Type II - Land Use Application (Architecture Review)

LEVETON 99

AT

12935 SW LEVETON DR
TUALATIN OR 97062

Map & Taxlot ID # 2S121A002201
TAX MAP AND LOT NO: 2S121A, TAXLOT 2201

Submitted to:

City of Tualatin

November 4, 2025 [Revised January 20, 2026]

Applicants:

Pacific Northwest Properties

MDG Architects

FIRST FORTY FEET

PROJECT INFORMATION

APPLICANT:	
PROPERTY OWNER:	PACIFIC NW PROPERTIES 660 SW 105TH AVE #175 BEAVERTON, OREGON 97008 CONTACT: TOM STERN TOM.STERN@PNWPROP.COM
SITE DEVELOPER	PACIFIC NW PROPERTIES 660 SW 105TH AVE #175 BEAVERTON, OREGON 97008 TOM.STERN@PNWPROP.COM
ARCHITECT	MDG ARCHITECTURE | INTERIORS 4875 SW GRIFFITH DRIVE, SUITE 300 BEAVERTON, OREGON 97005 CONTACT: CURT TROJAN CURT@MDGPC.COM
LAND USE PLANNING	FIRST FORTY FEET 812 SW WASHINGTON ST, SUITE 250 PORTLAND, OREGON 97205 CONTACT: WILL GRIMM WILL@FIRSTFORTYFEET.COM
SITE ADDRESS:	12935 SW LEVETON DR, TUALATIN OR 97062
TAX MAP:	2S121A002201
LOT AREA:	4.30 ACRES
ZONING DISTRICT:	MG – General Manufacturing
NEIGHBORHOOD MEETING:	JUNE 3, 2025 @ 6:30P

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PROJECT DESCRIPTION

EXISTING SITE DESCRIPTION

The subject property is located at the northeast corner of SW Leveton Drive and SW 130th Avenue within the City of Tualatin. The site is approximately 4.3 acres in size and is bound by two local streets—SW Leveton Drive to the south and SW 130th Avenue to the west—providing established vehicular and pedestrian access routes. The north boundary of the property is defined by a steep, heavily vegetated land berm, while the east boundary adjoins an undeveloped vacant lot. The site is predominantly open grassland with intermittent areas of gravel, concrete remnants, and asphalt patches, suggesting prior grading or partial site development. Three existing curb inlets along the street frontages indicate that stormwater infrastructure was previously installed and remains in place. The adjacent public rights-of-way along SW Leveton Drive and SW 130th Avenue are tree-lined with mature deciduous street trees, contributing to an established streetscape character. Overall, the property is largely undeveloped and suitable for redevelopment consistent with its General Manufacturing (MG) zoning designation.

PROPOSED DEVELOPMENT ACTION

The Leveton 99 project proposes the development of two new concrete tilt-up industrial/flex buildings totaling approximately 45,000 square feet on a 4.3-acre site within the General Manufacturing (MG) zone of the City of Tualatin. Each building will accommodate up to six tenant suites designed for a mix of light industrial, warehouse, and business uses, supported by dock-high and drive-in loading areas. The site plan provides 77 off-street parking spaces, pedestrian walkways, landscaped areas totaling 51,715 square feet, and an enclosed trash and recycling area with chain-link gates. The architectural design features a modern three-tone façade composed of durable concrete panels finished in light, medium, and dark grey tones, complemented by parapet articulation and consistent detailing. Each building incorporates skylights (4′ × 8′) to introduce natural daylight and reduce energy demand. Public improvements include new utility connections, stormwater management facilities, and a 6″ × 42″ concrete retaining wall at the loading dock to accommodate grade transitions. The project meets or exceeds applicable requirements of the Tualatin Development Code (TDC 33.110–75) for site design, landscaping, parking, access, and public improvements, supporting the City's vision for high-quality, functional, and visually cohesive industrial development within the Leveton Drive employment area.

TUALATIN DEVELOPMENT CODE

CHAPTER 32: PROCEDURES

TDC 32.010. - Purpose and Applicability.

(1) Purpose. The purpose of this Chapter is to establish standard procedures for the review and processing of land use applications and legislative land use proposals, as well as ministerial actions. This Chapter is intended to enable the City, the applicant, and the public, where applicable, to reasonably review applications and participate in the local decision-making process in a timely and effective way. Table 32-1 provides a key for determining the review procedure and the decision-making body for particular applications.

(2) Applicability of Review Procedures. All land use and development permit applications and decisions, will be made by using the procedures contained in this Chapter. The procedure "type" assigned to each application governs the decision-making process for that permit or application. There are five types of permit/application procedures as described in subsections (a) through (e) below. Table 32-1 lists the City's land use and development applications and corresponding review procedure(s).

(a) Type I Procedure (Ministerial Staff Review). A Type I procedure is used in applying City standards and criteria that do not require the use of discretion, interpretation, or the exercise of policy or legal judgment (i.e., clear and objective standards). Type I decisions are made by the City Manager without public notice and without a public hearing. Appeals of Type I decisions are to Circuit Court under writ of review.

(b) Type II Procedure (Administrative/Staff Review with Notice). A Type II procedure is used when the standards and criteria require limited discretion, interpretation, or policy or legal judgment. Type II decisions are made by the City Manager and require public notice and an opportunity for appeal to the Planning Commission, Architectural Review Board, or City Council as shown in Table 32-1. Those Type II decisions which are "limited land use decisions" as defined in ORS 197.015 are so noted in Table 32-1.

(c) Type III Procedure (Quasi-Judicial Review—Public Hearing). Type III procedure is used when the standards and criteria require discretion, interpretation, or policy or legal judgment. Quasi-Judicial decisions involve discretion but implement established policy. Type III decisions are made by the Planning Commission or Architectural Review Board and require public notice and a public hearing, with an opportunity for appeal to the City Council.

(d) Type IV-A Procedure (Quasi-Judicial Review—City Council Public Hearing). Type IV-A procedure is used when the standards and criteria require discretion, interpretation, or policy or legal judgment and is the procedure used for site-specific land use actions initiated by an applicant. Type IV-A decisions are made by the City Council and require public notice and a public hearing. Appeals of Type IV-A decisions are heard by the Land Use Board of Appeals (LUBA).

(e) Type IV-B Procedure (Legislative Review). The Type IV-B procedure is used to review proposals to amend the Tualatin Comprehensive Plan, the City's land use regulations, and large-scale changes to the Comprehensive Plan or Plan Maps, and involve the creation, revision, or implementation of broad public policy. Type IV-B reviews are first considered by the Planning Commission, which makes a recommendation to City Council. City Council makes the final decision on a legislative proposal through the enactment of an ordinance. Appeals of Type IV-B decisions are heard by the Land Use Board of Appeals (LUBA).

(3) Determination of Review Type. Unless specified in Table 32-1, the City Manager will determine whether a permit or application is processed as Type I, II, III, IV-A or IV-B based on the descriptions above. Questions regarding the

appropriate procedure will be resolved in favor of the review type providing the widest notice and opportunity to participate. An applicant may choose to elevate a Type I or II application to a higher numbered review type, provided the applicant pays the appropriate fee for the selected review type.

Response: ***This application for the Leveton 99 Site Design Review is being processed as a Type II Land Use Decision in accordance with TDC 32.010 and the procedures outlined in Chapter 32. The project involves limited discretion in applying clear and objective design, landscaping, and site development standards under TDC Chapters 33 and 73.***

Consistent with the intent of this section, the applicant has submitted all required materials, including site plans, elevations, landscape plans, and supporting documentation, to enable a complete and efficient review by City staff. Public notice will be provided in accordance with the Type II procedure, and the City Manager (or designee) will serve as the decision-making authority. The applicant acknowledges that the decision is subject to appeal to the Planning Commission as provided by the Tualatin Development Code.

TDC 32.110. - Pre-Application Conference.

(1) Purpose of Pre-Application Conferences. Pre-application conferences are intended to familiarize applicants with the requirements of the TDC; to provide applicants with an opportunity discuss proposed projects in detail with City staff; and to identify approval criteria, standards, and procedures prior to filing a land use application. The pre-application conference is intended to be a tool to assist applicants in navigating the land use process, but is not intended to be an exhaustive review that identifies or resolves all potential issues, and does not bind or preclude the City from enforcing any applicable regulations or from applying regulations in a manner differently than may have been indicated at the time of the pre-application conference.

Response: ***Prior to submitting this application, the project team conducted a Pre-Application Conference with City staff in February 2025 to review preliminary design concepts, site access, utility connections, and applicable development standards. Feedback received during that meeting has been incorporated into the final proposal to ensure compliance with the Tualatin Development Code and City engineering standards.***

The application includes all required documentation, including a detailed site plan, architectural elevations, landscape plan, and supporting technical data, to enable City staff to conduct a thorough and efficient review. Public notice will be provided in accordance with the Type II procedure, allowing opportunity for public comment and appeal to the Planning Commission.

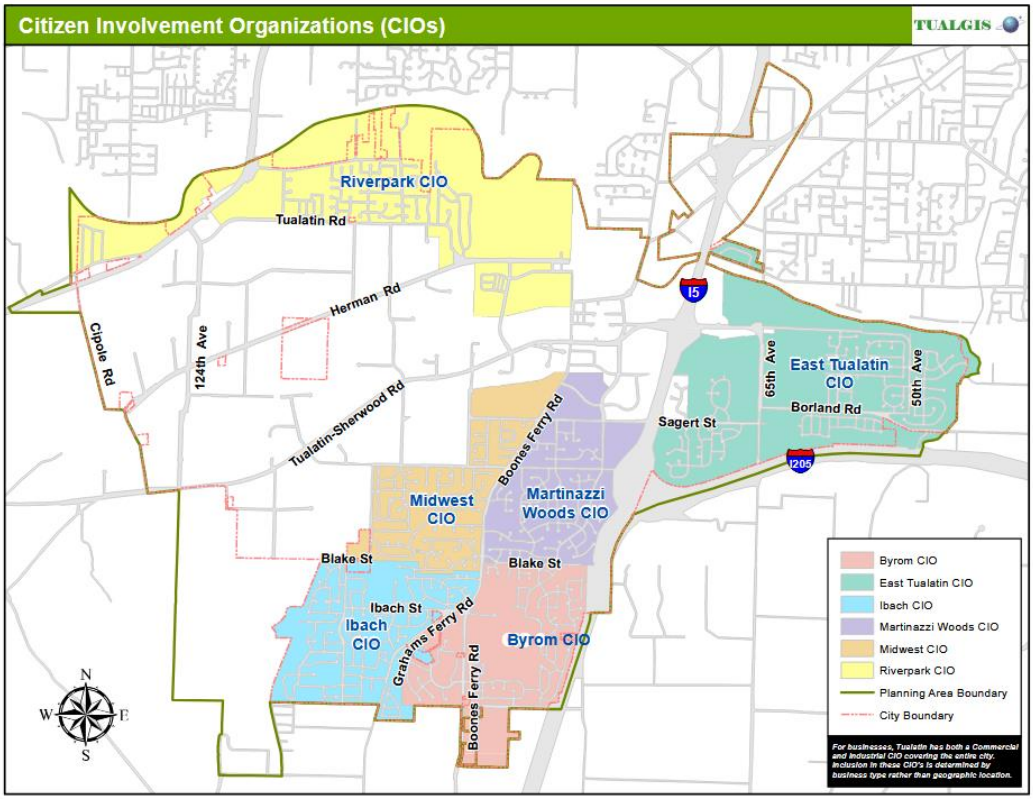
TDC 32.120. - Neighborhood/Developer Meetings.

(1) Purpose. The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet to review a development proposal and identify issues regarding the proposal so they can be considered prior to the application submittal. The meeting is intended to allow the developer and neighbors to share information and concerns regarding the project. The applicant may consider whether to incorporate solutions to these issues prior to application submittal.

Response: ***In accordance with TDC 32.120, the project team conducted a Neighborhood/Developer Meeting on June 3, 2025, prior to submitting this Type II Land Use application. Notice of the meeting was distributed to property owners and residents within the required notification area. The meeting was held to present the***

proposed Leveton 99 Site Design Review project, summarize anticipated site improvements, and invite public feedback on building design, access, circulation, and landscaping.

The development design team proactively reached out to the Five Oaks / Triple Creek Neighborhood Association Committee (NAC) to request an opportunity to present the project and engage with nearby residents. The NAC contact assisted in coordinating an appropriate meeting date, time, and location, allowing the project team to share the development proposal, answer questions, and hear community feedback early in the process.



TDC 32.150. - Sign Posting.

(1) When Signs Posted. Signs in conformance with these standards must be posted as follows:

(a) Signs providing notice of an upcoming neighborhood/developer meeting must be posted prior to a required neighborhood/developer meeting in accordance with Section 32.120(6); and

(b) Signs providing notice of a pending land use application must be posted after land use application has been submitted for Type II, III and IV-A applications.

(2) Sign Design Requirements. The applicant must provide and post a sign(s) that conforms to the following standards:

(a) Waterproof sign materials;

(b) Sign face must be no less than 18 inches by 24 inches (18" x 24"); and

(c) Sign text must be at least two inch font.

(3) On-site Placement. The applicant must place one sign on their property along each public street frontage of the subject property. (Example: If a property adjoins four public streets, the applicant must place a sign at each of those public street frontages for a total of four signs.) The applicant cannot place the sign within public right-of-way.

(4) Removal. If a sign providing notice of a pending land use application disappears prior to the final decision date of the subject land use application, the applicant must replace the sign within 40-eight (48) hours of discovery of the disappearance or of receipt of notice from the City of its disappearance, whichever occurs first. The applicant must remove the sign no later than 14 days after:

(a) The meeting date, in the case of signs providing notice of an upcoming neighborhood/developer meeting; or

(b) The City makes a final decision on the subject land use application, in the case of signs providing notice of a pending land use application.

Response: ***In accordance with TDC 32.150, the applicant posted a neighborhood/developer meeting notice sign on the subject property prior to the required meeting held on June 3, 2025. The sign was installed in a clearly visible location on the site, consistent with City standards for waterproof construction, minimum 18" × 24" dimensions, and two-inch text height. The sign was placed on private property along the site's public street frontage on SW Leveton Drive, providing clear visibility to passing motorists and pedestrians.***

The sign remained in place through the date of the meeting and was removed within the required 14-day period following the event. These actions ensured that adjacent property owners, residents, and the general public received adequate notice of the neighborhood meeting opportunity consistent with the intent of TDC 32.150(1)(a) and the City's procedural requirements for Type II Land Use Decisions.

TDC 32.220. - Type II Procedure (Administrative Review with Notice).

Type II decisions are made by the City Manager with public notice and an opportunity for review and comment. The local appeal body for each application type is specified in Table 32-1. Type II decisions include limited land use decisions under ORS 197.195.

(1) Submittal Requirements. Type II applications must include the submittal information required by TDC 32.140(1).

(2) Determination of Completeness. After receiving an application for filing, the City Manager will review the application for completeness in accordance with TDC 32.160.

(3) Written Notice of Application and Opportunity to Comment. Once the application has been deemed complete, the City must mail notice of a pending Type II decision to the following individuals and agencies no fewer than 14 days before making the Type II decision to allow interested people and agencies the opportunity to submit written comments on the application before the City issues the decision.

(4) Decision. At the conclusion of the comment period, the City Manager must review the comments received and approve, approve with conditions, or deny the application. The decision must be in writing and include a statement that:

Response: ***The project team installed a neighborhood/developer meeting notice sign on the subject property prior to the required neighborhood meeting held on June 3, 2025. The sign was posted in full compliance with***

City requirements, including waterproof materials, a minimum face dimension of 18 inches by 24 inches, and lettering at least two inches in height.

The sign was placed on private property along the site's public street frontage on SW Leveton Drive, ensuring visibility to adjacent property owners, pedestrians, and motorists. The sign remained in place through the meeting date and was removed within 14 days after the meeting, consistent with TDC 32.150(4)(a).

TDC 33.110 - TREE REMOVAL

(1) Purpose. To regulate the removal of trees within the City limits other than trees within the public right-of-way which are subject to TDC Chapter 74.

(2) Applicability. No person may remove a tree on private property within the City limits, unless the City grants a tree removal permit, consistent with the provisions of this Section.

Response: *In accordance with TDC 33.110, the proposed Leveton 99 development does not include the removal of any existing trees on the subject property. The site is primarily open grassland with limited vegetation and no significant trees located within the developable area.*

Existing street trees along SW Leveton Drive and SW 130th Avenue will be retained and protected throughout site preparation and construction. Protective fencing and best management practices will be implemented to ensure the health and preservation of these trees in coordination with City staff and per applicable public works standards.

TDC 33.020 – ARCHITECTURAL REVIEW

(1) Purpose. 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. 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.

(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.

(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.

(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.

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

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

(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 promote and protect the peace, health and welfare of the City.

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

(k) Ensure all public facilities including right-of-way, water, sewer, and storm systems are adequate to serve the development.

Response: The Leveton 99 development satisfies all objectives of TDC 33.020 – Architectural Review by introducing a modern, well-proportioned, and visually engaging building design that enhances the City's industrial character, preserves existing street trees, and contributes positively to Tualatin's built environment.

