L1.2, Exhibit A1. As shown on sheets L1.1 and L1.2, Exhibit A1, the landscape islands are at least 5 feet wide. Counting the larger planting area in the southeast corner, 3,010 square feet of landscaping is provided, exceeding the minimum standard.

These standards are 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.**

Finding:

Under this standard, seven trees are required for 26 parking spaces. Seven trees are provided as shown on Sheet L1.1 and L1.2, Exhibit A1. Three of the trees are provided in a more focused clump rather than evenly distributed, but since other trees are provided on either side of the parking area, and additional off-site trees provide shade to the south, the effective goal of reducing heat and glare on unbroken paved surfaces is still addressed. 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 underground parking.**

Finding:

Landscape islands are provided at aisle ends as shown on sheets L1.1 and L1.2, Exhibit A1. 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.**

Finding:

The species and quantity of plantings are sufficient to achieve 90% coverage within three years. 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 underground parking which shall be determined through the Architectural Review process.**

Finding:

For the north driveway, a landscape buffer five feet wide and nearly 130 feet long is proposed to the east, while a landscape buffer 30 feet long and 16 feet wide to the west, with additional landscaping extending south along the building behind the pedestrian walkway.

For the south driveway, a landscape area at least 20 feet wide and approximately 90 feet long is proposed to the north, while a continuous vegetated area along the south property line, at least 30 feet wide is proposed to the south.

This standard is met.

[...]

(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.**

Finding:

Parking lot trees are required to be shade trees. The little leaf linden and sentry leaf gingko proposed for this application meet these height standards. These trees are known to be hardy, devoid of fruit, and can reasonably be expected to thrive in the proposed locations.

Additional deciduous trees, including the western redbud which is sometimes classified as a shrub are smaller at their mature height, but are provided on top of the minimum shade tree standards for this site, and add significantly to the street-facing aesthetic.

These standards are met.

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.**

[...]

Finding:

This project includes a new structure and use. Proposed off-street parking and loading will meet the applicable general provisions of this code as discussed in the following sections. This standard is met.

- (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.**
- (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.**
- (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.**
- (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.**
- (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.**
- (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.**

Finding:

Bike parking is proposed in the form of six interior racks to be provided near the north main entrance, as shown in Exhibit A5, Building Plan. The interior parking is inherently covered, secure, and stationary. The interior bike parking area can accommodate the prescribed dimensions and does not require a separate path. The interior bike storage is adjacent to the main entrance and accessible via a walkway from SW Myslony Street. Lighting is provided along the edge of the building. No charge is proposed for the bike parking. With Condition of Approval A11 addressing signage, this standard is met.

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

Finding:

Two vanpool/carpool spaces will be required. All parking spaces proposed are at least 9 feet wide and 18 feet long and will be able to meet the dimensional standards. With Condition of Approval A11, this standard is met.

(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.

Table excerpted from TDC 73.370(2):

Use	Minimum Motor Vehicle Parking Requirements	Maximum Motor Vehicle Parking Requirements	Bicycle Parking Requirements	Percentage of Bicycle Parking to be Covered
[...]				
(ii) Warehousing	0.30 spaces per 1,000 sq. ft. of gross floor area	Zone A: 0.4 spaces per 1,000 sq. ft. gross floor area Zone B: 0.5 spaces per 1,000 sq. ft. gross floor area	2, or 0.10 spaces per 1,000 gross sq. ft., whichever is greater	First 5 spaces or 30%, whichever is greater
[...]				

Finding:

The proposed building is categorized under Warehousing. A minimum 17 parking stalls and a maximum of 29 stalls, are required for a 57,000 square foot warehouse building; 26 spaces have been proposed. Six bike parking stalls are required, and will be installed inside the building. These standards are met.

[...]

(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

Finding:

Two vanpool/carpool spaces are required, and are per the applicant's narrative. This standard is met.

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.

- (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.**
- (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.**
- (4) 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.**

Finding:

As shown on L1.1 and L1.2, Exhibit A1, each parking stall is at least 9 feet wide and 18.5 feet long. No sub-compact stalls are proposed. Landscape islands are provided as shown in Exhibit A1, such that no more than eight continuous parking spaces are presented without a landscape separation. With Condition of Approval A5 clarifying the range of acceptable materials for parking stall and drive aisles, these standards are met.

[...]

- (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.**

Finding:

As shown on the Site Photometric Plan SL-01, on-site lighting allows for surveillance of on-site activities from adjacent rights of way, private drive, and parking areas, without shining light into the adjacent rights of way. There are no adjacent residential areas or natural areas. This standard is met.

- (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.**
- (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 for pedestrians and vehicular traffic on the site.**

Finding:

All parking spaces on site are accessed entirely on private property and do not require backing motions into the right-of-way or into the shared private drive.

The parking and loading area is designed as an L-shape with a single side of parking adjacent to the building; the potential for conflict is limited with this configuration and traffic flow should be fairly intuitive. These standards are 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.**

Finding:

With Condition of Approval A5, this standard is met.

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

Finding:

As shown on civil and planting site plans, four ADA parking spaces are proposed. This requirement will be reviewed in greater detail during the building permit phase. This standard is met.

- (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.**

Finding:

As shown on L1.1 and L1.2, Exhibit A1, the minimum aisle width is 25.5 feet wide, exceeding the applicable width standards. 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
Less than 5,000	0
5,000 - 25,000	1
25,000 - 60,000	2
60,000 and over	3

- (2) Loading berths shall conform to the following minimum size specifications.**
- (a) Commercial, public and semi-public uses of 5,000 to 25,000 square feet shall be 12' x 25' and uses greater than 25,000 shall be 12' x 35'**
 - (b) Industrial uses - 12' x 60'**
 - (c) Berths shall have an unobstructed height of 14'**
 - (d) Loading berths shall not use the public right-of-way as part of the required off-street loading area.**
- (3) Required loading areas shall be screened from public view from public streets and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process.**

- (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.**

[...]

Finding:

Two loading berths are required for a 57,000 square foot warehouse. Eight loading berths are illustrated as 12 feet wide and 50 feet long on sheets L1.1 and L1.2, Exhibit A1. With Condition of Approval A6 requiring that at least the two required berths be striped to meet a longer dimension, Standard 2 can be met.

Landscaped screening is provided north of the loading area between it and SW Myslony Street. This includes a solid row of Otto Luyken laurel that provide low dense screening nearest the loading area to the north and south, in addition to other parking lot and perimeter vegetation that will further obscure the loading area. The loading facilities are on the same parcel as the structure they serve. These standards are met.

Section 73.056 Time Limit on Approvals

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.

[...]

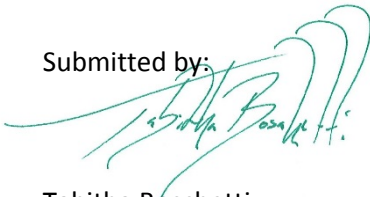
Finding:

The proposed application is approved subject the compliance with the above criteria. With Condition A1, these standards are met.

IV. APPEAL

The Architectural Review portion of this decision will be final after 14 calendar days on January 29, 2019 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., January 29, 2019. 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 Community Development Department – Planning Division offices. Appeals of a staff Architectural Features decision are reviewed by the Architectural Review Board (ARB).

Submitted by:



Tabitha Boschetti
Assistant Planner