

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

ARCHITECTURAL REVIEW

To
City of Tualatin

For
PacTrust
Koch Lots 1-3 and 5 and 8

Submitted
March 4, 2015

Project Number
2130561.00 and 2140559.00



MACKENZIE
Since 1960

RiverEast Center | 1515 SE Water Ave, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mcknze.com



TABLE OF CONTENTS

- I. PROJECT SUMMARY 1
- II. INTRODUCTION AND PROPOSAL 3
 - Site Description 3
 - Previous Permits..... 3
 - Proposal 3
- III. DEVELOPMENT CODE COMPLIANCE OVERVIEW..... 5
 - On-Site Development..... 5
 - Public Facilities..... 6
- IV. ARCHITECTURAL REVIEW APPROVAL CRITERIA 7
 - Chapter 61: General Manufacturing Planning District 8
 - Chapter 73: Community Design Standards..... 9
- V. PROPERTY LINE ADJUSTMENT 40
- VI. SUMMARY 41

EXHIBITS

- A. Application Form and Fact Sheet
- B. Affidavit of Posting AR Notice
- C. CWS Service Provider Letter (Pre-Screen)
- D. Neighborhood/Developer Meeting Materials
- E. Legal Descriptions
- F. Aerial Map
- G. Republic Services Approval Letter
- H. Tax Maps
- I. Colored Drawings
- J. Plans
- K. Lighting Cut Sheets

ATTACHED SEPARATELY:

- (1) Original Application Form and Check
- (1) Mailing Labels
- (5) Transportation Impact Analysis
- (1) 8.5"x11" Plans
- (5) 11"x17" Plans – folded
- (5) 24"x36" Plans – folded

I. PROJECT SUMMARY

Applicant:	PacTrust Attention: Matt Oyen 15350 SW Sequoia Parkway, Suite 300 Portland, OR 97224
Applicant's Representative/ Project Contact:	Mackenzie Mark Person, Planner mperson@mcknze.com 1515 SE Water Avenue, Suite 100 Portland, OR 97214 (503) 224-9560
Plan District Designation:	MG (General Manufacturing)
Site Address:	SW 115th Avenue and SW Itel Street Tualatin, Oregon
Site Size:	871,262 SF (20.00 acres) <ul style="list-style-type: none">▪ Building 1 Lot: 515,100 SF (11.82 AC)▪ Building 5 Lot: 171,460 SF (3.94 AC)▪ Building 8 Lot: 184,702 SF (4.24 AC)
Tax Map/Lots:	2S127DB00200, 2S127DB00300, 2S127DB00400, 2S127AC00300, and 2S127AC00600
Request:	Architectural Review for three new manufacturing/warehouse buildings at Koch Corporate Center
Applicable Criteria:	TDC Chapter 61: General Manufacturing Planning District <ul style="list-style-type: none">61.020 Permitted Uses61.050 Lot Size61.060 Setback Requirements TDC Chapter 73: Community Design Standards <ul style="list-style-type: none">Architectural Review Approval<ul style="list-style-type: none">73.050 Criteria and StandardsDesign Standards<ul style="list-style-type: none">73.150 Objectives73.160 Standards73.210 Objectives73.220 Standards73.226 Objectives73.227 StandardsLandscaping<ul style="list-style-type: none">73.240 Landscaping General Provisions73.250 Tree Preservation73.260 Tree and Plant Specifications

73.270 Grading

73.280 Irrigation System Required

73.290 Re-vegetation in Un-landscaped Areas

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

Off-Street Parking Lot Landscaping

73.320 Off-Street Parking Lot Landscaping Standards

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

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

73.370 Off-Street Parking and Loading

73.380 Off-Street Parking Lots (6)

73.390 Off-Street Loading Facilities

73.400 Access

II. INTRODUCTION AND PROPOSAL

This application package includes narrative, plans, drawings, and additional documentation in support of an Architectural Review (AR) for three speculative industrial buildings at Koch Corporate Center near SW 115th and SW Itel Street in Tualatin. Pacific Realty Associates, L.P. (PacTrust) is the applicant and developer.

Site Description

The subject site is specifically described as map 2S127AC, lots 300 and 600, and map 2S127DB, lots 200, 300, and 400. The subject lots and surrounding properties are industrially zoned MG – General Manufacturing Planning District. Surrounding properties are a mix of undeveloped and developed parcels.

The overall Koch Corporate Center is bound by SW Tualatin Sherwood Road to the north and SW 115th Avenue to the west; SW Itel Street bisects the property east to west. Existing industrial development abuts the site to the south and east. The street frontages of SW 115th Avenue and SW Itel Street have been designed and constructed to meet or exceed the intent of City of Tualatin Public Works standards.

Previous Permits

The site was previously subdivided through SB-11-01. Architectural review for the two buildings under construction at the northwest corner of Itel and 115th Avenue was previously completed under AR-12-05.

Proposal

The three buildings (1, 5, and 8) will be 200,000 SF, 60,000 SF, and 46,875 SF, respectively. They are speculative buildings at this time; specific tenants are not yet determined. This proposal is for a phased development. The applicant requires the flexibility to phase the proposed development as market needs and demand dictate in which order the buildings are constructed. Each lot and building will be designed and constructed with the ability to be developed individually. As shown in the attached plans, Building 1 will exist on what are currently three separate tax lots; these lots are proposed to be consolidated through the Property Line Adjustment requested separately through City of Tualatin Engineering. Buildings 5 and 8 will each be located on their own tax lots. This application addresses the applicable development standards for the existing and proposed lots and proposed three buildings.

The proposed development will be an aesthetic asset to the area. The landscape design and architectural features will create a business park feel. The buildings will be painted, scored concrete tilt-up and will have windows and storefront details to provide an office appearance along the front and side facades. The entryways will be recessed, and the entry feature will be protruded for articulation along the front façades. The overall appearance for this industrial development will be businesslike.

A scoping meeting for this project was held with the City of Tualatin on December 16, 2014, and a pre-application conference was held on December 29, 2014. A neighborhood/developer meeting was held on January 29, 2015; mailing labels, invitation letter, affidavit of mailing, certification of posting, and meeting sign-in sheet are attached to this application as Exhibit D.

Figure II.1 Aerial Map of Subject Site and Existing Lot Configuration



III. DEVELOPMENT CODE COMPLIANCE OVERVIEW

The proposed development complies with City of Tualatin Development Code standards, as shown below. As mentioned above, this application requests AR approval for a new 306,875 SF warehouse/manufacturing/office (buildings are speculative at this time) development on the 20-acre site. There will be three separate buildings; the following table summarizes the specific lots and buildings:

Table III.1 Site Analysis				
	Building 1	Building 5	Building 8	Site Total or Average
Lot Area (SF)	515,100	171,460	184,702	871,262
Building Area (SF)	200,000	60,000	46,875	306,875
Building Coverage On Lot (%)	38.8%	35.0%	25.4%	33.1%
Landscape Area (SF)	116,000	32,473	79,059	227,532
Landscape %	22.5%	18.9%	42.8%	28.1%
Total Parking	150	126	102	378
Accessible Parking	5	6	6	17
Van/Carpool Parking	6	4	3	13
Bicycle Parking	4	8	6	18

On-Site Development

This application proposes three buildings: 200,000 SF, 60,000 SF, and 46,875 SF. No specific tenants are known at this time. The buildings are designed for warehouse and manufacturing uses (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8 for specific breakdowns of uses for each building). The site is zoned MG – General Manufacturing and the proposed uses are permitted outright.