(a) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of development.
Response: The Leveton 99 project demonstrates originality and flexibility through the design of two modern concrete tilt-up industrial/flex buildings. The use of a three-tone façade palette—light, medium, and dark grey—establishes visual hierarchy and modulation, emphasizing building entrances and breaking down overall mass. Landscape design integrates parking islands, perimeter buffers, and street trees to create a cohesive and well-landscaped site environment.

(b) Discourage monotonous, drab, unsightly, dreary and inharmonious development.
Response: The proposed buildings incorporate varied color tones, parapet articulation, and panel reveals that provide rhythm and visual interest. The contrast between the lighter upper façade (WP-1), mid-tone storefront bays (WP-2), and darker lower base (WP-3) prevents uniformity and creates an attractive, human-scaled industrial character consistent with surrounding development.

(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.
The project respects the natural and visual setting by maintaining existing street trees along SW Leveton Drive and SW 130th Avenue and incorporating over 51,000 square feet of landscaped area with 21 new trees. Building orientation and massing respond to the flat, open site and adjacent industrial context while preserving the vegetated berm along the north boundary as a visual buffer.

(d) Encourage site planning and development to incorporate bikeways, pedestrian facilities, greenways, wetlands, and other natural features of the environment.
The site design provides 5-foot to 8-foot concrete pedestrian walkways that connect parking areas, building entrances, and public sidewalks along both street frontages. These improvements enhance pedestrian

connectivity and support multimodal access consistent with City standards. No wetlands or environmentally sensitive areas are present on the site.

(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.
The Leveton 99 project represents reinvestment in an underutilized site within the City's industrial employment area. The modern, high-quality design improves the visual appeal of SW Leveton Drive and SW 130th Avenue, strengthening the area's image as a desirable business location that attracts long-term tenants and supports local economic vitality.

(f) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.
The redevelopment of this previously underused parcel enhances the surrounding corridor through new investment, upgraded infrastructure, and improved aesthetics. The project will contribute to the stability and growth of property values within the industrial district and support the City's tax base.

(g) Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and thus decrease the cost of governmental services.
The project provides a well-landscaped, clean, and orderly environment that contributes to an overall sense of quality and safety for tenants and employees. Ample daylighting through 4' × 8' skylights in each warehouse promotes worker comfort and reduces energy demand, contributing to a healthy and efficient workplace environment.

(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.
The design of the Leveton 99 project reflects a commitment to high-quality architecture and environmental stewardship. The applicant conducted a neighborhood meeting on June 3, 2025, providing nearby property owners the opportunity to review plans and offer feedback, which reinforces public participation and collaboration in the City's growth process.

(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 promote and protect the peace, health and welfare of the City.
The project supports a comfortable and safe environment through clear site circulation, well-defined pedestrian connections, and screened trash and recycling facilities. Landscape buffers and tree preservation enhance visual screening and maintain neighborhood tranquility.

(j) Determine the appropriate yard setbacks, building heights, minimum lot sizes when authorized to do so by City ordinance.
The project meets or exceeds all applicable dimensional standards for the MG zone, including setbacks, building height (27 feet), and lot coverage. The site design adheres to the City's adopted standards without the need for adjustments or variances.

(k) Ensure all public facilities including right-of-way, water, sewer, and storm systems are adequate to serve the development.
The project includes public utility connections for water, sewer, and stormwater designed to City Engineering Standards and coordinated with Public Works staff. Existing curb inlets will be reused or upgraded, and stormwater management will be provided on-site in compliance with City requirements.

CHAPTER 61: GENERAL MANUFACTURING ZONE

TDC 61.100. - Purpose.

The purpose of this zone is to provide areas of the City that are suitable for a wide range of heavier manufacturing and processing activities, including those of a more intense nature and impact than the uses allowed in the Light Manufacturing (ML) Planning Zone. Industrial uses that are environmentally adverse or pose a hazard to life and safety are prohibited. A limited amount of commercial service and other support uses are permitted as regulated by the Commercial Services Overlay zone and the Limited Commercial Setback.

Response: The proposed Leveton 99 development is consistent with the intent and purpose of the General Manufacturing (MG) zone by introducing a high-quality, flexible industrial/flex campus designed to accommodate a range of light manufacturing, warehouse, and business operations. The project includes two concrete tilt-up buildings totaling approximately 45,000 square feet, with warehouse and business areas that support employment-generating industrial activities typical of the MG zone.

TDC 61.200. - Use Categories.

(1) Use Categories. Table 61-1 lists use categories Permitted Outright (P) or Conditionally Permitted (C) in the MG zone. Use categories may also be designated as Limited (L) and subject to the limitations listed in Table 61-1 and restrictions identified in TDC 61.210. Limitations may restrict the specific type of use, location, size, or other characteristics of the use category. Use categories which are not listed are prohibited within the zone, except for uses which are found by the City Manager or appointee to be of a similar character and to meet the purpose of this zone, as provided in TDC 31.070.

(2) Use Categories in the Limited Commercial Setback. Commercial uses may be further restricted within the Limited Commercial Setback, see TDC 60.210(4).

(3) Overlay Zones. Additional uses may be allowed in a particular overlay zone. See the overlay zone Chapters for additional uses.

Response: The proposed Leveton 99 development is consistent with TDC 61.200 as the primary use—Warehouse and Freight Movement—is permitted outright (P) within the General Manufacturing (MG) zone. The two proposed 22,500-square-foot concrete tilt-up buildings are designed to accommodate a range of warehouse, logistics, and light-industrial tenants engaged in storage, distribution, and related business operations. These uses are specifically identified in Table 61-1 as permitted outright, with no conditional review required except in cases of warehousing building materials and supplies, which are not proposed as part of this project.

Supporting functions such as small business offices, employee break areas, and loading operations are integral and subordinate to the primary warehouse use and are likewise permitted under this category. No prohibited or environmentally adverse activities are proposed.

Light Manufacturing	P	—

TDC 61.300. - Development Standards.

Development standards in the MG zone are listed in Table 61-2. Additional standards may apply to some uses and situations, see TDC 61.310.

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
LOT SIZE		
Minimum Lot Size	20,000 square feet	—
LOT DIMENSIONS		
Minimum Lot Width	100 feet	When lot has frontage on public street, minimum lot width at the street is 100 feet. When lot has frontage on cul-de-sac street, minimum lot width at the street is 50 feet.
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front	30 feet	
Front Setback Adjacent to Residential or Manufacturing Park Zone	50 feet	

MINIMUM SETBACKS		
Front	30 feet	
Front Setback Adjacent to Residential or Manufacturing Park Zone	50 feet	
Side	0-50 feet	Determined through Architectural Review process. No minimum setback if adjacent to railroad right-of-way or spur track.
Side Setback Adjacent to Residential or Manufacturing Park Zone	50 feet	
Rear	0-50 feet	Determined through Architectural Review process. No minimum setback if adjacent to railroad right-of-way or spur track.
Rear setback adjacent to Residential or Manufacturing Park Zone	50 feet	
Parking and Circulation Areas	5 feet	No minimum setback required adjacent to joint access approach in accordance with TDC 73C.

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
Parking and Circulation Areas	5 feet	No minimum setback required adjacent to joint access approach in accordance with TDC 73C.
Parking and Circulation Areas Adjacent to Residential or Manufacturing Park Zone	10 feet	
Fences	10 feet	From public right-of-way.
STRUCTURE HEIGHT		
Maximum Height	60 feet	May be increased to 100 feet if yards adjacent to structure are not less than a distance equal to the height of the structure. Measured at the 50-foot setback line, includes flagpoles. The building height may extend above 28 feet on a plane beginning at the 50-foot setback line at a slope of 45 degrees extending away from the 50-foot setback line. Flagpoles may extend to 100 feet.
Maximum Height Adjacent to Residential Zone	28 feet	

Response: The proposed Leveton 99 development complies fully with all applicable development standards of the MG zone as summarized in Table 61-2. The project site consists of approximately 4.3 acres, substantially exceeding the minimum lot size requirement of 20,000 square feet. The property provides a lot width of approximately 270 feet, surpassing the minimum required width of 100 feet for parcels with frontage on a public street.

Setbacks:
The site layout meets or exceeds all minimum setback requirements:

- *Front setback: 30 feet minimum required → Complies.*
- *Side setbacks: 0–50 feet → Complies.*
- *Rear setbacks: 0–50 feet → Complies.*
- *Parking and circulation areas: 5 feet minimum → Complies.*

The project is not adjacent to a residential or manufacturing park zone; therefore, the increased 50-foot setback standard is not applicable.

Building Height:
Both proposed buildings have a maximum height of 27 feet, which is well below the 60-foot maximum permitted in the MG zone. The project therefore complies with the standard height limitation and does not require additional yard or slope adjustments.

Design and Site Development:
The two proposed 22,500-square-foot concrete tilt-up buildings are oriented to optimize access, circulation, and visibility from SW Leveton Drive and SW 130th Avenue, consistent with the MG zone's intent for efficient industrial site design. The site includes 77 off-street parking spaces, 51,715 square feet of landscaping, and 21 new trees, exceeding the City's minimum landscape and parking setback requirements.

TDC 61.310. - Additional Development Standards.

(1) Outdoor Uses. All uses must be conducted wholly within a completely enclosed building, except off-street parking and loading, Basic Utilities, Wireless Communication Facilities and outdoor play areas of child day care centers as required by state day care certification standards.

Response: ***The proposed Leveton 99 development complies with TDC 61.310(1) as all business, warehouse, and manufacturing activities will occur entirely within enclosed buildings. The two concrete tilt-up structures are designed to fully contain all tenant operations, including light manufacturing, storage, and administrative functions, consistent with the standards of the MG zone. All outdoor site functions are limited to permitted accessory uses, including off-street parking, drive aisles, and loading areas. These areas are located along the building frontages and screened from public view by landscaping in accordance with TDC Chapter 73B (Landscaping). No outdoor manufacturing, storage, or processing is proposed.***

(2) Sound Barrier Construction. Sound barrier construction is required to mitigate the impact of noise associated with overhead doors and building mechanical equipment, including but not limited to heating, cooling and ventilation equipment, compressors, waste evacuation systems, electrical transformers, and other motorized or powered machinery located on the exterior of a building.

Response: ***All building operations—including loading, warehousing, and business activities—are located within fully enclosed concrete tilt-up buildings, which inherently provide substantial sound attenuation for interior activities. The subject site is located within the General Manufacturing (MG) zone and is not adjacent to any residential planning district. The nearest residentially zoned properties are well beyond 450 feet from the site boundaries; therefore, no sound barrier construction is required to mitigate direct noise paths to residential uses. All overhead dock doors and drive-in doors are located on the interior sides of the buildings, oriented away from public rights-of-way and buffered by landscaped parking and circulation areas. Building mechanical equipment (including HVAC units and compressors) will be roof-mounted and screened in accordance with Architectural Review standards, minimizing sound transmission. The concrete building walls themselves serve as effective noise barriers due to their solid mass and construction type.***

(3) Setback Reduction for Developments Adjacent to Greenways and Natural Areas. To preserve natural areas and habitat for fish and wildlife, the decision-making authority may provide a front, side, or rear yard setback reduction for developments that are adjacent to Greenways or Natural Areas that dedicate land for conservation or public recreational purposes, in accordance with the following standards.

Response: ***The Leveton 99 project site is located within the General Manufacturing (MG) zone and is not adjacent to a Greenway, Natural Area, or property subject to the Natural Resource Protection Overlay (NRPO) or a Clean Water Services Vegetated Corridor. The site's boundaries include SW Leveton Drive to the south, SW 130th Avenue to the west, a steep vegetated berm to the north, and an adjacent undeveloped lot to the east. None of these site edges are designated as protected greenway or habitat areas.***

CHAPTER 73A - SITE DESIGN STANDARDS

TDC 73A.010. - Site and Building Design Standards Purpose and Objectives.

(1) Purpose. The purpose of the site and building design objectives and standards found in TDC 73A through TDC 73G is to promote functional, safe, innovative, and attractive sites and buildings that are compatible with the surrounding environment, including, but not limited to:

(a) The building form, articulation of walls, roof design, materials, and placement of elements such as windows, doors, and identification features; and

(b) The placement, design, and relationship of proposed site elements such as buildings, vehicular parking, circulation areas, bikeways and bike parking, accessways, walkways, buffer areas, and landscaping.

Response: a) Building Form and Articulation:
Each of the two 22,500-square-foot concrete tilt-up buildings is designed with clean horizontal articulation and a three-tone façade palette—light, medium, and dark gray—to visually reduce scale and enhance rhythm. The upper wall (WP-1) in light gray lightens the building mass, the medium-gray (WP-2) storefront bays highlight tenant entrances, and the dark-gray base (WP-3) provides visual grounding and durability. The inclusion of windows, overhead doors, and clearly defined entry features ensures an orderly façade composition consistent with the City's design intent.

(b) Site Layout and Relationships:
The site plan organizes buildings, parking, and circulation areas to promote safety, functionality, and visual order. Concrete walkways (5 to 8 feet wide) connect parking areas to building entrances and public sidewalks, creating clear pedestrian routes. Vehicle circulation and loading areas are separated from pedestrian zones for safety. The site provides 77 parking stalls, 51,715 square feet of landscaped area, and 21 new trees, creating buffers between drive aisles and building frontages. Bicycle parking is provided and covered per TDC 73C, and all access points align with established curb openings and sight-distance standards.

TDC 73A.110. - General Design Standards.

The following standards are the minimum requirements for nonresidential development in all zones, except the Mixed-Use Commercial (MUC) and Basalt Creek Employment (BCE) zones, which have separate standards:

(1) Walkways. Development must provide walkways as follows:

(a) Walkways must have a minimum width of;

(i) Six feet for commercial and institutional uses; and

(ii) Five feet for industrial uses.

(b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete;

(c) Walkways must meet ADA standards applicable at time of construction or alteration;

(d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;

(e) Walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;

(f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and

(g) Outdoor Recreation Access Routes must 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: (a) Walkway Width and Construction Materials:
All pedestrian walkways within the development are designed at a minimum width of five feet, consistent with industrial standards under TDC 73A.110(1)(a)(ii). Walkways are constructed of concrete, providing a durable, low-maintenance surface. Materials meet the approved types listed in TDC 73A.110(1)(b).

(b) ADA Compliance:
All pedestrian routes are designed to meet current ADA accessibility standards, including compliant slopes, landings, and curb ramps connecting parking areas to building entrances and public sidewalks per TDC 73A.110(1)(c).

(c) Connectivity:
The site plan provides continuous pedestrian connectivity between main building entrances, parking areas, and sidewalks along SW Leveton Drive and SW 130th Avenue. Walkways connect all tenant entrances to internal circulation routes and external accessways, fulfilling TDC 73A.110(1)(d).

(d) Walkways Through Parking Areas:
Where walkways extend through parking areas, they are visibly differentiated from adjacent vehicular pavement through a change in elevation and material texture, consistent with TDC 73A.110(1)(e). These raised walkways clearly identify pedestrian zones and enhance safety within the parking lot.

(e) Bikeway Connectivity:
The development includes bicycle parking facilities are accessed through primary building entrances and provides bikeway connections that link these facilities to the public right-of-way, in accordance with TDC 73A.110(1)(f). All bicycle parking areas are covered and easily accessible to employees.

(f) Outdoor Recreation Access Routes:
No designated parks, greenways, or recreation trails abut the site; therefore, an Outdoor Recreation Access Route is not applicable under TDC 73A.110(1)(g). However, the project's internal walkway and bikeway system maintains clear access to the public sidewalks and nearby street network, supporting overall pedestrian and bicycle mobility.

(2) Accessways.

(a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:

(i) Residential property;

(ii) Commercial property;

(iii) Areas intended for public use, such as schools and parks; and

(iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.

(b) Design Standard. Accessways must meet the following design standards:

(i) Accessways must be a minimum of eight feet in width;

(ii) Public accessways must be constructed in accordance with the Public Works Construction Code;

(iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete;

(iv) Accessways must meet ADA standards applicable at time of construction or alteration;

(v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;

(vi) Accessways must not be gated to prevent pedestrian or bike access;

(vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and

(viii) Must be constructed, owned and maintained by the property owner.

(c) Exceptions. The Accessway standard does not apply to the following:

(i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and

(ii) 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 must 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 recorded is subject to the City's review and approval.

Response: The proposed Leveton 99 development complies with the requirements of TDC 73A.110(2) by providing three vehicular and pedestrian accessways that ensure safe and efficient site circulation and clear connections to the public street network.

The Site includes:

- *Two accessways from SW Leveton Drive (south side of the property), which serve as the primary points of ingress and egress for vehicles, pedestrians, and bicycles; and*
- *One accessway from SW 130th Avenue (west side of the property), providing an additional connection for circulation and emergency access.*

All accessways are designed with concrete paving and striped pedestrian crossings that connect directly to the site's internal five-foot-wide ADA-compliant walkways, which link building entrances, parking areas, and public sidewalks. The accessways are not gated and maintain full pedestrian and bicycle connectivity consistent with TDC 73A.110(2)(b)(vi).