The buildings will range from 27.5' to 42' tall and will all be tilt-up concrete with a decorative scoring pattern and paint scheme (see attached colored perspectives). Storefront entrance systems and windows are proposed along the building façades to help break up the scale of the buildings and provide articulation facing the abutting streets. Loading docks will be located between buildings 5 and 8 and north of Building 1 buffered by landscaping. The location and design of the trash and recycling areas for each building have been approved by Republic Services, the solid waste hauler (see Exhibit G, letter from Frank Lonergan).

As shown in the table above, 378 parking spaces will be provided to serve the building users, with 17 of these being ADA compliant. Parking lot landscaping and perimeter landscape materials are proposed in accordance with City code standards.

Stormwater

- Buildings 5 and 8: LIDA basins are proposed at various locations on the lots and are designed to provide water quality for approximately 6% of the impervious area created by the construction of buildings 5 and 8. A series of pipes and catch basins will collect the remainder of the impervious area. Building 8's stormwater will connect to an existing stub in the private drive to the north, and Building 5's to a storm stub located at the NW corner between buildings 5 and 8.

- Building 1: Stormwater from all new impervious areas created by the construction of Building 1 will be discharged into the pond along SW Itel Street, which will provide both detention and water quality for the entire lot. A control manhole will control the release rate from the pond to predeveloped rates and will be connected to an existing storm stub in SW Itel Street.

Public Facilities

Stormwater System

No public facilities are proposed for any of the proposed buildings. LIDA basins for buildings 5 and 8, as well as the detention/water quality pond for Building 1, will be provided on-site.

See attached utility plans (C2.3 for Building 1 and C2.3 for buildings 5 and 8) for details.

Sanitary Sewer System

- Building 1: The sanitary sewer connection will be made to an existing stub south of SW Itel Street.
- Buildings 5 and 8: Building 5 will connect to an existing sanitary stub in SW Itel Street, and Building 8 will connect to an existing sanitary stub at the northwest corner of the lot (from the private drive).

All three buildings will use gravity drains, and no pumps will be required. See attached utility plans (C2.3 for Building 1 and C2.3 for buildings 5 and 8) for details.

Streets

- Vehicle access for Building 1 will come from SW Itel Street. Truck access can be made from either of the two driveways off SW Itel, which will both be constructed of heavy duty paving.
- Vehicle access for Building 5 will come from SW Itel Street. Truck access can be made from either of the two driveways off SW Itel, which will both be constructed of heavy duty paving.
- Vehicle access for Building 8 will come made from the private drive. Truck access can be made from either of the two driveways off the Drive, which are both heavy-duty paving.

IV. ARCHITECTURAL REVIEW APPROVAL CRITERIA

This application addresses the necessary approval standards of the Tualatin Development Code relevant to Architectural Review for industrial development. As described in the following narrative, the proposal meets the standards of TDC Chapter 61: General Manufacturing Planning District (MG) and TDC Chapter 73: Community Design Standards.

The following tables identify applicable development standards and how the proposed development satisfies each (see the complete tables on the attached site plans (C2.1 for Building 1 and C2.1 for buildings 5 and 8) for full calculations).

Table IV.2 Development Standards		
	City of Tualatin (MG District)	Proposed (Bldgs 1, 5, 8)
Setback Requirements		(from property line to building)
Front Yard	30'	67' minimum
Side Yard	0'	70' minimum
Rear Yard	0'	0' minimum (trash enclosures)
Parking and Circulation	10' (adjacent to 115th and Itel) 5' (when internal)	24' minimum
Maximum Structure Height	60'	42'
Landscaping	15% of total site area	28.1% of total site area
Minimum Parking (per 1,000 GSF)		
Warehousing	0.3	Warehousing: Cannot be calculated
Manufacturing	1.6	Manufacturing: Cannot be calculated
Maximum Parking (per 1,000 GSF)	<u>Zone B</u>	Average: 1.23
Warehousing	0.5	
Manufacturing	None	
Minimum Bicycle Parking	Warehousing/Manufacturing: 2, or 0.1 per 1,000 GSF, whichever is greater	32
Percentage of Bicycle Parking to be Covered	First 5 spaces or 30% of parking spaces, whichever is greater	31.3%

For the purposes of determining parking ratios, the future tenant spaces of Building 1 have been estimated based on a likely mix of uses (warehousing and manufacturing). The minimum parking ratio has been met and exceeded to ensure that the development can serve its future tenants and allow for flexibility, since the tenants are unknown at this time. Buildings 5 and 8 are expected to serve primarily manufacturing use tenants.

Chapter 61: General Manufacturing Planning District

Section 61.020 Permitted Uses

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

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

Response: The future proposed uses associated with this development are manufacturing and warehousing; these uses are allowed in the MG district. While future tenants have not been identified, it is known that the development will serve warehousing and manufacturing uses. This standard is met.

Section 61.050 Lot Size

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

(1) *The minimum lot area shall be 20,000 square feet.*

(2) *The minimum lot width shall be 100 feet.*

(3) *The minimum average lot width at the building line shall be 100 feet.*

(4) *The minimum lot width at the street shall be 100 feet.*

(5) *For flag lots, the minimum lot width at the street shall be sufficient to comply with at least the minimum access requirements contained in TDC 73.400(8) to (12).*

(6) *The minimum lot width at the street shall be 50 feet on a cul-de-sac street.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), all lots meet the current dimensional standards for the MG zone. A separate Property Line Adjustment will be submitted through City of Tualatin Engineering for the consolidation of the three lots for Building 1; this future lot will also meet the lot size requirements. This standard is met.

Section 61.060 Setback Requirements

(1) *Front yard. The minimum setback is 30 feet. When the front yard is across the street from a residential or Manufacturing Park (MP) district, a front yard setback of 50 feet is required. When a fish and wildlife habitat area is placed in a Tract and dedicated to the City at the City's option, dedicated in a manner approved by the City to a non-profit conservation organization or is retained in private ownership by the developer, the minimum setback is 10 – 30 feet, as determined in the Architectural Review process, with the exception of front yards across the street from a residential or MP District, provided the buildings are located farther away from fish and wildlife habitat areas.*

Response: This proposal is for an Architectural Review. Front yard setbacks will be determined by this process. This standard is met.

(2) *Side yard. The minimum setback is 0 to 50 feet, as determined through the Architectural Review process. When the side yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a side yard setback of 50 feet is required.*

Response: This proposal is for an Architectural Review. Side yard setbacks will be determined by this process. This standard is met.

(3) *Rear yard. The minimum setback is 0 to 50 feet, as determined through the Architectural Review process. When the rear yard is adjacent to a property line or across the street from a residential or Manufacturing Park (MP) District, a rear yard setback of 50 feet is required.*

Response: This proposal is for an Architectural Review. Rear yard setbacks will be determined by this process. This standard is met.

- (4) *Corner lot yards. The minimum set-back is the maximum setback prescribed for each yard for a sufficient distance from the street intersections and driveways to provide adequate sight distance for vehicular and pedestrian traffic at intersections and driveways, as determined through the Architectural Review process.*

Response: This proposal is for an Architectural Review. The corner lot yard setbacks (for Building 1, located on a corner lot) will be determined by this process. This standard is met.

- (5) *The minimum parking and circulation area setback is 5 feet, except when a yard is adjacent to public streets or Residential or Manufacturing Park District, the minimum setback is 10 feet. No setback is required from lot lines within ingress and egress areas shared by abutting properties in accordance with TDC 73.400(2).*

Response: As shown in the attached plans, the minimum proposed parking and circulation area setback is 13.8'. This standard is met.

- (6) *No spur rail trackage shall be permitted within 200 feet of an adjacent residential district.*

Response: The proposed development does not include rail spur trackage. This standard does not apply.

- (7) *No setbacks are required at points where side or rear property lines abut a rail-road right-of-way or spur track.*

Response: The property lines do not abut a rail right-of-way or spur track. This standard does not apply.

- (8) *No fence shall be constructed within 10 feet of a public right-of-way.*

Response: No fences are proposed in the proposed development. This standard does not apply.

- (9) *Setbacks for a wireless communication facility shall be established through the Architectural Review process, shall consider TDC 73.510, shall be a minimum of 5 feet, and shall be set back from an RL District, or an RML District with an approved small lot subdivision, no less than 175 feet for a monopole that is no more than 35 feet in height and the setback shall increase five feet for each one foot increase in height up to 80 feet in height, and the setback shall increase 10 feet for each one foot increase in height above 80 feet.*

Response: The proposed development does not include a wireless communication facility. This standard does not apply.

Chapter 73: Community Design Standards

Architectural Review Approval

Section 73.050 Criteria and Standards

- (1) *In exercising or performing his or her powers, duties, or functions, the Planning Director shall determine whether there is compliance with the following:*
- (a) *The proposed site development, including the site plan, architecture, landscaping, parking and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height, and appearance of the proposed development are involved;*
 - (b) *The proposed design of the development is compatible with the design of other developments in the general vicinity; and*

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

Response: The proposed development is consistent with the existing industrial development on all sides, all zoned MG and similarly developed. The proposed development has been designed as a high-quality and long lasting development, similar to other PacTrust properties. The development will be compatible with future surrounding industrial properties. As shown below and on the enclosed plans, the proposed development meets the applicable standards of the City of Tualatin Development Code. This standard is met.

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

Response: This application includes architectural features as well as utility facilities and public improvements. Mackenzie has worked closely with the City of Tualatin to plan utilities in a manner consistent with City code and beneficial for both the subject site and the surrounding area. This standard is met.

- (3) *In determining compliance with the requirements set forth, the Planning Director shall consider the effect of his or her action on the availability and cost of needed housing...*

Response: The proposed development does not include housing. This standard does not apply.

- (4) *As part of Architectural Review, the property owner may apply for approval to cut trees in addition to those allowed in TDC 34.200. The granting or denial of a tree cutting permit shall be based on the criteria in TDC 34.230.*

Response: The development will make use of a previously developed site that has been mass graded and improved as part of the Koch Corporate Development. There are no existing trees on the development site except for the six 3" caliper trees along the private drive north of proposed Building 8, which will be preserved if possible, but which may need to be removed and replaced. It is assumed that no tree cutting permit or Architectural Review approval will be required for these trees if they are required to be removed, since they are smaller than the 8" caliper size regulated by TDC Chapter 34. This standard does not apply.

- (5) *Conflicting Standards. In addition to the MUCOD requirements, the requirements in TDC Chapter 73 (Community Design Standards) and other applicable Chapters apply...*

Response: The subject site is not within the MUCOD. This standard does not apply.

Design Standards

Section 73.150 Objectives

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

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 5' to 6.5' wide concrete and striped walkways will be provided between primary building entries, parking areas, sidewalks on both sides of SW IteI Street and SW 115th Avenue, and the abutting private drive (some connections via existing sidewalks and walkways on adjacent property on the same site). This objective is met.

- (2) *Avoid barriers to disabled individuals.*

Response: As shown in the attached plans, barriers to disabled individuals will be avoided and ADA and local codes will be met to provide adequate facilities. This objective is met.

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

Response: The proposed development does not include drive-through facilities. This objective does not apply.

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

Response: As shown in the attached Civil and Landscape plans, parking areas will be broken up by landscaping and walkways across the three lots. This objective is met.

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

Response: As shown in the attached Civil and Landscape plans, landscaping shapes in parking areas will provide structure and direction for vehicular movement, as well as screening from headlights, across the three lots. This objective is met.

- (6) *Provide vehicular connections to adjoining sites.*

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), convenient vehicular connections will be available between proposed buildings 5 and 8 and existing buildings 6 and 7. This objective is met.

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

Response: As shown in the attached plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), landscaping will emphasize the entries to all three lots. This objective is met.

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

Response: As shown in the attached Civil and Landscape plans, parking areas will be broken up by landscaping and walkways across the three lots. This objective is met.

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

Response: This proposal is for industrial development, and no areas for pedestrian lingering are safe or proposed. However, as shown in the attached plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for

Building 5, and L-1 for Building 8), plantings with a variety of textures will be included. This objective does not apply but is met as much as practical.

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

Response: This proposal is for industrial development, and no areas for pedestrian visiting are safe or proposed. This objective does not apply.

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

Response: There are no fish or wildlife habitat areas on any of the lots. This objective does not apply.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 5' to 6.5' wide concrete and striped walkways will be provided between primary building entries, parking areas, sidewalks on both sides of SW Iteel Street and SW 115th Avenue, and the abutting private drive (some connections via existing sidewalks and walkways on adjacent property on the same site). This objective is met.

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

Response: The proposed development does not include commercial, public, or semi-public uses. This objective does not apply.

(14) *Provide accessways between commercial, public and semi-public development and publicly-owned land intended for general public use; arterial and collector streets where a transit stop and/or a bike lane is provided or designated; and abutting residential, commercial and semi-public property.*

Response: The proposed development does not include commercial, public, or semi-public uses. This objective does not apply.

(15) *Provide accessways between industrial development and abutting greenways where a bikeway or pedestrian path is provided or designated.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), accessways will be provided between the proposed industrial buildings and the future trail when it is developed by others. Exact locations can be identified at that time, but potential locations are shown on the site plans. This objective is met.

(16) *Accessways should be designed and located in a manner which does not restrict or inhibit opportunities for developers of adjacent properties to connect with an accessway, and provide continuity from property to property for pedestrians and bicyclists to use the accessway.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), accessways will be provided between the proposed industrial buildings and the future trail when it is developed by others. Exact locations can be identified at that time, but potential locations are shown on the site plans and will not affect, restrict, or inhibit development opportunities for adjacent properties. This objective is met.

(17) *Provide preferential parking for carpool and vanpools to encourage employees to participate in carpools and vanpools.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), carpool/vanpool will be provided. These spaces will be provided at the rates required by 73.370.3., as addressed in that section of this narrative. This objective is met.

(18) *Screen elements such as mechanical and electrical equipment, above ground sewer or water pump stations, pressure reading stations and water reservoirs from view.*

Response: As shown on the attached plans, no on-grade electrical or mechanical equipment is proposed. This portion of this objective (and 73.160.4.a.) does not apply. The proposed development does not include any pump stations, reading stations, or water reservoirs; this portion of this objective (and 73.160.4.c.) does not apply.

(19) *Parking structure exteriors and underground parking should be designed to be harmonious with surrounding buildings and architecturally compatible with the treatment of buildings they serve.*

Response: The proposed development does not include any parking structures or underground parking. This objective does not apply.

(20) *When a fish and wildlife habitat area abuts or is on the subject property the applicant and decision authority for a development application should consider locating buildings farther away from the fish and wildlife habitat area.*

Response: No fish and wildlife habitat area abuts or is on the subject property. This objective does not apply.

Section 73.160 Standards

(1) *Pedestrian and Bicycle Circulation:*

(b) *For Industrial Uses:*

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 5' to 6.5' wide concrete and striped walkways will be provided between primary building entries, parking areas, sidewalks on both sides of SW Itel Street and SW 115th Avenue, and the abutting private drive (some connections via existing sidewalks and walkways on adjacent property on the same site). Walkways will be ADA compliant. This standard is met.