Each accessway meets or exceeds the minimum eight-foot width requirement and is constructed to applicable City Public Works Construction Code standards for private accessways. These routes ensure smooth transitions between on-site circulation and the adjacent street system, while the project's layout maintains clear visibility and separation between vehicular traffic, pedestrian paths, and loading areas.

No bridges, culverts, or environmentally sensitive crossings are required; therefore, no exceptions under TDC 73A.110(2)(c) apply. The accessways will be constructed, owned, and maintained by the property owner in accordance with the City's standards.

(4) Safety and Security. Development must provide safety and security features as follows:

(a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;

(b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-of-way;

(c) Locate, orient, and select exterior 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; and

(e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.

Response: The development has been designed to provide a safe and secure environment through a combination of architectural design, lighting placement, and clear wayfinding consistent with the intent of TDC 73A.110(4).

(a) Windows and Lighting for Visibility and Surveillance:
Windows are strategically placed along the building façades facing parking and pedestrian areas to enable natural surveillance by tenants and employees. The inclusion of glazing near entries and office areas allows for passive observation of the surrounding walkways and loading areas. Exterior lighting has been designed to illuminate parking, pedestrian, and loading zones evenly while avoiding glare or excessive light spillover. Fixtures will meet the City's lighting and Dark Sky standards, promoting safety without impacting adjacent properties.

(b) Interior Lighting and Visibility from the Public Right-of-Way:
The interior office and entry areas are oriented toward SW Leveton Drive and SW 130th Avenue, with large glazed storefronts and illuminated lobbies that allow visibility into interior activity from the public right-of-way. This transparency enhances nighttime safety and aligns with Crime Prevention Through Environmental Design (CPTED) principles.

(c) Exterior Lighting Orientation and Shielding:
All exterior light fixtures will be fully shielded and downward-directed to prevent glare into the public right-of-

way or nearby vegetation while ensuring adequate illumination for pedestrians and vehicles. Lighting is positioned to facilitate surveillance of parking and access areas from both the street and building interiors.

(d) Building Identification and Wayfinding:
Each building will include clearly visible address signage and illuminated entry identification consistent with City standards and emergency service requirements. The main entries are located adjacent to parking areas and are easily identifiable for visitors, employees, and first responders. Directional signage and building numbering will be coordinated to ensure clear navigation throughout the site.

(6) Adjacent to Transit. Development adjacent to transit must comply with the following:

(a) Development on a transit street illustrated on Comprehensive Plan Map 8-5 must 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) Development abutting major transit stops as illustrated on Comprehensive Plan Map 8-5 must:

(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.

Response: The Leveton 99 project complies with the intent and applicable provisions of TDC 73A.110(6) by providing safe, direct pedestrian access to nearby public transit facilities.

(a) Development on a Transit Street:
The subject site fronts SW Leveton Drive and SW 130th Avenue and is located within a five-minute walk (approximately 0.25 miles) of TriMet Bus Stop #4301, which serves local transit routes connecting to regional employment centers and downtown Tualatin. Although the site is not directly abutting a designated "transit street" as identified on Comprehensive Plan Map 8-5, its proximity to this stop ensures functional pedestrian access to public transportation for employees and visitors. Pedestrian walkways along SW Leveton Drive are connected to on-site ADA-compliant concrete sidewalks, providing a continuous, safe path between building entrances and the public right-of-way, consistent with TDC 73A.110(6)(a)

CHAPTER 73B - LANDSCAPING STANDARDS

TDC 73B.010. - Landscape Standards Purpose and Objectives.

(1) Purpose. The purpose of this Chapter is to establish standards for landscaping within Tualatin in order to enhance the environmental and aesthetic quality of the City.

(2) Objectives. The objectives of this Chapter are to:

(a) Encourage the retention and protection of existing trees and requiring the planting of trees in new developments;

(b) Use trees and other landscaping materials to temper the effects of the sun, wind, noise, and air pollution.

(c) Use trees and other landscaping materials to define spaces and the uses of specific areas; and

(d) Use trees and other landscaping materials as a unifying element within the urban environment.

Response: The development fulfills the purpose and objectives of TDC 73B.010 through a comprehensive landscaping plan that integrates new tree plantings, perimeter buffers, and internal landscape islands to enhance the visual quality and environmental performance of the site.

(a) Tree Retention and New Plantings:
The site preserves existing street trees along SW Leveton Drive and SW 130th Avenue, which contribute to the established streetscape and provide shade along the pedestrian zone. In addition, the project introduces 21 new trees strategically placed throughout the parking areas, perimeters, and entry zones to exceed the City's tree planting requirements and reinforce the site's canopy coverage.

(b) Environmental Moderation:
The landscape plan includes a mix of deciduous and evergreen trees, shrubs, and groundcover that collectively moderate temperature, reduce glare from paved surfaces, and improve air quality. The distribution of landscape islands within parking areas and perimeter buffers around loading zones tempers heat gain and mitigates the visual and environmental impacts of vehicular areas.

(c) Spatial Definition and Site Organization:
Landscaping is used to define pedestrian corridors, parking areas, and building frontages, creating clear spatial organization and enhancing the site's overall sense of order. Continuous planting strips along building bases and the property edges provide visual continuity and help delineate circulation routes.

(d) Unifying Design Element:
The proposed landscaping ties together building architecture, pedestrian walkways, and parking areas through consistent plant selection and spacing. The coordinated use of street trees, perimeter buffers, and internal planting zones establishes a cohesive visual identity for the site and reinforces its integration with the surrounding industrial corridor.

TDC 73B.020. - Landscape Area Standards Minimum Areas by Use and Zone.

The following are the minimum areas required to be landscaped for each use and zone:

Table 73B-1 - Required Minimum Landscape Area

Zone	Minimum Area Requirement*	Minimum Area Requirement with dedication for a fish and wildlife habitat*
(4) CO, CR, CC, CG, MUC, ML and MG zones within the Central Tualatin Overlay—All uses	10 percent of the total area to be developed	7.5 percent of the total area to be developed

Response: The development exceeds the minimum landscaping requirement for the MG zone within the Central Tualatin Overlay. The project provides approximately 16 percent landscaped area of the total site—well above the 10 percent minimum required under TDC 73B.020(4).

The site includes 51,715 square feet of landscaped area, incorporating a combination of perimeter plantings, internal parking lot landscape islands, and buffer zones along SW Leveton Drive and SW 130th Avenue. In addition, 21 new trees are proposed, complementing the preservation of existing street trees along both public frontages.

These landscaped areas contribute to the visual quality of the site, improve stormwater absorption, and enhance the pedestrian experience along the street edges—all consistent with the intent of the City's landscape objectives in TDC 73B.010.

The proposed Leveton 99 Industrial Development site does not contain, border, or impact any designated Fish and Wildlife Habitat Conservation Areas as identified in the City of Tualatin's Comprehensive Plan or Natural Resource Protection Overlay District maps. The property is fully developed and urbanized, with existing public streets, utilities, and industrial uses surrounding the site. No wetlands, riparian corridors, streams, or other habitat features are present within or adjacent to the project boundary.

TDC 73B.040. - Additional Minimum Landscaping Requirements for Nonresidential Uses.

(1) General. In addition to requirements in TDC 73B.020, nonresidential uses, except those located in the Mixed-Use Commercial (MUC) zone which has its own standards, must comply with the following:

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

(i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:

(i) Pedestrian amenities such as landscaped plazas and arcades; and

(ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.

(c) Five-foot wide landscaped area requirement does not apply to:

(i) Loading areas;

(ii) Bicycle parking areas;

(iii) Pedestrian egress/ingress locations; and

(iv) 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 eight feet.

(d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.

(e) Landscape screening provisions are superseded by the vision clearance requirements of Figure 73B-4.

Response: The proposed Leveton 99 development fully complies with TDC 73B.040 through a comprehensive landscape plan that integrates building perimeter plantings, interior parking-lot islands, and perimeter buffers while maintaining visibility and safety at all access points.

(a) Landscaping of All Unbuilt Areas:
All areas of the site not occupied by buildings, driveways, parking, or walkways are landscaped in accordance with City standards. The total landscaped area equals approximately 51,715 square feet (16 percent of the site)—well above the minimum required coverage. Landscape design incorporates a combination of trees, shrubs, and groundcover to ensure year-round visual quality and environmental performance.

(b) Building Perimeter Landscaping:
A minimum 5-foot-wide landscaped strip is provided along all building façades visible from the public right-of-way or parking areas, consistent with TDC 73B.040(1)(b). These areas are planted with ornamental shrubs, low groundcover, and accent trees to soften the building base, enhance the pedestrian realm, and reinforce the architectural rhythm of the façades.

Where applicable, small paved nodes with pedestrian amenities (such as seating areas and connecting walkways) are integrated near primary entrances in lieu of continuous planting, in accordance with subsection (b)(i-ii).

(c) Exempt Areas:
The 5-foot landscaping requirement does not apply at loading bays, bicycle parking zones, or pedestrian egress/ingress points where clear access must be maintained. These locations are treated with durable paving and lighting enhancements to ensure functionality while preserving aesthetic continuity.

(d) Buffers Adjacent to Other Zones:
The subject property is bordered by industrial and vacant parcels, not RL or MP zones; therefore, no additional evergreen buffer is required under TDC 73B.040(1)(d). Nonetheless, the north property edge retains a vegetated berm that provides visual and acoustic buffering from the slope and contributes to the overall landscape integrity of the site.

(e) Vision Clearance:
All landscape materials are placed in compliance with the vision-clearance requirements of Figure 73B-4, ensuring safe sightlines for vehicles and pedestrians at all driveways and intersections.

TDC 73B.060. - Minimum Landscaping Standards for All Zones.

The following are minimum standards for landscaping for all zones.

Table 73B-2 - Minimum Landscape Standards

(1) Required Landscape Areas	• Must be designed, constructed, installed, and maintained so that within three years the ground must be covered by living grass or other plant materials. • The foliage crown of trees cannot be used to meet this requirement. • A maximum of ten percent of the landscaped area may be covered with un-vegetated areas of bark chips, rock or stone. • Must be installed in accordance with the provisions of the American National Standards Institute ANSI A300 (Part 1) (Latest Edition). • Must be controlled by pruning, trimming, or otherwise so that: • It will not interfere with designated pedestrian or vehicular access; and • It will not constitute a traffic hazard because of reduced visibility.

Response: The proposed Leveton 99 landscape plan meets all requirements of TDC Table 73B-2(1) through the use of durable, well-distributed plant materials designed to achieve complete coverage and long-term health.

- *Ground-Level Coverage:*
  All landscaped areas are designed so that within three years of installation, living groundcover and turf will provide full coverage. Shrubs and perennial plantings are arranged in staggered patterns to promote rapid establishment and consistent density.
- *Tree Crown Exclusion:*
  The plan does not rely on tree canopies to meet groundcover requirements; instead, dedicated shrubs, ornamental grasses, and low plantings provide coverage beneath trees, ensuring visual fullness and soil stability.
- *Un-vegetated Areas:*
  Decorative bark mulch and stone are used only as accents for maintenance and stormwater infiltration, comprising less than 10 percent of the total landscaped area, consistent with the standard.
- *Installation Standards (ANSI A300):*
  All plant materials will be installed and maintained in accordance with ANSI A300 (Part 1) – Latest Edition, ensuring appropriate planting depths, root-ball handling, and staking methods. A qualified landscape contractor will oversee installation.
- *Maintenance and Visibility:*
  Landscaping will be pruned and maintained to prevent interference with pedestrian walkways, access drives, and sight-distance triangles. Plant species were selected for mature size compatibility, ensuring they do not encroach into circulation paths or create visibility hazards for vehicles.

(3) Tree Preservation	• Trees and other plant materials to be retained must be identified on the landscape plan and grading plan. • During construction: ◦ Must provide above and below ground protection for existing trees and plant materials identified to remain; ◦ Trees and plant materials identified for preservation must be protected by chain link or other sturdy fencing placed around the tree at the drip line; ◦ If it is necessary to fence within the drip line, such fencing must be specified by a qualified arborist; ◦ Top soil storage and construction material storage must not be located within the drip line of trees designated to be preserved; ◦ 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 must 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; and ◦ Tree root ends must not remain exposed. • Landscaping under preserved trees must be compatible with the retention and health of the preserved tree. • When it is necessary for a preserved tree to be removed in accordance with TDC 33.110 (Tree Removal Permit) the landscaped area surrounding the tree or trees must 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, landscape materials. Native trees are encouraged • 100 percent of the area preserved under any tree or group of trees (Except for impervious surface areas) retained in the landscape plan must apply directly to the percentage of landscaping required for a development

Response: The project meets the standards of TDC Table 73B-2(3) by identifying all existing trees, protecting street trees during construction, responsibly removing only those trees in direct conflict with site development, and incorporating appropriate replacement plantings. These measures ensure that tree preservation and replanting contribute to the long-term environmental quality and visual character of the site and the surrounding industrial corridor.

Table 73B-3 - Landscape Buffer Between Uses

Existing/Abutting Districts	Residential	Commercial	Industrial	Parking Lots 4—50 spaces	Parking Lots 50+ spaces
Residential	—	D	D	C	D
Commercial	C	—	D	—	—
Industrial	D	A	—	—	—
Parking Lots	C	—	—	—	—
Arterial Streets	A	—	A	—	—

Response: The property is located entirely within the General Manufacturing (MG) zone and adjoins only other industrial uses; therefore, no landscape buffers are required under TDC Chapter 73B. The proposed landscape plan exceeds minimum requirements through voluntary perimeter plantings that enhance the appearance and environmental performance of the site.

TDC 73B.070. - Minimum Standards Trees and Plants.

The following minimum standards apply to the types of landscaping required to be installed for all zones.

Table 73B-5 -Minimum Standards for Trees and Plants

(4) Evergreen and Deciduous Shrubs	• One to five gallon size; • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species; and • Side of shrub with best foliage must be oriented to public view.
(5) Groundcovers	• Fully rooted; • Well branched or leafed; • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species; and • English ivy (Hedera helix) is prohibited.
(6) Lawns	• Consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry; • 100 percent coverage and weed free; and • Healthy, disease-free, damage-free, characteristic of the species.

(1) Deciduous Shade Trees	• One and on-half inch caliper measured six inches above ground; • Balled and burlapped; bare root trees will be acceptable to plant during their dormant season; • Reach a mature height of 30 feet or more; • Cast moderate to dense shade in summer; • Live over 60 years; • Do well in urban environments, tolerant of pollution and heat, and resistant to drought; • Require little maintenance and mechanically strong; • Insect- and disease-resistant; • Require little pruning; and • Barren of fruit production.
(2) Deciduous Ornamental Trees	• One and on-half inch caliper measured six inches above ground; • balled and burlapped; bare root trees will be acceptable to plant during their dormant season; and • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species
(3) Coniferous Trees	• Five feet in height above ground; • Balled and burlapped; bare root trees will be acceptable to plant during their dormant season; and • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species.

Response: (1) Deciduous Shade Trees:
All proposed shade trees meet the minimum caliper of 1½ inches measured six inches above grade and are balled and burlapped per industry standards. Selected species reach a mature height of 30 feet or greater, provide dense shade, and are tolerant of drought, heat, and urban conditions. Tree selections are mechanically strong, disease- and insect-resistant, and require minimal pruning and maintenance. None of the species produce nuisance fruit.

(2) Deciduous Ornamental Trees:
Ornamental trees also meet the 1½-inch caliper minimum and are balled and burlapped. Each tree is specified as healthy, well-branched, and representative of the species, ensuring variety and seasonal interest along pedestrian routes and building perimeters.

(3) Coniferous Trees:
Coniferous trees provided in the plan meet the minimum height of five feet above ground and are balled and burlapped. All conifers are healthy, full-branched, and characteristic of the species, contributing evergreen screening and year-round texture within the site's landscape buffers.

(4) Evergreen and Deciduous Shrubs:
Shrubs are specified in one- to five-gallon container sizes depending on placement and function. Each shrub species is healthy, disease-free, and damage-free, with the best foliage oriented toward public view. Shrub selections include both evergreen and deciduous varieties, providing layered interest and seasonal variation.

(5) Groundcovers:
Groundcovers are specified as fully rooted and well-branched plant stock to ensure rapid establishment and consistent coverage. All selections are disease-free and characteristic of the species, and English ivy (Hedera helix) has been expressly excluded per TDC Table 73B-5(5).

(6) Lawns:
Lawn areas, where provided, will consist of a high-quality grass seed mix or sod common to the local landscape industry. All lawn areas will achieve 100 percent coverage, be weed-free, and maintained in a healthy, disease-free condition upon establishment.

CHAPTER 73C - PARKING STANDARDS

TDC 73C.010. - Off-Street Parking and Loading Purpose and Applicability.

(1) Purpose. The purpose of the off-street parking and loading area standards are to promote functional and safe parking areas that are:

(a) Limited in scale;

(b) Designed to minimize conflicts with active transportation modes;

(c) Designed to mitigate heat island effects or generate sustainable power.