(ii) *Walkways through parking areas, drive aisles and loading areas shall have a different appearance than the adjacent paved vehicular areas.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 6' to 6.5' wide striped walkways will be provided where the route crosses drive aisles. This standard is met.

(iii) *Accessways shall be provided as a connection between the development's walkway and bikeway circulation system and an adjacent bike lane;*

Response: There is a bike lane on SW 115th Avenue. As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), access for bicycle riders is available via the proposed vehicle driveways or pedestrian walkways. This standard is met.

(iv) *Accessways may be gated for security purposes;*

Response: Accessways are not proposed to be gated.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), accessways will be provided between the proposed industrial buildings and the future trail when it is developed by others. Exact locations can be identified at that time, but potential locations are shown on the site plans. This standard is met.

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

Response: Curb ramps will be provided where the walkway crosses a curb or drive aisle, as shown on the attached site plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8). This standard is met.

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

Response: No public accessways are proposed. As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 5' to 6.5' wide concrete and striped walkways will be provided between primary building entries, parking areas, sidewalks on both sides of SW Itel Street and SW 115th Avenue, and the abutting private drive (some connections via existing sidewalks and walkways on adjacent property on the same site). This standard is met.

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

Response: No accessways to undeveloped parcels or transit facilities are required or proposed. This standard does not apply.

(f) *Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection to a bike or pedestrian path, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland.*

Response: There are no wetlands on the site. This standard does not apply.

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

Response: All accessways will be constructed, owned, and maintained by the applicant. This standard is met.

(2) *Drive-up Uses*

Response: The use proposed does not include a drive-up facility. This section does not apply.

(3) *Safety and Security*

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

Response: In order to create a safe environment, the proposed development includes exterior building lighting as well as parking lot lighting (see attached site plans C2.1 for Building 1 and C2.1 for buildings 5 and 8 and lighting cut sheets). As shown in the attached architectural plans (A3.1 for Building 1 and A3.1 for buildings 5 and 8), windows will be located on at least three elevations of all buildings, thus facing all parking areas and facing as many pedestrian, drive aisle, and loading areas as possible. This standard is met.

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

Response: The proposed industrial development will be oriented to the street and public rights-of-way along SW 115th Avenue and SW ITEL Street, and to the private street to the north; on building frontages along these streets, additional storefront window systems will allow building users the ability to view abutting pedestrian and parking areas. Windows will be visible from the sidewalks. In addition (see lighting plans (SL1 for Building 1 and SL1 for buildings 5 and 8), site lighting will illuminate the building frontages and the parking area in between the building and right-of-way. This standard is met.

(c) *Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas.*

Response: No fish or wildlife habitat areas exist near the site. As shown on the lighting plan (SL1 for Building 1 and SL1 for buildings 5 and 8), site lighting will illuminate the buildings, loading areas, and parking areas, allowing these areas to be seen from the right-of-way. This standard is met.

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

Response: As shown in the attached plans (see A2.1 for Building 1 and A2.1 for buildings 5 and 8), building addresses will be mounted at building corners near entrances, clearly visible for building users and from the adjacent rights of way. Building and site signage (through separate applications) will clearly identify tenant entrances for visitors and site users. This standard is met.

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

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), landscaping in the parking areas will meet these standards. No trees will be planted in clear vision areas, and shrub species in vision clearance areas of the parking area will be no higher than 30". This standard is met.

(f) *Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations shall provide a minimum 6' tall security fence or wall.*

Response: The proposed development does not include any of these elements. This standard does not apply.

(4) *Service, Delivery and Screening*

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

Response: As shown in the attached plans, no on-grade electrical or mechanical equipment is proposed. As shown on the attached plans (see A2.1 for Building 1 and A2.1 for buildings 5 and 8), all mechanical units will be placed at least 20' back from the edge of the roof, concealed from the line of sight from the street level. This standard does not apply, but is met.

(b) *Outdoor storage, excluding mixed solid waste and source separated recyclables storage areas listed under TDC 73.227, shall be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping.*

Response: The proposed development does not include any outdoor storage except trash and recycling enclosures. This standard does not apply.

(c) *Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations shall be screened with sight-obscuring fences or walls and landscaping.*

Response: The proposed development does not include any of these elements. This standard does not apply.

(5) *The Federal Americans with Disabilities Act (ADA) applies to development in the City of Tualatin. Although TDC, Chapter 73 does not include the Oregon Structural Specialty Code's (OSSC) accessibility standards as requirements to be reviewed during the Architectural Review process, compliance with the OSSC is a requirement at the Building Permit step. It is strongly recommended all materials submitted for Architectural Review show compliance with the OSSC.*

Response: The site plan and building are generated with the knowledge that ADA and OSSC standards must be met during the building permit process. This standard is met.

(6) (a) *All industrial, institutional, retail and office development on a transit street designated in TDC Chapter 11 (Figure 11-5) shall provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.*

Response: The proposed project is not on a transit street. This standard does not apply.

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

Response: The site is not abutting a major transit stop shown in the figure. This standard does not apply.

Section 73.210 Objectives

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

(1) *Minimize disruption of natural site features such as topography, trees and water features.*

Response: The site has been mass graded and improved as part of the Koch Corporate Development. There are no natural features such as water features or trees on the site. The site's natural features were disturbed during the original development of previous phases of the site's development, and no further disruption will occur. This objective is met.

(2) *Provide a composition of building elements which is cohesive and responds to use needs, site context, land form, a sense of place and identity, safety, accessibility and climatic factors. Utilize functional building elements such as arcades, awnings, entries, windows, doors, lighting, reveals, accent features and roof forms, whenever possible, to accomplish these objectives.*

Response: Generous glazing along the street-facing façades, in combination with extruded storefront entrance systems, will clearly highlight the main entrances for the buildings. Additional windows will be provided along the corner façades to emphasize corners and provide visual interest where potential office areas may occur. All proposed window areas will allow building users to view the abutting parking areas. Other building elements, such as reveals, roof forms, and parapets, will be consistent among the Koch Corporate Center and similar to other industrial buildings in Tualatin, and will create a cohesive design. The reveals will be spaced to create a human scale, align with building elements, create an overall balanced façade, and will be consistent between the three buildings. The roof forms will be screened by the parapets; that look will be cohesive amongst other tilt concrete buildings in the area. This objective is met.

(3) *Where possible, locate loading and service areas so that impacts upon surrounding areas are minimized. In industrial development loading docks should be oriented inward to face other buildings or other loading docks. In commercial areas loading docks should face outward towards the public right-of-way or perimeter of the site or both.*

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), the loading areas for Building 1 will be located along the north side of the building, with access to SW Iteel Street. The loading and service areas for Buildings 5 and 8 will be oriented toward each other, internal to the development. Loading docks will be accessed primarily via SW Iteel Street and the private street to the north of Building 8. This objective is met.

(4) *Enhance energy efficiency in commercial and industrial development through the use of landscape and architectural elements such as arcades, sunscreens, lattice, trellises, roof overhangs and window orientation.*

Response: The provided landscape will improve energy efficiency for the three buildings; where possible, trees will be located on the south and west sides of the buildings to provide shade. Modern, efficient insulation will be used in all buildings according to the ComCheck energy modeling tool, in compliance with the Oregon Energy Code. This objective is met.

(5) *Locate and design entries and loading/service areas in consideration of climatic conditions such as prevailing winds, sun and driving rains.*

Response: As shown in the attached plans, entries and loading/service areas will be located along the wide sides of buildings for function and accessibility, screened from view by landscaping and/or other buildings. This objective is met.

(6) *Give consideration to organization, design and placement of windows as viewed on each elevation having windows. Surveillance over parking areas from the inside, as well as visual surveillance from the outside in, should be considered in window placement.*

Response: As shown in the attached architectural plans, in order to create a safe environment, windows will be located on at least three elevations of all buildings, thus facing all parking areas and facing as

many pedestrian, drive aisle, and loading areas as possible. Windows will be visible from walkways. This objective is met.

(7) *Select building materials which contribute to the project's identity, form and function, as well as to the surrounding environment.*

Response: The building materials (concrete tilt-up with reveals, storefront window glazing, and decorative elements such as paint schemes emphasizing the entrances and storefront) are typical of and suitable for similar industrial buildings in the region and area. The materials contribute to the industrial identity of the area with the surrounding industrial uses while providing an attractive site to future warehouse and manufacturing tenants and users. See attached colored perspectives (Exhibit I) for renderings. This objective is met.

(8) *Select colors in consideration of lighting conditions and the context under which the structure is viewed, the ability of the material to absorb, reflect or transmit light and the color's functional role (e.g., to identify and attract business, aesthetic reasons, image-building).*

Response: The warm tan color scheme selected for the proposed buildings will create a visually appealing development. The color selection and placement will create a visual balance and add emphasis to the entrances and storefronts of the three buildings. See attached colored perspectives (Exhibit I) for renderings. This objective is met.

(9) *Where possible, locate windows and provide lighting in a manner which enables tenants, employees and police to watch over pedestrian, parking and loading areas.*

Response: As shown in the attached architectural plans, in order to create a safe environment, windows will be located on at least three elevations of all buildings, thus facing all parking areas and facing as many pedestrian, drive aisle, and loading areas as possible. Windows will be visible from walkways. This objective is met.

(10) *Where practicable locate windows and provide lighting in a manner which enables surveillance of interior activity from the public right-of-way or other public areas.*

Response: As shown in the attached architectural plans, in order to create a safe environment, windows will be located on at least three elevations of all buildings, thus facing all parking areas and facing as many pedestrian, drive aisle, and loading areas as possible. Windows will be visible from walkways. In addition, exterior lighting will be located around the buildings at strategic locations to provide lighting at walkways and near building windows, allowing pedestrians and other users of the right-of-way to clearly view the buildings and dock areas (see attached lighting plans, SL1 for Building 1 and SL1 for buildings 5 and 8). This objective is met.

Section 73.220 Standards

(1) *Safety and Security*

(a) *Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way or other public areas without shining into public rights-of-way or fish and wildlife habitat areas.*

Response: As shown in the attached plans, all buildings will be oriented toward street frontages. In order to create a safe environment, the proposed development includes exterior building lighting as well as parking lot lighting (see attached lighting plan (SL1 for Building 1 and SL1 for buildings 5 and 8) and lighting cut sheets). Site lighting will illuminate the building frontages and the parking area in between the building and right-of-way. No fish or wildlife habitat areas exist near the site. This standard is met.

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

Response: Building addresses will be mounted at building corners near entrances, clearly visible for building users and from the adjacent rights of way. Separate applications for building and site signage will clearly identify tenant entrances for visitors and site users. This standard is met.

- (c) *Shrubs in parking areas shall not exceed 30 inches in height, and tree canopies must not extend below 8 feet measured from grade, ...*

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), landscaping in the parking areas will meet these standards. Tree canopies will be maintained to be no lower than 8' at grade, and shrub species in vision clearance areas of the parking area will be no higher than 30". This standard is met.

Section 73.226 Objectives

All new or expanded multi-family, including townhouses, commercial, industrial, public and semi-public projects should strive to meet the following objectives to the maximum extent practicable. Architects and developers should consider these elements in designing new projects. In the Central Design District, the Design Guidelines of TDC 73.610 shall be considered. In the case of conflicts between objectives, the proposal shall provide a desirable balance between the objectives. Townhouses may necessitate a different balancing than multi-family developments such as apartments. Mixed solid waste and source separated recyclable storage areas shall be designed to the maximum extent practicable, to:

- (1) *Screen elements such as garbage and recycling containers from view.*

Response: As shown on the attached plans, six trash/recycling areas are proposed for the buildings (two per building or one per potential future tenant space), providing easy access and maneuverability for the solid waste hauler. These will be placed to the interior of the lots within the loading and maneuvering areas or to the rear of the building (Building 1) and will be screened by sight-obscuring painted concrete tilt-up walls and metal gates as well as sight-obscuring evergreen shrubs (in accordance with 73.227(6)(b)(iii), as addressed in that section of this narrative). This objective is met.

- (2) *Ensure storage areas are centrally located and easy to use.*

Response: As shown on the attached plans, trash enclosures will be located across the lots, two per building or one per potential future tenant space, providing convenient access for both building users and the trash hauler. The trash enclosures will be located near entrance doors, loading areas, and parking areas and drive aisles, and have been approved by Republic Services (see Exhibit G, letter from Frank Lonergan). This objective is met.

- (3) *Meet dimensional and access requirements for haulers.*

Response: Republic Services, the trash hauler for the proposed development, requires 20'x10' enclosures with no center posts, in addition to 35"–40" openings for glass carts and user access. Trash containers will be typically 3–4 cubic yard size and be 8' wide and 4'–5' deep. As shown on the attached plans (see details on A8.5 for Building 1 and A8.5 for buildings 5 and 8), trash enclosures will be 14' by 20', and will include 4' wide openings for carts and pedestrian users. These have been approved by Republic Services (see Exhibit G, letter from Frank Lonergan). This objective is met.

- (4) *Designed to mitigate the visual impacts of storage areas.*

Response: As shown on the attached plans, trash enclosures will be placed to the interior or rear of the lots within the loading and maneuvering areas and will be screened by sight-obscuring painted concrete tilt-up walls and metal gates as well as sight-obscuring evergreen shrubs. This objective is met.

(5) *Provide adequate storage for mixed solid waste and source separated recyclables.*

Response: As shown, the trash enclosures will accommodate both recycling, glass recycling, and garbage containers. All trash enclosures will accommodate typical Republic Services trash and recycling containers (trash containers will be typically 8' wide and 4'–5' deep). This objective is met. Per City standards, 10 SF of garbage storage per 1,000 SF of building will be provided for each building, as described in Section 73.227.(2)(a)(v) , and have been approved by Republic Services (see Exhibit G, letter from Frank Lonergan). This objective is met.

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

Response: According to Republic Services and City standards, the trash enclosures are designed to efficiently accommodate both trash and recycling containers, and allow convenient access by hauler vehicles. These have been approved by Republic Services (see Exhibit G, letter from Frank Lonergan). This objective is met.

Section 73.227 Standards

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

Response: The project is a new industrial development. These standards apply and are addressed below. The applicant chose to implement the minimum standards method to demonstrate compliance.

(2) *Minimum Standards Method.*

(a) *The size and location of the storage area(s) shall be indicated on the site plan. Compliance with the requirements set forth below are reviewed through the Architectural Review process.*

(i) *The storage area requirement is based on the area encompassed by predominant use(s) of the building (e.g., residential, office, retail, wholesale/warehouse/manufacturing, educational/institutional or other) as well as the area encompassed by other distinct uses. If a building has more than one use and that use occupies 20 percent or less of the gross leasable area (GLA) of the building, the GLA occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one use and that use occupies more than 20 percent of the GLA of the building, then the storage area requirement for the whole building shall be the sum of the area of each use.*

Response: As shown on the attached plans, each building is expected to contain tenants of a mix of uses, although no specific tenants are yet known. The calculation below in section 73.227(2)(a)(v) explains the required solid waste storage area for each building. This standard is met.