(2) Applicability. The off-street parking and loading provisions of this chapter apply to all new development and modifications to existing development, including changes of use, unless otherwise stated in this chapter.

Response: (a) Functional and Limited in Scale:
The site provides a total of 77 off-street parking spaces, including 73 standard stalls, 3 accessible stalls, and 1 van-accessible stall, distributed evenly between the two buildings to accommodate employees and visitors. Parking areas are located primarily along the building frontages to ensure short, efficient walking distances and clear visibility of tenant entries. The total parking supply complies with the requirements for the General Manufacturing (MG) zone and is appropriately scaled to the operational needs of the proposed warehouse and business tenant mix.

(b) Minimized Conflicts with Active Transportation Modes:
The parking design incorporates concrete pedestrian walkways (minimum 5 feet wide) that connect all parking areas directly to building entrances and to public sidewalks along SW Leveton Drive and SW 130th Avenue. Pedestrian crossings through parking areas are visibly differentiated from vehicular drive aisles using changes in material and elevation, clearly defining pedestrian routes and minimizing potential conflicts between vehicles and pedestrians. Bicycle parking is accessed through the main entrances and is fully covered, consistent with TDC 73C.040 standards for accessibility, convenience, and quality design.

(c) Mitigation of Heat Island Effects and Sustainability:
The project mitigates heat island effects through a combination of landscaped parking lot islands totaling approximately 3,369 square feet and the planting of 21 new trees, providing significant canopy coverage across the parking area. In compliance with TDC 73C.030(13), the site is designed for solar readiness and includes electrical infrastructure to support 16 EV-ready parking stalls (representing approximately 20 percent of total parking). These sustainability measures reduce surface heat gain, improve site comfort, and align with the City's long-term goals for energy-efficient and environmentally responsible development.

TDC 73C.020. - Calculating Parking Lot Area.

Parking lot area shall be based on the cumulative area measured around the perimeter of all parking spaces, vehicle maneuvering areas, interior walkways, and interior landscaping areas. This requirement applies to parking areas scattered throughout a property or that span multiple lots but serve a common use or uses.

Response: The site includes a unified parking area designed to serve both proposed buildings efficiently and safely. The total parking lot area encompasses all 77 parking stalls—including 73 standard stalls, 3 accessible stalls, and 1 van-accessible stall—along with all vehicular drive aisles, internal walkways, loading areas, and interior landscaped islands.

The parking areas are functionally integrated within the overall site design, providing shared circulation and access for both buildings while maintaining clear pedestrian routes and well-defined

landscaped zones. The interior walkways and landscaped islands, which total approximately 3,369 square feet, are included in the cumulative parking lot area calculation in compliance with TDC 73C.020.

All parking and circulation areas are located entirely within the project boundary and serve a common industrial use, ensuring full consistency with the intent of TDC 73C.020. The parking layout provides efficient vehicular movement, appropriate turning radii, and safe pedestrian connections throughout the site while minimizing unnecessary impervious surface area.

TDC 73C.030. - Parking Lot Design Requirements.

All development where new parking is provided, must comply with the following:

(1) Parking Space and Aisle Dimensions. Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1.

(a) Exception: Parking structures and underground parking where space length and width requirements for a standard size space may be reduced by one-half feet and vehicular access at the entrance may be a minimum of 18 feet in width, if gated.

Response: The parking lot includes a total of 77 parking stalls, consisting of 73 standard stalls, 3 accessible stalls, and 1 van-accessible stall. Each standard stall measures 9 feet wide by 18 feet deep, consistent with City standards for standard-sized spaces. The parking lot's drive aisles are 26 feet wide, providing adequate clearance for two-way circulation and safe vehicle maneuvering between parking rows.

Accessible and van-accessible spaces are located closest to the main building entrances and comply with ADA and City of Tualatin accessibility requirements, including proper signage, striping, and access aisle dimensions.

The site layout also incorporates landscaped parking lot islands and pedestrian walkways that do not encroach into required stall or aisle dimensions, maintaining full compliance with all parking and circulation design standards established under TDC 73C.030(1).

(2) Surface Materials.

(a) Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;

(b) Pavers, pervious concrete, or grasscrete are encouraged for parking spaces in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and

(c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.

Response: The proposed development complies fully with TDC 73C.030(2) through the use of high-quality, durable paving materials that ensure year-round functionality, accessibility, and safety.

(a) Approved Surface Materials:
All parking, drive aisles, and loading areas will be constructed of asphalt and concrete paving, consistent with City standards and engineered for heavy-duty industrial use. No gravel or unpaved surfaces are proposed. Concrete pedestrian walkways (minimum 5 feet wide) are provided throughout the site, ensuring durable, slip-resistant, and ADA-compliant connections between parking areas and building entrances.

(b) Use of Pervious Materials:
The project site is not located within the Natural Resource Protection Overlay District, a Clean Water Services Vegetated Corridor, or other designated natural area. Therefore, pervious materials are not required; however, the site incorporates landscaped parking lot islands and stormwater management features designed to support infiltration and mitigate runoff in compliance with City and Clean Water Services standards.

(c) Maintenance and Drainage:
The parking lot is designed and graded for all-weather use with positive drainage that directs surface water away from pedestrian sidewalks and building entrances. Stormwater runoff will be captured and conveyed to approved on-site stormwater facilities to prevent erosion and ponding. The paved surfaces will be maintained in accordance with City of Tualatin maintenance standards to preserve long-term performance and safety.

(3) Wheel Stops. Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.

Response: The proposed Leveton 99 development complies with TDC 73C.030(3) by incorporating curbing and wheel stops throughout the parking lot design to protect landscaped areas and pedestrian circulation routes.

All parking rows adjacent to landscaped islands and perimeter planting strips are constructed with continuous 6-inch concrete curbs to define edges and prevent vehicle overhang into planted areas. Where parking stalls abut pedestrian walkways, wheel stops are installed as needed to maintain a minimum 2-foot setback between vehicle bumpers and walkway edges, preserving clear pedestrian passage in accordance with ADA standards.

The curbing and wheel stops also serve to protect irrigation infrastructure, plant materials, and lighting bases from vehicular contact, ensuring the long-term durability of the landscape and hardscape features.

(4) Circulation.

(a) Drives to off-street parking areas must 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; and

(b) Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.

Response: The proposed development complies with TDC 73C.030(4) by providing a comprehensive internal circulation system designed to ensure safe and efficient vehicular and pedestrian movement throughout the site.

(a) Drives to all off-street parking areas are designed and constructed to facilitate smooth traffic flow and ensure maximum safety for both vehicles and pedestrians. The site includes full circulation around both buildings, with a central access drive connecting the two structures and providing direct connections to SW Leveton Drive and SW 130th Avenue. This configuration distributes vehicle movement evenly across the site, allows for uninterrupted two-way traffic, and provides clear sightlines at all drive intersections.

Pedestrian walkways, a minimum of five feet in width, are separated from drive aisles by curbing and landscaped areas, ensuring safe movement between parking areas, building entrances, and public sidewalks.

(b) The parking layout provides 77 total stalls, grouped and accessed by internal drive aisles so that no backing or maneuvering occurs within the public right-of-way. Drive aisles are 26 feet wide, exceeding minimum standards and providing sufficient clearance for both passenger vehicles and large truck turning movements.

The circulation design also accommodates truck access and deliveries, with adequate turning radii and drive widths to allow full turning movements around and between the buildings, ensuring safe and efficient site operations.

(5) Lighting. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor.

Response: The proposed development complies with TDC 73C.030(5) by incorporating a site lighting plan that ensures all artificial lighting is directed and shielded to prevent glare or spillover onto adjacent properties, public rights-of-way, or environmentally sensitive areas.

All parking lot and building-mounted fixtures utilize full cutoff LED luminaires that direct light downward and eliminate upcast or horizontal glare. Fixtures are positioned and angled to provide uniform illumination across parking, circulation, and loading areas while minimizing light trespass beyond the site boundary.

Lighting near property lines and public sidewalks along SW Leveton Drive and SW 130th Avenue is designed to maintain appropriate visibility and safety without casting direct light onto neighboring parcels or the public right-of-way. The site is not located within or adjacent to a Natural Resource Protection Overlay District, Other Natural Area, or Clean Water Services Vegetated Corridor, ensuring compliance with all applicable provisions.

All lighting levels, fixture specifications, and photometric performance will conform to the City of Tualatin outdoor lighting standards and manufacturer guidelines to promote safety, visibility, and energy efficiency while avoiding adverse visual impacts.

(6) Screening.

(a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230.

Response: Parking areas are visually softened and screened from public view through the integration of landscaped perimeter buffers, interior parking lot islands, and street frontage plantings along SW Leveton Drive and SW 130th Avenue. The landscape plan includes approximately 3,369 square feet of interior landscape area and the installation of 21 new trees, achieving both visual screening and shade canopy coverage throughout the parking lot.

All landscaped areas are protected by concrete curbing and designed to prevent vehicle overhang into planting zones. Planting selections include drought-tolerant, low-maintenance species that provide year-round visual interest while maintaining clear sightlines for vehicular and pedestrian safety.

(7) Accessible Parking. Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447.

(8) Compact Parking. Parking spaces for sub-compact vehicles must not exceed 35 percent of the total parking provided.

(9) Employee Parking. New commercial, institutional, and/or industrial developments with more than 50 parking spaces, must provide preferential parking for carpools and vanpools. The number of carpool/vanpool parking spaces shall be at least ten percent of the amount of parking spaces provided.

Response: (7) Accessible Parking:
The project includes a total of four accessible parking spaces, consisting of three standard accessible stalls and one van-accessible stall, located nearest to primary building entrances for convenient access. Each space will be sized, striped, and signed in compliance with ORS 447, the Americans with Disabilities Act (ADA), and the Oregon Structural Specialty Code. Access aisles and routes will maintain required clearances and slopes, ensuring safe and fully compliant accessibility from parking areas to building entrances.

(8) Compact Parking:
No compact or sub-compact parking stalls are proposed as part of the development. Therefore, the project complies with TDC 73C.030(8), as the total parking supply consists entirely of standard-sized stalls that meet the City's dimensional standards, well below the maximum 35% allowance for compact spaces.

(9) Employee Parking (Carpool/Vanpool):
The total parking supply of 77 spaces includes eight designated carpool/vanpool stalls, meeting the requirement for a minimum of 10% of total parking to be reserved for shared-ride employee use. These

spaces will be clearly marked and located near building entrances to encourage use by staff and support transportation demand management objectives.

(10) Electrical Service Capacity. Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance requests to these standards are prohibited.

(a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.

Response: The proposed Leveton 99 development complies with TDC 73C.030(10) by providing electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces in accordance with ORS 455.417.

The site includes a total of 77 parking spaces, requiring electrical infrastructure for at least 16 EV-ready spaces to meet the City's minimum standard. The project's electrical design and conduit layout provide EV charging infrastructure capability for 16 stalls, distributed evenly throughout the parking lot to serve both buildings.

All EV-ready stalls will include dedicated electrical capacity, conduit routing, and panel space to accommodate future installation of Level 2 chargers. The design aligns with Oregon's EV-readiness requirements, ensuring the system can be expanded as tenant and fleet needs evolve.

(11) Maximum Coverage. For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site.

Response: The project includes two industrial buildings totaling approximately 45,000 square feet of combined floor area (22,500 square feet per building). The corresponding surface parking area—including 77 parking stalls, drive aisles, loading areas, and landscaped islands—is significantly less than the total gross floor area, ensuring full compliance with this standard.

The parking layout is efficiently designed and appropriately scaled to serve the operational needs of warehouse and business tenants without excess impervious surface. The configuration promotes compact site design, reduces runoff potential, and supports the City's objectives for balanced land use intensity and sustainable site development.

(12) Tree Canopy. Tree canopy must be provided over parking areas in compliance with the following standards.

(a) Developments with off-street parking areas less than one-half acre (21,780 square feet) in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.

(b) Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.

(i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and

(ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.

(c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.

Response: (a)–(b) Applicability and Canopy Coverage:
The project's total off-street parking area measures greater than one-half acre, and the site's landscaping plan provides a total tree canopy coverage of approximately 26,603 square feet, equivalent to 51 percent of the parking lot area. This exceeds the City's minimum canopy coverage requirement of 30 percent, achieving substantial shade, visual relief, and climate benefits.

Trees are planted along all internal drive aisles and parking rows, spaced at an average of less than 30 feet on center, consistent with TDC 73C.030(12)(b)(i). Landscape strips measure a minimum of five feet in width between curbs and plantings, meeting TDC 73C.030(12)(b)(ii). The tree distribution ensures balanced shade coverage across the parking field and supports reduced heat island effects and improved stormwater performance.

(c) Coordination with Utilities:
The tree canopy and landscape plan have been prepared in coordination with utility alignments and easements to ensure that tree placement does not conflict with overhead or underground infrastructure. Tree species were selected for urban tolerance, moderate growth habits, and root control, maintaining compliance with utility clearance standards.

(13) Climate Mitigation. Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following:

(a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property, subject to Tualatin Development Code standards.

(b) Invest at least 1.5 percent of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.

(c) Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.

*Response: **The proposed Leveton 99 development complies with TDC 73C.030(13) through the provision of a robust tree canopy program that significantly exceeds the City's minimum standard for climate mitigation.***

(c) Tree Canopy Option:
As the project's off-street parking area exceeds one-half acre in size, the development meets the climate mitigation requirement by providing tree canopy coverage totaling approximately 26,603

square feet, representing 51 percent of the parking lot area at maturity. This exceeds the City's 40 percent minimum requirement under TDC 73C.030(13)(c).

The landscape plan includes 21 new canopy trees, evenly distributed across interior parking islands and perimeter landscape buffers, ensuring balanced shade coverage and efficient microclimate performance. The selected species are drought-tolerant, low-maintenance, and fast-growing, achieving full canopy maturity within 15 years of planting.

Energy Efficiency and Solar Readiness:
In addition to exceeding canopy requirements, both buildings have been designed in compliance with the Oregon Energy Efficiency Specialty Code (OEESC) and are solar-ready per ORS 455.417, with roof assemblies, wall insulation, fenestration, and skylight systems meeting or surpassing code-mandated thermal performance values. Each warehouse includes one 4' × 8' skylight providing natural daylighting in compliance with Oregon energy code daylighting ratios.

TDC 73C.040. - Off-Street Vehicle and Bicycle Parking Quantity Requirements.

(1) Parking Table. Table 73C-1 lists the maximum permitted vehicle and minimum required bicycle parking requirements listed for land use types.

(2) Parking Categories.

(a) Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within the town center (Comprehensive Plan Map 10-4), one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service, or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.

(b) Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, and that have a greater than 20-minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops and one-half mile walking distance of light rail station platforms, or both,

(c) Dual Parking Zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A ratios.

(3) Ratios. Calculations to determine the parking quantities must be rounded to the nearest whole number.

(4) Uses Not Listed. For uses not specifically mentioned in Table 73C-1, a use determination may be requested as provided in TDC 31.070 for the purposes of determining off-street parking facilities for vehicles and bicycles.

Response: (1) Parking Table and Use Category:
The proposed use—Warehouse and Freight Movement with associated Business/Office areas—is a permitted outright use in the MG zone and is consistent with the corresponding parking standards

identified in Table 73C-1. Based on the operational characteristics of the development, the parking supply of 77 total stalls (73 standard, 3 accessible, and 1 van-accessible) is appropriately scaled to serve both tenant employees and visitors. The total number of stalls remains well within the maximum permitted allowance for industrial and warehouse uses in Parking Zone B.

(2) Parking Zone Classification:
The site is located within Parking Zone B, as it lies approximately one-quarter mile from TriMet Bus Stop No. 4301, which provides regular transit service but not within the 20-minute headway criteria that defines Zone A. Accordingly, the Zone B ratios apply to this development. The proposed parking quantity and distribution comply fully with the Zone B vehicle parking thresholds.

(3) Ratios and Calculations:
All parking quantities have been rounded to the nearest whole number in accordance with TDC 73C.040(3). The design includes the required minimum bicycle parking at a rate of 0.1 spaces per 1,000 square feet of floor area, resulting in 3 bicycle parking spaces per building (6 total). All bicycle racks are covered and accessed through the primary entrances, consistent with City quality and accessibility requirements.

(4) Uses Not Listed:
The proposed warehouse, manufacturing, and business office components are explicitly listed under Table 73C-1, and no use determination under TDC 31.070 is necessary.

TABLE 73C-1: Off-Street Vehicle and Bicycle Parking Quantity Requirements				
USE	MAXIMUM PERMITTED VEHICLE PARKING		MINIMUM PERMITTED BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
	Zone A	Zone B		

(f) Industrial				
(i) Manufacturing	None	None	2 spaces, or 0.1 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater
(ii) Warehousing	0.4 spaces per 1,000 square feet of gross floor area	0.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.1 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater
(iii) Wholesale establishment	None	None	2 spaces, or 0.5 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater

DC 73C.050. - Bicycle Parking Requirements.

(1) Requirements. Bicycle parking facilities must include:

(a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;

(i) Long-term bicycle parking facilities may be provided inside a building and/or parking garage in secure and accessible locations.

(b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.