(ii) *Storage areas for multiple uses on a single site may be combined and shared.*

Response: While no tenants are proposed at this time, it is anticipated that buildings 5 and 8 will house primarily manufacturing users and Building 1 will contain a mix of warehouse and manufacturing users. Two to four trash enclosures are proposed for each building. This standard is met.

(iii) *The specific requirements are based on an assumed storage area height of 4 feet for mixed solid waste and source separated recyclables. Vertical storage higher than 4 feet, but no higher than 7 feet may be used to accommodate the same volume of storage in a reduced floor space (potential reduction of 43 percent of specific*

requirements). Where vertical or stacked storage is proposed, submitted plans shall include drawings to illustrate the layout of the storage area and dimensions for containers.

Response: No stacked or vertical storage is proposed. This standard does not apply.

(iv) Multi-family residential developments containing 5-10 units shall provide a minimum storage area of 50 square feet. Multi-family residential developments containing more than 10 units shall provide 50 square feet plus an additional 5 square feet per unit for each unit above 10.

Response: The project does not include any multi-family residential development. This standard does not apply.

(v) Commercial, industrial, public and semi-public developments shall provide a minimum storage area of 10 square feet plus: Office - 4 square feet/1000 square feet gross leasable area (GLA); Retail - 10 square feet/1000 square feet GLA; Wholesale/ Warehouse/ Manufacturing - 6 square feet/1000 square feet GLA; Educational and institutional - 4 square feet/1000 square feet GLA; and other - 4 square feet/1000 square feet GLA.

Response: As shown in the table below and in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8 and details on A8.5 for Building 1 and A8.5 for buildings 5 and 8), trash enclosure requirements vary by building and use, but tenants of each building will share trash enclosures. The enclosures proposed will be more than adequate and are far more than are required for each building and use. This standard is met.

Trash Enclosure Requirements			
	Use	Trash Enclosures (SF)	
		Required: 6 SF per 1,000 SF Building Area	Provided
Building 1	Warehouse/ Manufacturing	1,200	1,200
Building 5	Manufacturing	360	460
Building 8	Manufacturing	281	460
Additional 10 SF		10	
	Total	1,851	2,120

Trash/recycling areas will be 230 SF to 300 SF in size and will provide easy access and maneuverability for the solid waste hauler. These will be placed to the interior or rear of the lots within the loading and maneuvering areas and will be screened by sight-obscuring painted concrete tilt-up walls and metal gates as well as sight-obscuring arborvitae evergreen shrubs. The local garbage hauler, Republic Services, has reviewed and approved the proposed design (see Exhibit G, letter from Frank Lonergan). This standard is met.

(6) *Location, Design and Access Standards for Storage Areas.*

(a) *Location Standards*

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

Response: As shown in the attached plans (see details on A8.5 for Building 1 and A8.5 for buildings 5 and 8), the trash enclosure areas will include space for recyclables as well as trash. This standard is met.

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

Response: As shown in the attached plans (see details on A8.5 for Building 1 and A8.5 for buildings 5 and 8), the trash enclosure areas will comply with Building and Fire Code requirements and will be constructed entirely of non-combustible materials. This standard is met.

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

Response: As shown in the attached plans and described above, eight trash enclosures will be provided to serve the three buildings; these will all be located in exterior locations. This standard is met.

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

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), all trash enclosure areas will be located in the loading and drive areas; none are located in the required setbacks or in yards between buildings and the public streets. In addition, all trash enclosures will be screened with evergreen arborvitae shrubs, as shown on the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8). Locations have been approved by Republic Services, as shown in Exhibit G. This standard is met.

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

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), all trash enclosure areas will be located in easily accessible, central locations for building users including up to four potential tenants of Building 1. This standard is met.

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

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), all trash enclosure areas will be located in the loading and drive areas adjacent to parking areas. All required parking spaces will be provided in the parking lots. Trash enclosures will be screened by sight-obscuring painted concrete tilt-up walls and metal gates as well as sight-obscuring evergreen shrubs. This standard does not apply and is met.

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

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), all trash enclosure areas will be located in easily accessible locations along internal maneuvering areas; use of these areas will not obstruct the required drive aisle width and no pedestrian paths cross their access areas. According to Republic Services standards, all trash enclosures have at least 50' clearance, so trucks can maneuver easily. This standard is met.

(b) *Design Standards*

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

Response: As shown on the attached plans, and discussed in this narrative, all trash enclosures meet the size requirements of the City and hauler, Republic Services. The proposed development will meet the Minimum Standards method for trash storage, as discussed in this narrative's response to Section 73.227.(2)(A). This standard is met.

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

Response: Storage containers will be provided by Republic Services and will be standard trash and recyclable storage receptacles, made of and covered with waterproof metal and/or plastic. This standard is met.

(iii) *Exterior storage areas shall be enclosed by a sight obscuring fence or wall at least 6 feet in height. In multi-family, commercial, public and semi-public developments evergreen plants shall be placed around the enclosure walls, excluding the gate or entrance openings. Gate openings for haulers shall be a minimum of 10 feet wide and shall be capable of being secured in a closed and open position. A separate pedestrian access shall also be provided in multi-family, commercial, public and semi-public developments.*

Response: As shown on the attached plans, trash/recycling areas will be screened by sight-obscuring painted concrete tilt-up walls and metal gates as well as sight-obscuring evergreen shrubs surrounding the trash and recycling units. Gate openings will be 25' wide. The project is not a multi-family, commercial, public, or semi-public development. This standard is met.

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

Response: As shown in the attached plans (see details on A8.5 for Building 1 and A8.5 for buildings 5 and 8), the trash enclosures will have concrete footings and concrete slab bases. This standard is met.

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

Response: Storage containers will be provided by Republic Services and will be standard trash and recyclable storage receptacles, clearly labeled. This standard is met.

(c) *Access Standards*

(i) *Access to storage areas can be limited for security reasons. However, the storage areas shall be accessible to users at convenient times of the day, and to hauler*

personnel on the day and approximate time they are scheduled to provide hauler service.

Response: In accordance with Republic Services standards, trash enclosures will have gates that open by up to 180 degrees. Gates can be latched when closed, but storage areas will be accessible to haulers and pedestrians through gates and the pedestrian/cart access openings (staggered closures). This standard is met.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), the trash enclosure areas will be placed to the interior or rear of the lots within the loading and maneuvering areas and will provide easy access and maneuverability for the solid waste hauler. Trash enclosures will not be covered. This standard is met.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), no use of the public street will be required for access to any of the trash enclosures. Adequate turning radius will be available for each. This standard is met.

Landscaping

Section 73.240 Landscaping General Provisions

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

Response: As shown in the table below and in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), on average across the three lots, 28.1% of the proposed development will be landscaped. This standard is met.

Landscape Coverage				
Use	Warehouse/Distribution/Supporting Office			
	Building 1	Building 5	Building 8	Site Total or Average
Lot Area (SF)	515,100	171,460	184,702	871,262
Landscape Area (SF)	116,000	32,473	79,059	227,532
Landscape %	22.5%	18.9%	42.8%	28.1%

(11) *Any required landscaped area shall be designed, constructed, installed, and maintained so that within three years the ground shall be covered by living grass or other plant materials. (The*

foliage crown of trees shall not be used to meet this requirement.) A maximum of 10% of the landscaped area may be covered with un-vegetated areas of bark chips, rock or stone. Disturbed soils are encouraged to be amended to an original or higher level of porosity to regain infiltration and stormwater storage capacity.

Response: All landscaped areas will be covered with living plant materials, including trees, shrubs, and groundcover. Bark mulch will cover ground in the landscaped areas between plantings, suppressing weeds and retaining moisture. There are no disturbed soils on the site that need to be amended. This standard is met or does not apply.