(2) Standards. Bicycle parking must comply with the following:

(a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;

(b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;

(c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;

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

(e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas;

(f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;

(g) 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; and

(h) The City Manager 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 Architectural Review.

Response: (1) Requirements:
Each building provides both long-term and short-term bicycle parking consistent with City standards for industrial and business park uses.

- ***Long-term and short-term bicycle parking is provided within each building in the form of wall-mounted racks located in secure, employee-accessible areas. These indoor facilities offer covered, enclosed protection from weather, with racks that allow frame-and-wheel locking for added security. The indoor placement provides enhanced safety, visibility, and convenience for employees during all operating hours.***

(2) Standards:
All bicycle parking facilities meet the dimensional and construction standards specified in TDC 73C.050(2):

- ***Each bicycle parking space provides a minimum clear area of six feet in length and two feet in width, with at least seven feet of overhead clearance in covered or interior locations.***
- ***A five-foot-wide concrete maneuvering area is provided adjacent to each rack—both interior and exterior—to ensure safe and convenient access.***
- ***Bicycle parking areas are accessed via paved walkways at least three feet wide, connecting directly to the site's pedestrian circulation system and main building entrances.***
- ***All bicycle facilities will be clearly identified with MUTCD-compliant signage, including directional and location signage at each building entrance.***
- ***Bicycle parking areas are located in secure, well-lit environments, consistent with City safety and lighting standards. Lighting fixtures are fully shielded and directed downward to avoid glare onto adjacent properties or public rights-of-way.***
- ***Bicycle parking will be available at no cost to users, in compliance with TDC 73C.050(2)(f), and will be maintained by the property owner to ensure ongoing functionality, cleanliness, and security.***

TDC 73C.080. - Off-Street Loading Facilities Requirements.

(1) The minimum number of off-street loading berths for commercial, industrial, and institutional uses is as follows:

Response: Each of the two proposed buildings includes a designated loading area adjacent to the warehouse space, meeting or exceeding the dimensional and clearance standards. The loading docks are designed to accommodate full-sized delivery trucks and freight vehicles with adequate turning radii and maneuvering space for safe ingress and egress within the site.

A 6-inch-wide by 42-inch-high concrete retaining wall is provided at each loading dock to protect the building façade, define the dock edge, and ensure proper separation between truck movement areas and adjacent pedestrian or landscape zones. The loading areas are fully integrated into the circulation plan, allowing trucks to access docks without reversing into public rights-of-way.

Use	Square Feet of Floor Area	Number of Berths	Dimensions of Berth	Unobstructed Clearance of Berth
Commercial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 25 feet	14 feet
	25,000—60,000	2	12 feet × 35 feet	14 feet
	60,000 and over	3	12 feet × 35 feet	14 feet
Industrial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 60 feet	14 feet
	25,000—60,000	2	12 feet × 60 feet	14 feet
	60,000 and over	3	12 feet × 60 feet	14 feet

TDC 73C.090. - Parking Lot Driveway and Walkway Requirements.

Parking lot driveways and walkways must comply with the following requirements:

(1) Residential Use. Minimum requirements for residential uses:

(a) Ingress and egress for single-family residential uses and duplexes, must be paved to a minimum width of ten feet. Maximum driveway widths must not exceed 26 feet for one and two car garages, and 37 feet for three or more car garages. For the purposes of this section, driveway widths must be measured at the right-of-way line.

(b) Parking lots driveways and walkways for townhouses, triplexes, quadplexes, and cottage clusters must be provided consistent with the provisions of Chapter 73A.

(c) Ingress and egress for multi-family residential uses must not be less than the following:

Response: The proposed development complies with the intent of TDC 73C.090 by providing paved, safe, and well-defined driveways and walkways consistent with City standards for non-residential industrial uses. While subsection (1) of this provision applies to residential developments, the proposed project meets or exceeds equivalent design and construction standards applicable to industrial development.

All driveways providing ingress and egress to the site are fully paved asphalt surfaces connecting directly to SW Leveton Drive and SW 130th Avenue. The driveways are designed to accommodate both passenger vehicles and large trucks, with adequate width and turning radii to ensure safe access and efficient circulation without the need for maneuvering within the public right-of-way.

Concrete pedestrian walkways (minimum 5 feet in width) are provided along the building frontages and connect to the public sidewalks at both street frontages, ensuring safe and accessible pedestrian movement consistent with TDC 73A.110(1). These walkways are clearly delineated from vehicular areas by curbs, wheel stops, and landscaped buffers.

The overall circulation system has been engineered to maximize safety for vehicles and pedestrians, minimize conflicts at driveway crossings, and ensure compliance with ADA accessibility standards and the City of Tualatin Public Works design requirements.

Provided Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1—250	1	36 feet for first 50' from ROW, 24 feet thereafter	No curbs or walkway required
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

TDC 73C.200 - Tree Canopy Coverage.

When calculating tree canopy coverage, the following rules must be followed:

(1) The expected diameter of the tree crown at 15 years must be used to calculate tree canopy coverage, regardless of if the tree is mature at that time;

(2) Parking lot area under the canopy that is either paved surface or interior and perimeter parking lot landscaping will count towards meeting the required canopy coverage standard;

(3) Trees located off-site, including those in the public right-of-way, do not count towards the canopy coverage standard;

(4) Canopy that covers structures does not count towards the canopy coverage standard, unless the tree canopy covers an unenclosed carport; and

(5) Canopy area with significant overlap does not count towards the canopy coverage standard. Significant overlap is defined as any overlap greater than five feet. The overlap measurement is the length of a line segment within the overlap area of a line between tree canopy trucks/centers. See Figure 73-3.

Response: The project satisfies all provisions of TDC 73C.200 by using proper calculation methods, excluding ineligible canopy areas, and achieving a total tree canopy coverage of 26,603 square feet (51%) — substantially exceeding the City's minimum coverage standard for parking lot landscaping.

TDC 73C.210. - General Parking Lot Landscaping Requirements.

All development where new parking is provided, must comply with the following landscaping requirements:

(1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.

(2) Clear Zone. Clear zone required 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 eight feet as measured from the ground level.

(a) Exception: does not apply to parking structures and underground parking.

(3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.

(a) Deciduous trees located not more than 30 feet apart on average as measured on center;

(b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;

(c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;

(d) Native trees and shrubs are encouraged; and

(e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.

(4) Landscape Island. Minimum 25 square feet per parking space must be improved with landscape island areas and must comply with the following.

(a) 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;

(b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;

(c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;

(d) Landscape separation required for every eight continuous spaces in a row.

(e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;

(f) Must be planted with groundcover or shrubs;

(g) Native plant materials are encouraged;

(h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);

(i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and

(j) Exceptions:

(i) Landscape square footage requirements do not apply to parking structures and underground parking.

(5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:

(a) Landscape area at least five feet in width on each side of the site access; and

(b) Landscape area must extend at the following lengths:

(i) Commercial and institutional development must extend 25 feet back from the right-of-way line.

(ii) Industrial development must extend 30 feet back from the right-of-way line.

(c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

*Response: **(1) General:***
All areas not required for vehicular parking, drive aisles, or loading have been improved with landscaping or approved substitute materials. Landscaping is strategically located around the perimeter of parking lots, between buildings, and within parking islands to visually soften paved areas, define vehicular circulation, and enhance the overall site aesthetic.

(2) Clear Zone:
Clear zones are maintained at all drive aisle ends and driveway entrances, providing a vertical clearance between 30 inches and 8 feet as measured from the ground surface. Plantings within these areas are selected and maintained to preserve driver visibility and sight distance for safe maneuvering.

(3) Perimeter Landscaping:
Perimeter landscape buffers with a minimum width of five feet are provided along all parking and circulation areas, including loading zones. The design includes:

- *Deciduous trees planted an average of 30 feet on center, ensuring consistent shade and visual rhythm.*
- *Shrubs and groundcover designed to achieve 90% coverage within three years, providing a continuous landscaped edge.*
- *Low shrubs reaching approximately 30 inches in height within three years, effectively screening vehicle headlights year-round.*
- *Native and drought-tolerant plant species selected for low maintenance and long-term resilience.*

Perimeter landscaping is not required between shared drive aisles or adjacent vehicular connections, consistent with the exception in TDC 73C.210(3)(e).

(4) Landscape Islands:
The parking lot includes approximately 3,369 square feet of interior landscape islands, exceeding the minimum requirement of 25 square feet per parking space.

- *Islands are located at aisle ends and intervals not exceeding eight continuous spaces, protecting parked vehicles and reinforcing vehicular circulation patterns.*
- *Each island is curbed and recessed slightly below the surrounding pavement to receive stormwater runoff and function as part of the site's water quality treatment system.*
- *One deciduous shade tree is provided for every four parking spaces, totaling 21 new trees evenly distributed across the parking field to create balanced canopy coverage.*
- *Islands are planted with groundcover and low shrubs achieving 90% coverage within three years, consistent with City requirements.*
- *Tree-bearing landscape islands meet the minimum 5-foot width standard measured from the inside of curb to curb.*

(5) Driveway Access Landscaping:
At both site driveways—SW Leveton Drive and SW 130th Avenue—landscaped buffers at least 5 feet wide are provided on each side of the access points. For this industrial development, the landscape areas extend 30 feet back from the right-of-way line, in compliance with TDC 73C.210(5)(b)(ii). These landscaped access edges define site entry points, frame circulation paths, and enhance the street frontage appearance.

CHAPTER 73D - WASTE AND RECYCLABLES MANAGEMENT STANDARDS

TDC 73D.010. - Applicability and Objectives.

(1) Applicability. The requirements of this Chapter apply to all new or expanded:

(a) Common wall residential developments containing five or more units;

(b) Commercial developments;

(c) Industrial developments; and

(d) Institutional developments.

(2) Objectives. Mixed solid waste and source separated recyclable storage areas should be designed to the maximum extent practicable to:

(a) Screen elements such as garbage and recycling containers from view;

(b) Ensure storage areas are centrally located and easy to use;

(c) Meet dimensional and access requirements for haulers;

(d) Designed to mitigate the visual impacts of storage areas;

(e) Provide adequate storage for mixed solid waste and source separated recyclables; and

(f) Improve the efficiency of collection of mixed solid waste and source separated recyclables.

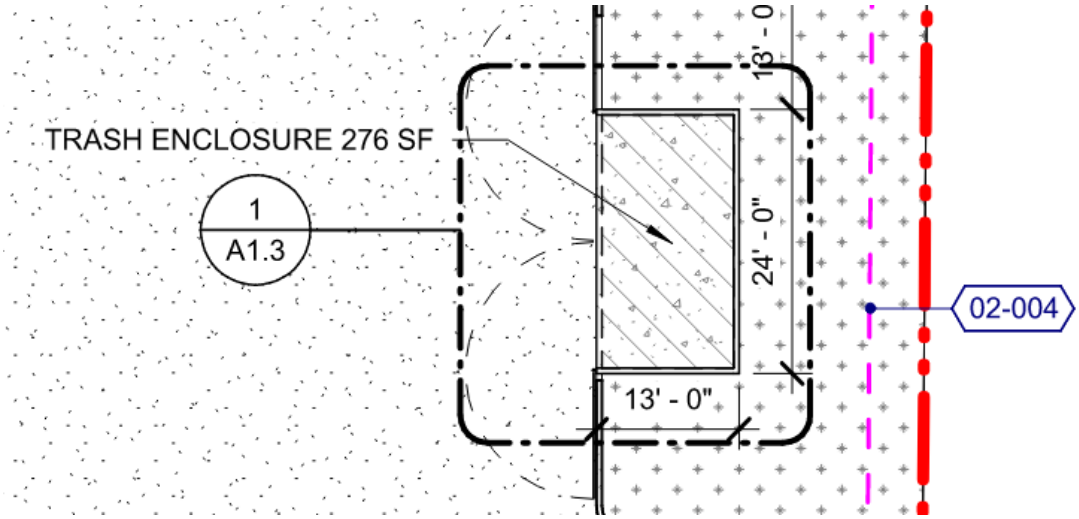
Response: The proposed development complies with TDC 73D.010 as it constitutes a new industrial development and therefore meets the applicability requirements of this chapter. The project provides a dedicated waste and recycling enclosure that has been designed to meet the City's objectives for accessibility, screening, and operational efficiency.

(1) Applicability:
As an industrial development consisting of two new buildings totaling approximately 45,000 square feet, the Leveton 99 project is subject to the waste and recyclables management standards outlined in TDC Chapter 73D. The project includes a consolidated solid waste and recycling facility designed to serve both buildings.

(2) Objectives:
The design meets the objectives of TDC 73D.010(2) as follows:

- *(a) Screening:*
  The trash and recycling enclosure, located at the northwest corner of the site, is enclosed on all sides with durable materials that match the architectural character of the buildings and include chain-link swing gates with full 180-degree opening capacity. This enclosure fully screens waste containers and collection activities from public view and adjacent properties.
- *(b) Central Location and Ease of Use:*
  The enclosure is positioned at a central, accessible location along the primary internal driveway, ensuring easy access for tenants while remaining convenient for waste collection vehicles.

- *(c) Dimensional and Access Requirements:*
  The enclosure measures 13 feet by 24 feet (248 square feet), exceeding the City's minimum size requirements for industrial uses. The layout accommodates hauler vehicle access, with adequate turning radii and unobstructed clearance for collection operations.
- *(d) Visual Impact Mitigation:*
  The enclosure design integrates architectural finishes and landscaping to mitigate potential visual impacts. Its placement away from public street frontages further reduces visibility and maintains the site's aesthetic consistency.
- *(e) Adequate Storage Capacity:*
  The enclosure provides sufficient area for both mixed solid waste and source-separated recyclables, designed to accommodate the operational needs of multiple tenants.
- *(f) Collection Efficiency:*
  The 180-degree swinging doors allow direct truck access, improving the efficiency of waste collection and minimizing on-site maneuvering.



TDC 73D.030. - 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.

(1) The size and location of the storage area(s) must be indicated on the site plan. Requirements are based on an assumed storage area height of four feet for mixed solid waste and source separated recyclables. Vertical storage higher than four feet, but no higher than seven 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 must include drawings to illustrate the layout of the storage area and dimensions for containers.

(2) The storage area requirement is based on 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 must 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 must be the sum of the area of each use. Minimum storage area requirements by use is as follows:

(a) Common wall residential five to ten units must provide 50 square feet.

(b) Common wall residential greater than ten units must provide 50 square feet plus an (additional five square feet per unit above ten.

(c) Commercial, industrial, and institutional developments must provide a minimum storage area of ten square feet plus:

(i) Office—Four square feet/1,000 square feet gross leasable area (GLA);

(ii) Retail—Ten square feet/1,000 square feet GLA;

(iii) Wholesale/Warehouse/Manufacturing—Six square feet/1,000 square feet GLA;

(iv) Educational and Institutional—Four square feet/1,000 square feet GLA; and

(v) All other uses—Four square feet/1,000 square feet GLA.

(3) Mixed solid waste and source separated recyclables storage areas for multiple tenants on a single site may be combined and shared.

Response: (1) Size and Location:
The trash and recycling enclosure is located at the northwest corner of the site, accessible via the primary driveway and internal circulation route to facilitate efficient collection service and truck maneuvering. The enclosure measures 13 feet by 24 feet (248 square feet of clear interior area) and is fully enclosed by a concrete retaining wall measuring 6 inches thick and 42 inches high, with dual 180-degree swinging gates for unobstructed service access.
While the required minimum storage area for a 45,000-square-foot industrial development is 280 square feet (based on 10 square feet plus 6 square feet per 1,000 square feet of GLA), the proposed design meets this requirement by incorporating vertical storage capacity of up to seven feet, consistent with TDC 73D.030(1), which allows a 43% reduction in footprint for stacked or vertical storage configurations. The resulting effective storage capacity exceeds the minimum volume requirement.

(2) Storage Area by Use:
The project consists of two industrial buildings for warehouse and light manufacturing use, which are categorized under TDC 73D.030(2)(c)(iii) as "Wholesale/Warehouse/Manufacturing." The

enclosure size and shared use configuration are consistent with this classification. Both buildings are served by the same waste and recycling facility, as permitted under TDC 73D.030(3) for multiple tenants on a single site.

(3) Compliance Summary:

- *Required minimum area: 280 sq. ft.*
- *Provided area: 248 sq. ft. (equivalent to 354 sq. ft. at seven-foot vertical storage height).*
- *Configuration: Shared enclosure serving both buildings, screened from view, and designed for efficient truck access and maneuvering.*
- *Compliance: Fully meets TDC 73D.030 standards for industrial developments through equivalent vertical capacity, shared use design, and accessible location.*

TDC 73D.070. - Location, Design and Access Standards.

The following location, design, and access standards are applicable to all storage areas:

(1) Location Standards.

(a) The storage area for source separated recyclables may be collocated with the storage area for mixed solid waste.

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

(c) Exterior storage areas must:

(i) Be located in central and visible locations on the site to enhance security for users;

(ii) Be located in a parking area; and

(iii) Not be located within a required front yard setback or in a yard adjacent to a public or private street.

(2) Design Standards.

(a) The dimensions of the storage area must accommodate containers consistent with current methods of local collection at time of construction or alteration.

(b) Indoor and outdoor storage areas must comply with Oregon Building and Fire Code requirements.

(c) Exterior storage areas must be enclosed by a sight obscuring fence or wall at least six feet in height.

(d) Evergreen plants must be placed around the enclosure walls, excluding the gate or entrance openings for common wall, commercial, and institutional developments.

(e) Gate openings for haulers must be a minimum of ten feet wide and must be capable of being secured in a closed and open position.

(f) Horizontal clearance must be a minimum of ten feet and a vertical clearance of eight feet is required if the storage area is covered.

(g) A separate pedestrian access must also be provided in common wall, commercial, and institutional developments.

(h) Exterior storage areas must have either a concrete or asphalt floor surface.

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

(3) Access Standards.

(a) Storage areas must 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.

(b) Storage areas must be designed to be easily accessible to hauler trucks and equipment, considering paving, grade, gate clearance and vehicle access.

(c) Storage areas must be accessible to hauler trucks 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 must be provided to allow hauler trucks to safely exit the site in a forward motion.

(d) Storage areas must located so that pedestrian and vehicular traffic movement are not obstructed on site or on public streets adjacent to the site.

(e) The following is an exception to the access standard:

(i) Access may be limited for security reasons.

Response: (1) Location Standards:
(a) The trash and recycling enclosure accommodates both mixed solid waste and source-separated recyclables within a single shared facility, consistent with TDC 73D.070(1)(a).
(b) The enclosure is exterior and centrally located at the northwest corner of the site, easily accessible from both buildings via the internal circulation network. This satisfies TDC 73D.070(1)(b) by combining all required storage functions in a single, consolidated location.
(c) The facility meets all requirements for exterior enclosures:

- ***(i) It is located in a central and visible area of the site to maintain security and convenient access for users and haulers.***
- ***(ii) It is positioned within a parking and service area, accessed directly from the primary driveway, as required.***
- ***(iii) It is outside of required front yard setbacks and not adjacent to a public street, complying fully with TDC 73D.070(1)(c)(iii).***

(2) Design Standards:

(a) The enclosure dimensions—13 feet by 24 feet (248 square feet interior)—accommodate containers consistent with local hauler equipment and collection methods, with sufficient clearance for maneuvering and servicing.
(b) Both design and materials comply with Oregon Building and Fire Code for outdoor waste storage facilities.
(c) The enclosure is surrounded by a solid concrete wall (6" thick, 72" high) with full-height privacy screening above to reach the required six-foot enclosure height, ensuring the area is completely sight-obscured per TDC 73D.070(2)(c).
(d) Evergreen landscaping will be provided around the enclosure perimeter, excluding the access gates, to further screen the facility and soften its visual presence.
(e) The dual swing gates open to 180 degrees and are 10 feet wide, capable of being secured in both open and closed positions, as required under TDC 73D.070(2)(e).
(f) The enclosure maintains horizontal clearance of at least 10 feet and vertical clearance exceeding 8 feet, meeting code standards for hauler access and optional cover.
(g) As an industrial use, no separate pedestrian gate is required, but internal site access routes provide clear pedestrian connection to the enclosure.
(h) The storage area floor is constructed of reinforced concrete, providing a durable, washable, and all-weather surface per TDC 73D.070(2)(h).
(i) Containers within the enclosure will be clearly labeled for waste and recyclable materials in accordance with TDC 73D.070(2)(i).

Response: (a) The proposed trash and recycling enclosure measures 13 feet by 24 feet (248 square feet), providing sufficient area to accommodate mixed solid waste and source-separated recyclable containers consistent with local hauler equipment and collection methods. The enclosure dimensions allow ample space for maneuvering, staging, and servicing of containers.

(b) The design, construction materials, and life-safety clearances of the enclosure comply with applicable Oregon Building Code and Oregon Fire Code requirements for exterior solid waste storage structures.

(c) The enclosure is screened by a 6-inch-thick, 72-inch-tall concrete wall, which provides a fully sight-obscuring barrier as required. The wall height and construction meet the minimum six-foot enclosure standard in TDC 73D.070(2)(c), ensuring no external visibility of stored containers.

(d) Evergreen landscaping will be installed around the enclosure perimeter—excluding gate openings—to soften the structure's appearance and enhance visual screening, consistent with TDC 73D.070(2)(d).

(e) The enclosure includes two 10-foot-wide, dual swing gates capable of opening to 180 degrees and designed to be secured in both open and closed positions. This configuration satisfies the minimum hauler access width required by TDC 73D.070(2)(e).

(f) The enclosure provides a minimum horizontal clearance of 10 feet and a vertical clearance exceeding 8 feet, consistent with TDC 73D.070(2)(f) for maneuverability and optional cover installation.

(g) As an industrial development, a separate pedestrian access gate is not required. However, internal site circulation ensures clear, unobstructed pedestrian access to the enclosure from both buildings, meeting the intent of TDC 73D.070(2)(g).

(h) The enclosure floor consists of reinforced concrete, which provides a durable, all-weather surface suitable for regular cleaning and compliant with TDC 73D.070(2)(h).

(i) All mixed solid waste and recyclable containers within the enclosure will be clearly labeled to identify material types, satisfying the labeling requirement of TDC 73D.070(2)(i).

(3) Access Standards:

(a) The enclosure is accessible to site users during standard operating hours and to haulers on scheduled collection days.
(b) The location and layout allow for direct access by collection vehicles via the internal driveway, with adequate paving, turning radius, and grade clearance to facilitate efficient service.
(c) The configuration allows forward ingress and egress for hauler trucks, ensuring that no backing movements into public streets are required, per TDC 73D.070(3)(c).
(d) The enclosure is located away from pedestrian walkways and main circulation routes, ensuring that pedestrian and vehicular traffic are not obstructed, consistent with TDC 73D.070(3)(d).
(e) The enclosure may be secured for security purposes when not in use, consistent with the exception in TDC 73D.070(3)(e).

Response: (a) The proposed trash and recycling enclosure is fully accessible to site users during standard operating hours and is positioned to allow direct access for hauler personnel on scheduled collection days, meeting TDC 73D.070(3)(a).

(b) The enclosure is located adjacent to the internal driveway system, which is designed with adequate paving, turning radii, and grade conditions to safely accommodate local collection vehicles. This configuration enables efficient approach, servicing, and departure in compliance with TDC 73D.070(3)(b).

(c) The enclosure layout allows hauler trucks to enter and exit the site in a forward motion, with no backing movements required into the public right-of-way. This satisfies the requirement of TDC 73D.070(3)(c), which prohibits maneuvering into public streets.

(d) The enclosure is intentionally sited at the northwest corner of the site, separated from primary pedestrian walkways, building entrances, and major vehicular circulation routes. This placement ensures that neither pedestrian nor vehicular movements on site—or on adjacent public streets—are obstructed, consistent with TDC 73D.070(3)(d).

(e) The enclosure includes secure, lockable gates that may be closed when not in active use to ensure safety and prevent unauthorized access, consistent with the security allowance provided in TDC 73D.070(3)(e).

CHAPTER 74 - PUBLIC AND PRIVATE TRANSPORTATION FACILITIES AND UTILITIES

TDC 74.010. - Purpose.

The purpose of this chapter is to provide construction standards for the implementation of public and private facilities and utilities such as streets, water mains, sewers, and drainage.

TDC 74.020. - Applicability

(1) Unless otherwise provided, construction, reconstruction or repair of public and private transportation facilities and utilities must comply with the provisions of this chapter. No development may occur and no land use application may be approved unless the public and private facilities related to development comply with the requirements established in this chapter and adequate public facilities are available. Applicants may be required to dedicate land and build required improvements only when the required exaction is directly related to and roughly proportional to the impact of the development.

(2) Development must also comply with the applicable requirements of the Tualatin Municipal Code, Tualatin Public Works Construction Code, and Clean Water Services Design and Construction Standards.

(3) Adjustments to the provisions in this chapter related to transportation facility and utility improvements shall be requested as an exception in conjunction with an Architectural Review, Subdivision, Partition, or Driveway Approach Permit application consistent with the requirements of 74.040. Adjustment to the provisions in this chapter requested under 74.040 may also be requested as a separate application through a Type II procedure.

TDC 74.030. - Street Standards.

(1) Improvement Standards. Street improvements must comply with the following standards:

(a) Dedication and improvement to existing or future streets adjacent to or located on property proposed for development must be made consistent with Figures 74-1A through 74-1B. Right-of-way dedication must be for the full width of the property abutting the roadway and slope and utility easements. For development applications that will impact existing streets not adjacent to the applicant's property and require construction of street improvements to mitigate those impacts, which would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the applicable property owner(s).

(i) For subdivisions or partitions, the dedication must be shown on the final subdivision or partition plat prior to approval of the plat by the City, or prior to releasing the security provided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.

(ii) For all other developments, the dedication must be made to the City for use by the public prior to issuance of a Certificate of Occupancy, release of a Construction Improvement Bond, or Final Approval, whichever comes first.

(b) Where development abuts an existing street, the improvement required must 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 and right-of-way dedication beyond the centerline necessary to meet requirements for tapering in accordance with the Public Works Construction Code.

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

(d) In addition to land adjacent to an existing or proposed street, the requirements of this section apply to land separated from such a street only by a railroad right-of-way.

(e) The applicant must 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.

(f) Intersections must be improved to operate at a level of service of at least D for signalized, all-way-stop, and roundabout intersections and at least E for other unsignalized intersections.

Response: (a) The project frontage is fully served by existing right-of-way improvements—including curb, sidewalk, street trees, and public utilities—no additional right-of-way dedication is required beyond minor utility and slope easements, if determined necessary at permit review.
As this is not a subdivision or partition, any required dedications or easements will be recorded prior to issuance of the Certificate of Occupancy or other City-defined milestone in accordance with TDC 74.030(1)(a)(ii).

(b) No widening or improvements are required beyond the centerline except as necessary to meet taper requirements. The existing curb, sidewalk, and frontage public improvements are retained and protected during construction, and will be restored or enhanced as needed.

(c) The fronting streets already include curbs, continuous sidewalks, appropriate planter strips, street trees, drainage facilities, and street lighting. These facilities will be preserved or enhanced as required, meeting TDC 74.030(1)(c). No bikeway or transit facility improvements are triggered along the project frontage.

(d) The project is not separated from the street system by railroad right-of-way; therefore, this provision is not applicable.

(e) Both SW Leveton Drive and SW 150th Avenue are under City of Tualatin jurisdiction. The project includes coordination with TriMet because a bus stop (#4301) is located within a 5-minute walk of the site, ensuring no conflicts with transit operations. No ODOT, Washington County, or Clackamas County roadway facilities are affected by the development.

(f) The project's traffic analysis demonstrates that the development will not degrade the level of service at adjacent intersections. The estimated daily trip generation for the proposed industrial buildings is not expected to exceed 500 daily trips, which is below the threshold requiring a Transportation Impact Analysis. The provided technical evaluation confirms that existing intersections will continue to operate at acceptable levels of service (LOS D or better for controlled intersections, LOS E or better for unsignalized intersections) in compliance with TDC 74.030(1)(f). Additionally, the study verifies that adequate stopping sight distance is available for the proposed driveway location based on a 15-mph design speed, meeting City safety standards.

(2) Street Connectivity and Future Street Extensions. Streets must be extended to the proposed development site boundary and must comply with the minimum location, orientation, and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3), Typical Street Design Standards (Figures 74-1A through 74-1B), Access Management (Chapter 75), and the following standards:

(a) Local streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

(i) Maximum Block Length and Perimeter.

(A) The block length shall not exceed 400 feet, and the block perimeter shall not exceed 1,600 feet, except where prevented by barriers.

(B) The maximum block length and perimeter standard may be met with a full street connection, an alley that conforms with the standards in TDC 74.070, or a mid-block pedestrian and bicycle accessway that conforms with the standards in TDC 74.100.

(ii) Culs-de-sac.

(A) Where provided, culs-de-sac and closed-end streets must be no longer than 200 feet and shall provide access to no more than 25 dwelling units, except for streets stubbed to future developable areas.

(B) If the end of a proposed cul-de-sac or other closed-end street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the cul-de-sac/closed-end street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100.

(b) For residential or mixed residential/commercial redevelopments of a site over two acres that does not meet the block length or connectivity standards in TDC 74.030(2)(a), new connections meeting these standards shall be required, provided the City Manager makes findings that the

required improvements have a clear nexus with, and are roughly proportional to, the development's impacts.

(c) Streets proposed as part of new industrial or commercial development must comply with Functional Classification Plan (Comprehensive Plan Map 8-1).

Response: The project does not propose the creation of any new public or private streets. Access to the site is provided exclusively through driveway connections to existing public streets—SW Leveton Drive and SW 150th Avenue—which serve internal parking, loading, and circulation areas only. As such, the requirements related to extending streets to site boundaries or establishing new block patterns are not applicable to this development.

(a) The proposed project is an industrial development in the MG zone and does not include residential uses, new streets, or residential block configurations. Therefore, these standards are not applicable.

(b) The proposed industrial development does not include residential uses or street creation and thus does not trigger this requirement.

(c) The project's access design complies with the Functional Classification Plan (Comprehensive Plan Map 8-1). Driveway locations, spacing, and internal circulation have been reviewed under Chapter 75 (Access Management) and are designed to safely and efficiently connect to the existing street network without creating new street segments or connectivity demands.

TDC 74.050. - Traffic Study

(1) A traffic study must be provided with an application for development or when any of the following is proposed:

(a) A plan amendment;

(b) An increase in average daily site traffic volume generation of more than 100 trips;

(c) An increase in peak hour site traffic volume generation of more 20 trips;

(d) An increase in site traffic that results in queuing within the public right-of-way; or

(e) An increase in site traffic where the location of an existing or proposed access driveway does not meet minimum sight distance requirements or is located on a street that is designated as restricted in TDC 75.

(2) The traffic study must 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 streets on which the property has frontage or takes access or contributes five percent or more to total daily or peak hour traffic volumes;

(e) Recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D for signalized, all-way stop, and roundabout intersections and at least E for unsignalized intersections, after the future traffic impacts are considered; and

(f) The study must be conducted by a registered engineer in the state of Oregon.

Response: The Kittelson analysis determined that the estimated daily vehicle trips for the proposed industrial buildings will not exceed 500 trips per day, which is below the threshold that would trigger a Transportation Impact Analysis (TIA) under City of Tualatin requirements. Based on this finding, the City's transportation review standards do not require a full TIA for this project.

The technical report also evaluated the proposed driveway configurations on SW Leveton Drive and SW 130th Avenue for vehicular access, turning movements, and safety. The sight distance analysis demonstrated that the proposed access locations provide adequate stopping sight distance for a 15 MPH design speed, ensuring safe ingress and egress consistent with the City's Public Works Construction Code and Transportation Design Standards.

The study further concluded that the existing street network is capable of accommodating the modest increase in traffic associated with the proposed warehouse and industrial uses, and that the site's internal circulation design provides safe and efficient movement of passenger vehicles, service vehicles, and trucks without creating on-site conflicts or impacts to the adjacent right-of-way.

TDC 74.060. - Private Streets.

In new residential or mixed residential/commercial developments, private streets may be used to provide vehicular access to a site, provided they comply with the following standards:

(1)The private street must be limited to 150 feet in length;

(2) Private streets must comply with minimum block length, public street spacing standards, and local street connectivity as shown on the Local Streets Plan (Comprehensive Plan Map 8-3);

(3) If the terminus of the private street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the private street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100; and

(4) Be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

Response: This standard does not apply to the proposed development because the project is not a residential or mixed residential/commercial development and does not include the creation of any private streets.

TDC 74.070. - Public Alleys.

In new residential or mixed residential/commercial developments, public alleys may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) Alleys with a single access point must be limited to 150 feet;

(2) The alley must be at least 25 feet wide, with a paved width of at least 20 feet;

(3) Mountable curbs shall be installed with a minimum width of six inches;

(4) The alley must meet minimum fire access requirements;

(5) Each lot abutting an alley must also have frontage on a public street. Vehicle access must be derived from the alley; and

(6) The alley must be dedicated as public right-of-way and be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

Response: This code provision does not apply to the proposed development because the project is not a residential or mixed residential/commercial development and does not include any public alleys or alley-derived access.

TDC 74.080. - Easements

(1) Easements shall be required for the following:

(a) Greenways, natural areas, and bikeway and pedestrian paths;

(b) Slope areas necessary to support street improvements, accessways, or utility improvements;

(c) Public utilities, such as water, sanitary sewer, storm drainage, electric lines, cable, and gas;

(d) Watercourse or drainage way areas that traverse development; and

(e) Public improvement maintenance.

(2) For subdivision and partition applications, easement areas must be dedicated to the City on the final subdivision or partition plat, prior to approval of the plat by the City.

(3) For all other development applications, easement dedications must be submitted to the City Manager. The applicant must obtain City acceptance of the easement dedication prior to issuance of building permits or release of construction improvement bonds, whichever comes first.

(4) When off-site public utility easements are required to serve the proposed development, the public utility easement must have an 8-foot width adjacent to the street.