(13) *Landscape plans for required landscaped areas that include fences should carefully integrate any fencing into the plan to guide wild animals toward animal crossings under, over, or around transportation corridors.*

Response: No new fences are proposed for the project. This standard does not apply.

Section 73.250 Tree Preservation

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

Response: No trees, shrubs, groundcover, or vegetation or plant material of any kind will be retained as part of this AR application. This standard does not apply.

(2) *During the construction process:*

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

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

(c) *If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborist as defined in TDC 31.060.*

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

(e) *Where site conditions make necessary a grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip-line area, such grading, paving, trenching, boring, digging, or similar encroachment shall only be permitted under the direction of a qualified arborist. Such direction must assure that the health needs of trees within the preserved area can be met.*

(f) *Tree root ends shall not remain exposed.*

Response: No existing trees or plant materials will remain part of this AR application. This standard does not apply.

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

Response: No existing trees or plant materials will remain part of this AR application. This standard does not apply.

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

Response: No existing trees or plant materials will remain part of this AR application. This standard does not apply.

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

Response: There are no existing trees on the site. This standard does not apply.

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

Response: There are no existing trees on the site. This standard does not apply.

Section 73.260 Tree and Plant Specifications

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

- (a) *Deciduous Trees:*

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

- (b) *Coniferous Trees.*

Coniferous trees shall be a minimum five feet (5') in height above ground, balled and burlapped. Bare root trees will be acceptable to plant during their dormant season. Trees shall be well branched and characteristically shaped specimens.

- (c) *Evergreen and Deciduous Shrubs.*

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

- (d) *Groundcovers.*

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

- (e) *Lawns.*

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

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), the proposed development includes a variety of appropriate landscaping elements including deciduous trees, coniferous trees, evergreen and deciduous shrubs, and groundcovers. No lawns are proposed. As described on the landscape plans, the proposed tree, shrub, and groundcover varieties will meet the dimensional standards and care described above. These standards are met.

- (2) *Landscaping shall be installed in accordance with the provisions of Sunset New Western Garden Book (latest edition), Lane Publishing Company, Menlo Park, California or the American Nurserymen Association Standards (latest edition).*

Response: Landscaping will be installed in accordance with the *Sunset New Western Garden Book* standards and has been designed by a professional landscape architect. This standard is met.

- (3) *The following guidelines are suggested to ensure the longevity and continued vigor of plant materials:*

- (a) *Select and site permanent landscape materials in such a manner as to produce a hardy and drought-resistant landscaped area.*

- (b) *Consider soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility with existing native vegetation preserved on the site or in the vicinity.*

Response: Hardy, drought-resistant plants, appropriate to the proposed development and region, have been selected. The project contractor will test and amend the soil as needed. These guidelines are addressed.

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

Response: All plant materials will be new and healthy. This standard is met.

- (5) *All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:*

- (a) *It will not interfere with designated pedestrian or vehicular access; and*
 (b) *It will not constitute a traffic hazard because of reduced visibility.*

Response: The selected plant materials are appropriate for the proposed development and climate and will not interfere with visibility or movement. In clear vision areas, no trees will exist within the 30" to 8' clear area. Responsibility for maintenance of landscaping is accepted by the property owner. This standard is met.

Section 73.270 Grading

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

Response: Topsoil will be stockpiled during excavation to be used for backfill of landscape areas. Additionally, amendments will be added to the topsoil at that time. This standard is met.

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

Response: As shown on the attached grading plans (see C2.2 for Building 1 and C2.2 for buildings 5 and 8), the proposed development is designed to provide positive drainage to the storm conveyance system or the LIDA basins. Planting areas will be graded consistently with the rest of the lots. This standard is met.

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

Response: All soil, plant, and mulching materials will be contained in landscape areas and surrounded by curbing, and will not cross roadways or walkways. Water on the proposed development's impervious areas will drain directly to storm drains. (See attached plans, C2.2 for Building 1 and C2.2 for buildings 5 and 8.) This standard is met.

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

Response: As shown on the attached grading plans (see C2.2 for Building 1 and C2.2 for buildings 5 and 8), drainage on impervious surfaces will be directed to proposed storm drain systems. Catch basins and entry points into the LIDA basins have been placed to minimize overland flow in areas of designated walkways. This standard is met.

Section 73.280 Irrigation System Required

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

Response: As shown in the attached plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), the landscaped areas will be irrigated. This standard is met.

Section 73.290 Re-vegetation in Un-landscaped Areas

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

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

Response: The proposed project will make use of a previously developed site; the area was recently mass graded as part of the Koch Corporate Center development. This standard does not apply.

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

Response: No replanted vegetation is proposed as part of this AR application. Any existing vegetation on the site will be removed through the previous demolition and erosion control permits (except the six trees along the private drive, which will be preserved if possible). This standard does not apply.

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

Response: No replanted vegetation is proposed as part of this AR application. Any existing vegetation on the site will be removed through the previous demolition and erosion control permits (except the six trees along the private drive, which will be preserved if possible). This standard does not apply.

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

Response: There are no disturbed soils on the site that need to be amended. This standard does not apply.

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

(1) *A minimum 5'-wide landscaped area must be located along all building perimeters which are viewable by the general public from parking lots or the public right-of-way, excluding loading areas, bicycle parking areas and pedestrian egress/ingress locations...*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), a minimum 5' wide landscaped area will be constructed around all building perimeters facing the right-of-way and parking lots. This standard is met.

(2) *Areas exclusively for pedestrian use that are developed with pavers, bricks, etc., and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies, etc., may be included as part of the site landscape area requirement.*

Response: The provided walkways will be exclusively for pedestrian use, and will contain amenities such as shade trees. These are included in the landscape area requirement. This standard is understood.

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

Response: As shown on the attached plans, all areas not identified above are proposed to be landscaped with a variety of materials. This standard is met.

Off-Street Parking Lot Landscaping

Section 73.320 Off-Street Parking Lot Landscaping Standards

(2) *Application. Off-street parking lot landscaping standards shall apply to any surface vehicle parking or circulation area.*

Response: As shown on the attached landscape plans, all vehicle parking and circulation areas will be landscaped to off-street parking lot landscaping standards and meet the above goals. This standard is met.

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

(1) *A clear zone shall be provided for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of 8 feet as measured from the ground level,*

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), landscaping in the parking areas will meet these standards. No trees will be planted in the vision clearance area, and shrub species in vision clearance areas of the parking area will be no higher than 30". This standard is met.

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

Response: As shown in the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), perimeter landscape areas of more than 13' to more than 80' will be provided around all parking, circulation, and loading areas. This standard is met.

(a) *The landscape area shall contain:*

- (i) *Deciduous trees an average of not more than 30 feet on center. The trees shall meet the requirements of TDC 73.360(7).*
- (ii) *Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round.*
- (iii) *Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years.*
- (iv) *Native trees and shrubs are encouraged.*

Response: As shown on the attached landscape plans, landscape areas will contain a mix of all of the above plantings. Deciduous trees will be planted in every landscape island. Shrubs (of a variety that will reach a mature height of 30" or more in three years) and ground cover will be spaced appropriately to achieve at least 90% coverage within three years. Plantings will include a mixture of native and drought-tolerant appropriate plants to achieve biodiversity and longevity. This standard is met.

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

Response: The site currently comprises five lots. The three lots on the Building 1 site will be consolidated through the Property Line Adjustment requested separately through City of Tualatin Engineering. Buildings 5 and 8 will be located on their own lots, adjacent to one another, and will be connected by vehicular access. According to this section, no landscape strips will be required between the lots for buildings 5 and 8. This standard is met.