(5) When storm water easements are required, the easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be

additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District.

(6) All easements dedicated to the City during the development application process must be surveyed, staked, and marked with a City approved boundary marker, prior to acceptance by the City.

Response: The provisions of this section are not applicable to the proposed development because the project does not include any new public easements, nor does it require greenway, natural area, pedestrian/bikeway, slope, or watercourse easements. All utilities serving the site—including water, sanitary sewer, and stormwater—are located within existing public rights-of-way or fully contained on-site within private utility corridors, and no off-site extensions or easement acquisitions are necessary to serve the project.

TDC 74.090. - Bikeways and Pedestrian Paths

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path identified in the Bicycle and Pedestrian Plan (Comprehensive Plan Map 8-4), it must be constructed within an easement or dedication provided to the City.

(2)Where required, bikeways and pedestrian paths must be provided as follows:

(a)Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b)The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

Response: This standard is not applicable to the proposed development because the site does not abut or contain any existing or planned bikeway, pedestrian path, or multi-use path identified on the City's Bicycle and Pedestrian Plan

TDC 74.110. - Utilities

(1) Water Service. Water lines must be installed to serve each property in accordance with City codes and standards.

(a) The developer must obtain City approval of water line construction prior to construction.

(b) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The lines must be sized to provide service to future development, in accordance with the Water System Plan (Comprehensive Plan Map 9-1).

(c) As set forth in the Water System Plan (Comprehensive Plan Map 9-1), the City has three water service levels. All development applicants must 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 must 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.

Response: Each building will be served by a new domestic water service extended from the existing public water main. New water lines will be installed with appropriate service meters, reduced pressure backflow assemblies (RPBA), and isolation valves. The construction plans, as shown on the On-Site Utility Plan (Sheet C2.1), identify the location, size, and alignment of all proposed water lines and connections and will be submitted for review and approval by the City prior to construction, in compliance with subsection (1).

The site's existing fire hydrant will be protected in place, while one hydrant and reflective marker will be relocated to accommodate the new driveway and building layout, ensuring continued fire protection coverage in accordance with Tualatin Valley Fire & Rescue (TVF&R) standards. A new fire service with double check detector assembly (DCDA) and fire department connection (FDC) will also be installed, providing full fire suppression capacity to each building.

There are no undeveloped parcels adjacent to the project site that require public water line extension. Therefore, the proposed design satisfies subsection (2) without the need for additional off-site improvements.

The property connects to the existing service level as designated on Comprehensive Plan Map 9-1, and no pressure zone transition is necessary. The system includes pressure control and backflow prevention to maintain safe and reliable service throughout the site, consistent with subsection (3).

(2) Sanitary Sewer Service. Sanitary sewer lines must be installed to serve each property in accordance with City codes and standards.

(a) Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) 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 must extend public sanitary sewer lines to the common boundary line with these properties. The lines must 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 Sewer System Master Plan (Comprehensive Plan Map 9-2).

Response: Each building will be served by a new 8-inch PVC sanitary sewer line (ASTM D3034, SDR 35) designed at a minimum slope of 2.0% to ensure adequate flow capacity and velocity. The system includes new cleanouts at the property line, typical sanitary cleanout assemblies, and direct connections to the site's internal collection network. The On-Site Utility Plan (Sheet C2.1) provides

the full layout, invert elevations, and design slopes of all new sanitary sewer lines and will be submitted to the City for review and approval prior to construction, consistent with subsection (1).

The proposed system connects to the existing public sanitary main and is sized appropriately for the anticipated loading of the proposed industrial and warehouse uses. There are no adjacent undeveloped properties that require sewer extensions through this site; therefore, no off-site extensions are necessary under subsection (2).

The design incorporates approximately 275 linear feet of new 8-inch PVC sanitary piping distributed between both buildings, providing gravity service with appropriate slope and depth. Construction will conform to the City's material standards, bedding and compaction requirements, and testing procedures for watertightness and alignment.

(3) Storm Drainage System. Storm drainage lines must be installed to serve each property in accordance with City codes and standards.

(a) Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the Tualatin Municipal Code and Public Works Construction Code.

(c) 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 must extend storm drainage lines to the common boundary line with these properties. The lines must 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 Storm System Master Plan (Comprehensive Plan Map 9-3).

Response: New storm drainage lines consisting of 6-inch, 8-inch, and 12-inch PVC (ASTM D3034, SDR 35) will be installed to collect roof, parking lot, and landscape drainage from across the site. The storm network is designed to convey runoff through a series of catch basins, area drains, and manholes, directing flows to on-site water quality and detention facilities prior to controlled discharge. The stormwater construction plans and hydrologic calculations have been prepared by the civil engineer of record and will be submitted to the City Manager for review and approval prior to construction, consistent with subsection (1).

The storm drainage report and hydraulic modeling confirm that the system has adequate capacity to serve the full development while maintaining post-development discharge rates at or below pre-development conditions, in compliance with the City's Storm and Surface Water Regulations and the CWS Unified Sewerage Agency standards, satisfying subsection (2).

On-site stormwater management includes:

- *A vegetated swale (0.5 feet deep) and detention pond (4 feet deep) with an underdrain system;*
- *A detention control manhole with defined inlet and outlet elevations;*

- *A water quality treatment manhole (ADS BayFilter 522);*
- *104 ADS MC-3500 StormTech subsurface chambers providing detention volume; and*
- *A 48-inch water quality manhole per CWS Details 250 & 260.*

Discharge is routed through approved control structures with energy dissipation via ODOT Class 100 riprap splash pads over geotextile fabric to prevent erosion.

There are no undeveloped properties adjacent to the site requiring storm line extension; therefore, the system does not need to extend to any common boundary, consistent with subsection (3).

(4) Grading. Development sites must 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.

(a) A development applicant must 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.

(b) The City Manager may require the applicant to remove all excess material from the development site.

Response: The proposed development complies with TDC 74.150(4) by incorporating a grading design that maintains existing drainage patterns on adjacent properties and ensures stormwater is managed fully within the site boundary.

(a) A detailed civil grading plan has been prepared and submitted as part of the development application. The plan demonstrates that all proposed building pads and surrounding site areas will be served by gravity drainage away from building crawl spaces and toward the on-site stormwater system. The grading design also confirms that post-development runoff patterns will not negatively impact adjacent parcels, maintaining pre-development drainage flow conditions.

(b) Any excess excavation material generated during construction will be managed in accordance with City direction. Should the City Manager require its removal, the applicant will haul off surplus material to an approved disposal site, ensuring compliance with Public Works Construction Code and all applicable development standards.

(5) Water Quality, Storm Water Detention, and Erosion Control. The applicant must comply with the water quality, storm water detention and erosion control requirements in the Tualatin Municipal Code, Public Works Construction Code, and Clean Water Services standards, including:

(a) The applicant must construct a permanent on-site water quality facility and storm water detention facility.

(i) For subdivision and partition applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services and must construct the improvements prior to approval of the final plat.

(ii) For all other development applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services prior to issuance of any building permit and must construct the stormwater infrastructure prior to issuance of a Certificate of Occupancy or release of a Construction Improvement Bond.

(b) For on-site private and regional non-residential public facilities, the applicant must 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 must submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbance of the site is allowed until the erosion control plan is approved by the City and the required measures are in place and approved by the City.

Response: The proposed development fully complies with the water quality, stormwater detention, and erosion control requirements of the Tualatin Municipal Code, the Public Works Construction Code, and Clean Water Services (CWS) standards.

(a) Permanent Water Quality & Detention Facilities:
The project includes construction of a comprehensive on-site stormwater management system consisting of a vegetated water-quality swale, a detention pond with underdrain, and an underground StormTech MC-3500 chamber system sized to meet all treatment and detention requirements. Detailed stormwater construction plans and engineering calculations have been prepared in full compliance with applicable City and CWS standards.

(ii) As a non-residential development (not a subdivision or partition), the applicant will obtain a Stormwater Connection Permit from Clean Water Services prior to issuance of any building permits. All stormwater infrastructure—including water-quality treatment components and detention facilities—will be installed prior to issuance of the Certificate of Occupancy or release of the Construction Improvement Bond, consistent with TDC 74.150(5)(a)(ii).

(b) Stormwater Facility Agreement & Erosion Control:
Because the proposal includes on-site private stormwater facilities, the applicant will submit a stormwater facility agreement—including the City-provided operations and maintenance plan—for review and approval by the City. An erosion control plan will also be submitted and approved prior to issuance of the Public Works Permit. No site disturbance will occur until erosion control measures are installed in accordance with City requirements and verified in the field by City inspection.

(6) Undergrounding of Utilities.

(a) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities must 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 must 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.

(b) 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 must, at their own expense, provide an underground system. The applicant must be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements must be submitted to the City Manager for acceptance by the City prior to issuance of the Public Works Permit.

Response: The proposed development complies with the underground utility requirements of TDC 74.150(6), ensuring that all new utility installations are placed underground and coordinated with applicable service providers.

(a) Underground Installation of Utilities:
All new utility lines serving the project—including electrical, communication, natural gas, lighting, and cable service—will be installed underground in accordance with City standards. The site design incorporates locations for surface-mounted transformers, meter cabinets, and connection boxes where necessary; all such equipment will be placed above ground only as permitted by code and subject to City approval. No high-capacity transmission lines or temporary overhead utility systems are proposed as part of the development. Coordination with all utility companies will occur during final engineering to ensure appropriate underground service routing and installation.

(b) Treatment of Existing Overhead Utilities:
Existing overhead utilities adjacent to the site will not be upgraded to serve the project. If any existing overhead lines prove insufficient for service demand, the applicant will install new underground systems at the applicant's expense. Any required off-site utility easements necessary to provide new service connections will be secured by the applicant and submitted to the City Manager for acceptance prior to issuance of the Public Works Permit.

(7) Utility Service to Existing Structures.

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

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

(c) The applicant must be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site.

Response: No existing structures are proposed to remain on the project site. The development consists entirely of new industrial buildings; therefore, there are no retained structures requiring reconnection to City utilities.

TDC 74.120. - Street Lights

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

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

Response: All proposed street light poles and luminaires are specified to meet the City of Tualatin Public Works Construction Code standards.
The lighting fixtures—identified in the attached schedule as SA, SB, SC, and SD by Lithonia Lighting—include full cutoff LED luminaires with appropriate BUG ratings and distribution types to ensure safe illumination while minimizing glare, spill light, and trespass onto adjacent properties.
The lighting levels shown in the photometric statistics confirm that illumination along ADA parking, pedestrian pathways, and drive aisles meet or exceed required performance standards without introducing excessive brightness, consistent with City code.

Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Number Lamps	Lamp Output	LLF	Input Power	Distribution
	SA	2	Lithonia Lighting	RSX1 LED P1 40K R2	1	7121	0.95	51.3435	TYPE II, SHORT, BUG RATING: B1 - U0 - G1
	SB	20	Lithonia Lighting	RSX1 LED P2 40K R4	1	9972	0.95	72.95	TYPE IV, SHORT, BUG RATING: B2 - U0 - G2
	SC	5	Lithonia Lighting	RSX1 LED P1 40K R3S HS	1	4725	0.95	51.34	TYPE II, SHORT, BUG RATING: B1 - U0 - G1
	SD	1	Lithonia Lighting	RADPT LED P1 40K SYM	1	3244	0.95	25.4	TYPE I, VERY SHORT, BUG RATING: B2 - U1 - G1

Statistics

Description	Symbol	Avg	Target Avg	Max	Min	Max/Min	Avg/Min
ADA PARKING BLDG 1	+	1.4 fc	1.0 fc	2.5 fc	1.0 fc	2.5:1	1.4:1
PARKING AND DRIVEWAYS BLDG 1	+	1.5 fc	1.0 fc	9.8 fc	0.1 fc	98.0:1	15.0:1
PEDESTRIAN PATH BLDG 1	+	2.5 fc	1.0 fc	6.2 fc	1.2 fc	5.2:1	2.1:1
LIGHT TRESSPASS BLDG 1	+	0.1 fc	<0.5fc	0.4 fc	0.0 fc	N/A	N/A
ADA PARKING BLDG 2	+	1.4 fc	1.0 fc	2.5 fc	1.0 fc	2.5:1	1.4:1
PARKING AND DRIVEWAYS BLDG 2	+	1.5 fc	1.0 fc	8.9 fc	0.1 fc	89.0:1	15.0:1
PEDESTRIAN PATH BLDG 2	+	2.6 fc	1.0 fc	7.5 fc	1.2 fc	6.3:1	2.2:1
LIGHT TRESSPASS BLDG 2	+	0.1 fc	<0.5fc	0.5 fc	0.0 fc	N/A	N/A

TDC 74.150. - Street Trees

(1) Applicability and Authority. The City Manager has jurisdiction over all trees planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. It is unlawful for a person to remove or injure a tree that is planted or growing in or upon a public right-of-way within the City, without a written permit from the City Manager.

Response:(The proposed development acknowledges the City Manager's authority over all trees located within the public right-of-way as established in TDC 74.150(1). The project will fully comply with the requirement that no street tree may be removed, altered, or injured without first obtaining a written permit from the City Manager.

Where existing street trees along SW Leveton Drive and SW 130th Avenue require removal to accommodate frontage improvements, driveway approaches, or utility installations, the applicant will secure the required permit prior to any disturbance. All proposed removals, replacements, and protection measures will be documented in accordance with City processes, and no work affecting right-of-way trees will occur without explicit approval.

(2) Development Review. The location, type, size, and placement of street trees must be approved by the City.

(b) For all other developments, street trees must be planted by the owners of the individual lots prior to Certificate of Occupancy or release of a Construction Improvement Bond.

Response: All proposed street tree species, spacing, and planting details will be submitted to the City for review and approval as part of the development application and Public Works permitting process. Any existing street trees requiring removal to facilitate improvements will be replaced in accordance with TDC 74.150 and the City's approved street tree list.

As a commercial/industrial development, the applicant will install all required street trees prior to issuance of Certificates of Occupancy or release of Construction Improvement Bonds, ensuring full compliance with subsection (b).

(3) Street Tree Species and Planting Locations. All trees planted in the right-of-way of the City must conform in species and location with the street tree plan and City standards.

Response: The proposed development complies with TDC 74.150(3), which requires that all street trees planted within the public right-of-way conform to the City's approved street tree plan and applicable planting standards.

Street tree improvements are proposed along both SW Leveton Drive and SW 130th Avenue, and all selected species—including spacing, caliper size, planting pit configuration, and soil volume—will match the City's adopted street tree list and design requirements. Tree locations have been coordinated with utilities, sight-distance requirements, street lighting, and public improvements to ensure proper long-term health and compatibility with the right-of-way environment.

(4) 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 25 square feet of open ground for a tree up to three inches in diameter must be provided about the base of the trunk of each tree.

Response: All proposed street trees along SW Leveton Drive and SW 130th Avenue are designed with adequately sized tree wells that exceed the minimum 25-square-foot requirement. These open-ground areas ensure proper root aeration, stormwater infiltration, and long-term tree health. Tree wells will remain unobstructed by pavement and will be constructed in accordance with City standards for soil volume, surface treatment, and root protection.

(5) Protection of Trees During Construction.

(a) During the construction, repair, alteration or removal of a building or structure, trees in or upon a public right-of-way in the vicinity of the building or structure must be protected with a sufficient guard or fence to prevent injury to the tree.

(b) Excavations and driveways must not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Manager. During excavation or construction, the person must guard the tree within six feet and all building material or other debris must be kept at least four feet from any tree.

Response: The proposed development will fully comply with TDC 74.150(5) regarding the protection of street trees during construction activities.

(a) Tree Protection Measures:
All existing trees located within the public right-of-way adjacent to construction areas will be protected with sturdy fencing or guards installed at the dripline or at a minimum radius approved by the City. These protective barriers will remain in place for the duration of construction to prevent damage from equipment, materials, or site activity. Tree protection measures will be included in the project's construction documents and implemented prior to any ground disturbance.

(b) Excavation and Driveway Placement:
No excavations, driveways, or utility work will occur within six feet of any street tree without prior written authorization from the City Manager. When permitted encroachment is approved, additional tree protection measures will be implemented, including root protection, hand excavation, or arborist supervision. All construction materials, soil stockpiles, and debris will be kept at least four feet away from tree trunks, consistent with TDC 74.150(5)(b).

(6) Street Tree Voluntary Planting. A person who desires to plant a tree in or upon a public right-of-way 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 must remove the stump or pay a fee to the City, as established in the Tualatin Fee Schedule, so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree must comply with other applicable TDC sections and any additional requirements of the City Manager.

Response: TDC 74.150(6) addresses voluntary street tree planting within the public right-of-way. This provision is not applicable to the proposed development because street tree installation for this project is a required public improvement, not a voluntary action initiated by a private party.

(7) 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 in or upon a public right-of-way or to the guard or stake intended for the protection of such tree.

Response: The proposed development complies with TDC 74.150(7), which prohibits attaching any rope, wire, chain, sign, or similar device to street trees or to protective guards/stakes associated with those trees.

No components of the project—including signage, lighting, utilities, fencing, or temporary construction materials—will be affixed to existing or newly planted street trees within the public right-of-way along SW Leveton Drive or SW 130th Avenue.

(8) Maintenance Responsibilities. Trees, plants, or shrubs standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk must be kept trimmed by the owner of the property adjacent to or in front of where such trees, plants, or shrubs are growing so that:

(a) The lowest branches are a minimum of 12 feet above the surface of the street and a minimum of 14 feet above the surface of streets designated as state highways or County Roads.

(b) The lowest branches are a minimum of eight feet above the surface of a sidewalk or footpath.

(c) A plant, bush, or shrub must not 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 ten 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. Plants, bushes, or shrubs must also be trimmed to provide adequate sight distance for drivers pulling out from streets, driveways, and other intersections.

(d) 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.

Response: The development acknowledges the maintenance responsibilities outlined in TDC 74.150(8) for all vegetation located within or projecting into the public right-of-way. Although these requirements primarily apply to ongoing property maintenance after project completion, the applicant will comply with each applicable standard to ensure public safety, visibility, and unobstructed pedestrian and vehicular movement.

(9) 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 this section, the City Manager may provide a written notice of violation. The notice must 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.

(a) If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs, or plants within ten days after service of the notice, the City Manager may 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.

(b) A person who fails to trim a tree or shrub for which notice to do so was provided, must, upon conviction, be fined not more than $100.00.

Response: The proposed development acknowledges the requirements of TDC 74.150(9) related to the maintenance and trimming of trees, shrubs, and plants within or overhanging the public right-of-way. Although these provisions primarily address ongoing property maintenance rather than new development, the applicant will fully comply with all responsibilities outlined in this section.

(10) Street Tree Emergencies. If emergency conditions require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the City Manager may issue emergency permits without payment of fees and formal applications. If the City Manager 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 an application with the City Manager, the person doing so must report the action to the City Manager within two City business days without payment of fee and must provide such information and evidence as may be reasonably required by the City Manager to explain and justify the removal.

(a) In all instances, a person who removes a street tree as a result of an emergency must replace it within 60 days of notifying the City Manager. The City reserves the right to waive this requirement.

(b) A person who fails to comply with TDC 74.150(9) must pay an enforcement fee, and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) If no emergency is found to exist, no person must cut or remove a street tree without complying with the requirement of the Tualatin Development Code.

Response: The proposed development acknowledges the emergency provisions of TDC 74.150(10), which govern the immediate removal or cutting of street trees when emergency conditions create a danger or hazard to persons or property. While no emergency removals are anticipated as part of this project, the applicant will comply with all requirements should such conditions arise.

(11) Removal or Treatment by City. The City Manager may remove or require removal of a tree, plant, or shrub growing in or upon a public right-of-way when its nature causes an unsafe condition, is injurious to sewers or public improvements, or is affected with a fungus disease, insect, or other pest. When, in the opinion of the City Manager, 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 City Manager may trim such branches or order the branches to be trimmed.

Response: The proposed development acknowledges the authority of the City Manager under TDC 74.160(11) to remove or require the removal, trimming, or treatment of any tree, plant, or shrub located within the public right-of-way when necessary to address unsafe conditions, conflicts with public improvements, or issues related to disease, pests, or damage to infrastructure.

(12) Street Tree Removal Permit and Fees. A person who desires to remove a tree, as defined in TDC 31.060, in or upon public right-of-way must submit an application to the City.

(a) Upon the City Manager approving the removal of a street tree, the applicant or designated contractor must replace each removed tree on a one-for-one basis by fulfilling the following requirements:

(i) Remove both the tree and stump prior to planting a replacement tree, or request the City to remove the tree and stump and pay the applicable fee(s) established in in the City of Tualatin Fee Schedule; and

(ii) Replace the removed tree by planting a species of street tree permitted by the City within the time period specified in writing by the City Manager; or, the applicant may request within 60 days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in the City of Tualatin Fee Schedule. If an applicant opts for the City to plant the replacement tree, the City may plant the tree on its usual tree-planting schedule. Planting done by the applicant or designated contractor must comply with all applicable TDC sections and any additional requirements imposed by the City Manager.

(iii) The applicant must comply with all applicable TDC sections and additional requirements imposed by the City Manager. The City Manager may waive the one-for-one replacement requirement if the City Manager determines that the replacement would:

(A) 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;

(B) Interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;

(C) Cause a conflict by planting trees too close to each other, hurting their health; and

(D) Direct how to plant replacement tree(s).

(b) A person who fails to comply with the street tree removal permit must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) A person who applies to remove a street tree must 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.

(d) When a street tree removal permit is denied by the City Manager, an order is issued by the City Manager directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the City Manager containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within ten 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.

Response: (a) Street Tree Removal & Replacement Requirements

- *A Street Tree Removal Permit will be submitted to the City prior to any removal activities.*
- *Upon approval by the City Manager, the applicant will:*
    - *Remove each approved street tree and stump, or alternatively coordinate with the City to remove the tree(s) and pay all applicable fees per the City's Fee Schedule.*
    - *Provide one-for-one replacement of all removed trees using City-approved street tree species.*
    - *Install replacement trees within the time frame specified in writing by the City Manager.*
    - *Ensure all planting is completed in accordance with the Tualatin Development Code and any additional requirements provided by the City Manager.*
- *The development proposes a comprehensive street frontage upgrade, including the installation of new street trees within the right-of-way, meeting spacing and species requirements and restoring the full urban tree canopy along both frontages.*
- *Should the City Manager determine that a one-for-one replacement is infeasible at specific locations (e.g., due to utilities, spacing, or canopy conflicts), the applicant will comply with any adjustment and direction issued under TDC 74.160(12)(a)(iii).*

TDC 74.160. - Installation of Improvements

(1) Public Improvements. Except as specially provided, all public improvements must be installed at the expense of the applicant.

(a) All public improvements installed by the applicant must be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. Work must not be undertaken on any public improvement until after the construction plans have been approved by the City Manager and a Public Works Permit issued and the required fees paid.

(b) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative impacts of public streets by modifying right-of-way widths and street improvements when appropriate. The City Manager is authorized to modify right-of-way widths and street improvements to address the negative impacts on fish and wildlife habitat.

(c) Sidewalks must be maintained, repaired, and upkept in accordance with the Tualatin Municipal Code by the property owner.

(2) Private Improvements. All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.

(3) Construction of Improvements and Phasing.

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

(b) The applicant may build the development in phases. If the development is to be phased the applicant must submit a phasing plan to the City Manager for approval with the development application. The timing and extent or scope of public improvements and the conditions of development must be determined by the City Council on subdivision applications and by the City Manager on other development applications.

Response: (1) Public Improvements.
(a) The project includes the installation of required public street improvements, street trees, and landscape enhancements along both Leveton Drive and SW 130th Avenue, all of which will be constructed at the applicant's expense. These improvements will be designed, permitted, and constructed consistent with the City's Public Works Construction Code. Construction plans will be submitted for City review and approval, and a Public Works Permit will be obtained prior to any work in the right-of-way.

(b) The proposed street improvements have been designed to avoid impacts to natural habitat areas. As the project does not encroach upon any mapped fish or wildlife habitat areas in the Tualatin Basin Program, no right-of-way modifications are required under this subsection. Should the City Manager identify any applicable habitat considerations during permit review, the applicant will coordinate as needed.

(c) All new sidewalks along Leveton and 130th will be constructed to City standards. Ongoing sidewalk maintenance and repair will be the responsibility of the property owner, consistent with the Tualatin Municipal Code.

(2) Private Improvements.
All internal private improvements—including parking lot drive aisles, utilities, stormwater facilities, and on-site landscaping—will be constructed and maintained by the applicant/property owner, in full compliance with TDC requirements.

(3) Construction of Improvements and Phasing.
(a) All required public and private improvements will be completed and accepted by the City prior to issuance of a Certificate of Occupancy or release of Construction Improvement Bond, as applicable.

(b) The development is proposed as a single-phase project. If phasing becomes necessary in response to construction logistics, a phasing plan will be submitted to the City Manager for review and approval, as required by TDC 74.160(3)(b).

CHAPTER 75 - ACCESS MANAGEMENT

TDC 75.010. - Purpose and Applicability

(1) Purpose. The purpose of this chapter is to establish standards and regulations for the development of a safe and efficient transportation system that provides access to properties, while limiting conflicts between driveway access, street intersections, and turning movements.

(2) Applicability. The provisions of this chapter apply when lots are created, consolidated, or modified through a land division, lot line adjustment, lot consolidation, or street vacation; and to all new development and modifications to existing development, including changes of use.

Response: The site has been designed to meet the intent of TDC 75.010 by providing safe, convenient, and efficient access while preserving the capacity and function of the adjoining street network. The project limits conflict points through a restrained driveway plan—two driveways on SW Leveton Drive and one driveway on SW 130th Avenue—aligned and spaced to meet City access management practices, avoid offset intersections, and support smooth operations for all users.

Internal circulation provides full loop movement around both buildings, dedicated truck aisles serving the loading docks, and no backing maneuvers into the public right-of-way. Pedestrian routes are separated from vehicle paths with 5-foot concrete walkways, marked crossings, and landscape buffers to minimize pedestrian/vehicle conflicts.

Driveway locations were evaluated for sight distance; the technical analysis confirms adequate stopping sight distance for an appropriate design speed, supporting safe ingress/egress and turning movements. By consolidating access, separating truck operations from customer/employee parking, and maintaining compliant sight lines, the development limits turning conflicts and preserves street safety and capacity while ensuring appropriate access to the property consistent with the purpose of Chapter 75.

TDC 75.040. - Driveway Approach Requirements.

The standards set forth in this Code are minimum driveway approach standards, the purpose of which are to protect the public health, safety, and general welfare.

(1) Public Access. No development shall occur unless the development has frontage or approved access to a public street. Lots that front on more than one street must locate motor vehicle access on the street with the lower functional classification, or as required by the City Manager.

Response: The proposed development complies with TDC 75.040(1). The site has direct frontage on SW Leveton Drive and SW 130th Avenue, both public streets, and all vehicular access is provided via new driveway approaches located along these public street frontages.

Consistent with the requirement that access be taken from the street with the lower functional classification, the primary site access points are located on SW Leveton Drive, which functions as the lower-classified roadway compared to SW 130th Avenue. The additional driveway on SW 130th serves as a secondary access that supports internal circulation and meets City standards.

(2) Driveway Width. Minimum driveway approach widths are as provided in TDC 73C-090.

Response: The proposed development complies with TDC 75.040(2). All new driveway approaches are designed to provide a 40-foot clear width, which meets and exceeds the minimum driveway width requirements referenced in TDC 73C.090 for industrial uses. This width accommodates two-way traffic, ensures safe maneuvering for larger service and delivery vehicles, and supports unobstructed access for emergency response.

(3) Driveway Approach Separation. There must 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 Manager.

Response: No driveway pairs fall below this threshold, and no reduced spacing is requested. Accordingly, the proposed design meets the minimum separation standard without the need for an exception or City Manager approval.

(4) Distance between Driveways and Intersections. Driveways shall be outside the stopping queue or storage length of intersections. Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from the stop bar at the intersection (or crosswalk if no stop bar).

(a) At an intersection with a collector or arterial street, driveways must be located a minimum of 150 feet from the intersection and must be outside marked turn lanes or areas where vehicles regularly queue to get through the intersection as may be determined by a traffic study.

(b) At an intersection with a connector, neighborhood route, and local street, driveways must be located a minimum of 30 feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line. In these cases turning movements into and out of the driveway may be limited for safety reasons.

Response: The proposed access configuration complies with the driveway–intersection spacing requirements of TDC 75.040(4). The project provides three new accessways, each sited to ensure adequate separation from adjacent intersections and to avoid conflicts with vehicle queuing or turning movements.

(a) Collector or Arterial Intersections (Minimum 150 feet):
The nearest proposed driveway is located approximately 300 feet, centerline-to-centerline, from the adjacent collector/arterial intersection. This exceeds the minimum 150-foot requirement and ensures the driveway is located outside any turn-lane tapers, queuing zones, or storage lengths associated with the intersection.

(b) Connector, Neighborhood Route, or Local Street Intersections (Minimum 30 feet):
All proposed driveway approaches are situated more than 30 feet from local street intersections and maintain clear separation from pedestrian crossings and local-street stop bars.

(c) Driveway Placement on Narrow Frontages:
The subject property has sufficient frontage to meet the prescribed spacing standards; therefore, no alternative placement or restricted turning movements are required under TDC 75.040(4)(c).

(5) Existing driveways. If development occurs on properties with existing driveways, the City Manager may restrict the existing driveways to right-in and right-out by construction of raised median barriers or other means, or may require closure of driveways beyond the minimum needed to serve the site.

Response: The project complies with TDC 75.040(5). All existing driveway approaches serving the site will be removed as part of redevelopment. The proposed circulation plan introduces two new accessways on Leveton Court and one new accessway on SW 130th Avenue, all of which are designed to meet the City's spacing, alignment, and sight-distance requirements.

Because the redevelopment replaces—not retains—existing driveways, there is no need for the City Manager to impose right-in/right-out restrictions or require closures beyond what is already proposed. The new consolidated access pattern provides the minimum number of driveways necessary to safely serve the industrial use and supports the City's access management objectives by eliminating substandard existing approaches and improving overall traffic operations along both Leveton Court and SW 130th Avenue.

(8) Vision Clearance Area.

(a) Connectors, Neighborhood Routes, and Local Streets. A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must 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 ten 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 must 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 must be ten 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 must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

(9) Sight Distance.

(a) New and/or modified intersections or driveways must be constructed with sight distance in accordance with the Intersection Sight Distance section of the current A Policy on Geometric Design of Highways and Streets by the American Association of State Highway Transportation Officials (AASHTO), and this sight distance must be verified by an Engineer in accordance with the Public Works Construction Code.

Response: (a) The project provides the required 10-foot vision clearance triangle at all intersections of driveways with adjacent Local streets, including SW Leveton Drive and SW 130th Avenue. Landscaping, signage, fencing, and site elements within these areas have been designed and placed to maintain unobstructed visibility in accordance with Figure 73-2.

(b) The site does not access a collector or arterial street; therefore, the 25-foot vision clearance requirement applicable to collector/arterial intersections does not apply. All proposed access points occur on Local street frontages, and the project complies with the 10-foot clearance triangle standard.

(c) The design maintains the required vertical clear zone between 30 inches and 8 feet above the curb within all vision clearance areas. No plantings, walls, signage, or other obstructions are located within this height band. Existing street trees, which are exempt from this limitation under the code, will be preserved and maintained to ensure adequate sight lines.

TDC 75.030. - Access Spacing Standards

(1) Future streets are shown in Functional Classification Plan (Comprehensive Plan Map 8-1) and Local Streets Plan (Comprehensive Plan Map 8-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process.

(2) New access points connecting to the public street network must meet the spacing standards summarized in Table 75-1. Access points include public streets, private streets, and private driveways, and must meet the following standards:

(a) Intersection and driveway spacing is measured from centerline of the first access to centerline of the second access.

(b) Limited access intersections are restricted to right-in/right-out turn movements. In some cases, left-in turn movements may be permitted.

(c) The following are access limited roadways:

(1) Basalt Creek Parkway

(A) 124th Avenue to Boones Ferry Road: Access shall be limited to Grahams Ferry Road and Boones Ferry Road.

(3) A variation to the access spacing standards may be granted in areas with limited property frontage and/or environmental constraints. Variation to these spacing standards will require an access management plan to be approved by the City Manager.

Functional Classification	Minimum Access Spacing: Unrestricted	Minimum Access Spacing: Limited
Primary Arterial	800 feet	400 feet
Arterial	400 feet	200 feet
Collector	200 feet	100 feet
Connector	150 feet from an intersection with an Arterial or Collector	-
Neighborhood Route	150 feet from an intersection with an Arterial or Collector	-
Local	100 feet from an intersection with an Arterial or Collector	-

Response: (1) All adjacent streets—SW Leveton Drive and SW 130th Avenue—are existing Local streets with no planned future street extensions across the subject property. As such, the proposed development does not affect or alter any mapped future street alignments.

(2) The proposed development includes new driveway access points connecting to the existing public street network. These access points comply with the minimum spacing requirements summarized in Table 75-1, based on the classification of adjacent streets as Local streets.

- *On Local streets, the minimum access spacing (unrestricted) is 100 feet from an intersection with an arterial or collector.*
- *The driveways proposed along SW Leveton Drive and SW 130th Avenue exceed this minimum distance and therefore comply with TDC 75-1.*

(2)(a) Driveway spacing has been evaluated using centerline-to-centerline measurement and meets the City's required methodology.

(2)(b) No limited-access intersections are proposed. All driveways are full-movement access points on Local streets where unrestricted access is permitted.

(2)(c) The project site is not located on Basalt Creek Parkway nor any roadway designated as "access-limited." Therefore, the restrictions of this subsection do not apply.

(3) No variation from the access spacing standards is required or requested. The site has adequate frontage and contains no environmental constraints that would necessitate an Access Management Plan. All driveways comply with the required access spacing standards without exception.