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

- (1) *A minimum of 25 square feet per parking stall shall be improved with landscape island areas which are protected from vehicles by curbs. These landscape areas shall be dispersed throughout the parking area [see 73.380(3)]. Landscape square footage requirements shall not apply to parking structures and underground parking.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 378 parking spaces are proposed; therefore, 9,450 SF of landscape island areas are required. This standard is met through the standard 16' to 18' long landscape islands located every eight or fewer parking spaces, as well as through the landscaped areas at the ends of parking bays. Across all lots, 18,903 SF of "landscape island areas" will be provided in the parking lot. This standard is met.

- (2) *All landscaped island areas with trees shall be a minimum of 5 feet in width (60 inches from inside of curb to curb) and protected with curbing from surface runoff and damage by vehicles. Landscaped areas shall contain groundcover or shrubs and deciduous shade trees.*

Response: As shown in the attached plans, all areas considered toward the landscape island area requirement exceed 5' in width; all provide ample room for the proposed trees and plantings. As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), all landscape island areas will be covered with trees, shrubs, and groundcover. This standard is met.

- (3) *Provide a minimum of one deciduous shade tree for every four (4) parking spaces to lessen the adverse impacts of glare from paved surfaces and to emphasize circulation patterns...*

Response: For the 378 parking spaces proposed, 95 deciduous shade trees are required. As shown on the landscape plan, 119 large trees will be planted within the parking area. Additional trees will be planted in the large LIDA basins in accordance with Clean Water Services standards. This standard is met.

- (4) *Landscaped islands shall be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns. ...*

Response: As shown on the attached plans, typical landscape islands are proposed spaced every eight or fewer parking spaces, as well as through landscaped areas at the ends of parking bays. This standard is met.

- (5) *Required landscaped areas shall be planted so as to achieve 90 percent coverage within three years.*

Response: Shrubs and ground cover will be spaced appropriately to achieve at least 90% coverage within three years. This standard is met.

Section 73.370 Off-Street Parking and Loading

(2) Off-Street Parking Provisions.

(a) The following are the minimum and maximum requirements for off-street motor vehicle parking in the City...

USE	MINIMUM MOTOR VEHICLE PARKING REQUIREMENT	MAXIMUM MOTOR VEHICLE PARKING REQUIREMENT	BICYCLE PARKING REQUIREMENT	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
<u>Industrial</u>				
(i) Manufacturing	1.60 spaces per 1,000 sq. ft. of gross floor area	None	2, or 0.10 spaces per 1,000 gross sq. ft., whichever is greater	First 5 spaces or 30%, whichever is greater
(ii) Warehousing	0.30 spaces per 1,000 sq. ft. of gross floor area	Zone A: 0.4 spaces per 1,000 sq. ft. gross floor area Zone B: 0.5 spaces per 1,000 sq. ft. gross floor area	2, or 0.10 spaces per 1,000 gross sq. ft., whichever is greater	First 5 spaces or 30%, whichever is greater
(iii) Wholesale establishment	3.00 spaces per 1,000 sq. ft. of gross floor area	None	2, or 0.50 spaces per 1,000 gross sq. ft., whichever is greater	First 5 spaces or 30%, whichever is greater

Response: While no tenants have been identified, the proposed buildings will accommodate a mix of manufacturing and warehousing uses (see the table on sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8 for full details and uses by building). This assumption provides a flexible amount of parking spaces for likely future users. The proposed parking (378 spaces across the site) exceeds minimum requirements (309 spaces), in order to provide adequate parking for likely future users. Additionally, 32 bicycle parking spaces are proposed, 32.3% of which (20) will be located inside the building, meeting the 30% coverage requirement. This standard is met.

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

The minimum number of off-street Vanpool and Carpool parking for commercial, institutional and industrial uses is as follows:

Number of Required Parking Spaces	Number of Vanpool or Carpool Spaces
0 to 10	1
10 to 25	2
26 and greater	1 for each 25 spaces

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 13 carpool/vanpool spaces will be provided across the site, distributed proportionately by building (exceeding the requirement of 15.1 stalls). This standard is met.

73.380 Off-Street Parking Lots

(1) *Off-street parking lot design shall comply with the dimensional standards set forth in Figure 73-1 of this section....*

Response: Of the proposed 378 parking spaces, most will be larger-than-standard 9'x19.5' parking stalls (9' wide, 17' long striped pervious area plus a 2.5' landscaped overhang protected by bumper). In some areas, stalls will be 9'x18.5' (16' stripes with a 2.5' overhang). This standard is met.

(2) *Parking stalls for sub-compact vehicles shall not exceed 35 percent of the total parking stalls required by TDC 73.370(2).*

Response: No sub-compact stalls are proposed. This standard is met.

(3) *Off-street parking stalls shall not exceed eight continuous spaces in a row without a landscape separation...*

Response: As shown on the attached plans, typical landscape islands are proposed to be spaced every 8 or fewer parking spaces, as well as through landscaped areas at the ends of parking bays. This standard is met.

(4) *Areas used for standing or maneuvering of vehicles shall have paved asphalt or concrete surfaces maintained adequately for all-weather use and so drained as to avoid the flow of water across sidewalks.*

Response: As shown in the attached grading and utility plans (the C2.2 and C2.3 plans for all three buildings), water from the paved vehicle areas will drain to storm drains in order to avoid the flow of water across pedestrian walkways; storm lines will flow into the on-site water quality and detention facilities. This standard is met.

(5) *Except for parking to serve residential uses, parking areas adjacent to or within residential planning districts or adjacent to residential uses shall be designed to minimize disturbance of residents.*

Response: The site does not abut any residential uses. This standard does not apply.

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

Response: The project site does not abut residential uses. Site lighting is designed to not impair drivers along the abutting streets. As shown on the attached lighting plan (SL1 for Building 1 and SL1 for

buildings 5 and 8), foot-candle levels will be low at the edges of parking and drive areas abutting the property line and right-of-way. This standard is met.

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

Response: Service drives are designed to facilitate the flow of traffic and provide maximum safety on this site. This standard is met.

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

Response: As shown on the attached plans, curbing will be provided in front of all parking stalls to protect pedestrians and landscape material. This standard is met.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), 17 ADA parking spaces will be provided in conformance with applicable standards. This standard is met.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), drive aisles on the site will provide access to parking areas with regular parking spaces. Drive aisles will range from 24' to more than 50' wide; most of them will be 26' wide to accommodate the site's expected truck traffic, as well as vehicles and the garbage hauler's trucks. This standard is met.

Section 73.390 Off-Street Loading Facilities

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

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

Response: Three off-street loading berths are required for industrial uses with floor area of 60,000 SF or more; the project includes more than 300,000 SF of building floor area. As shown on the attached plans, each building will have dedicated concrete dock aprons and loading berths; the site total is 46 loading docks and 18 on-grade loading doors (26 docks and 10 drive-in doors on Building 1, 16 docks and 4 on-grade doors on Building 5, and 14 docks and 4 on-grade doors on Building 8). This standard is met.

- (2) *Loading berths shall conform to the following minimum size specifications.*
- (a) *Commercial, public and semi-public uses of 5,000 to 25,000 square feet shall be 12' x 25' and uses greater than 25,000 shall be 12' x 35'*
 - (b) *Industrial uses - 12' x 60'*
 - (c) *Berths shall have an unobstructed height of 14'*
 - (d) *Loading berths shall not use the public right-of-way as part of the required off-street loading area.*

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), the loading berths will be a minimum of 12.5' wide by 60' long. The heavy duty area of the loading spaces will be constructed of heavy duty pavement over a 4" crushed rock base, to provide a strong support for the truck pads to rest on. The 60' long loading spaces will be separated by more than 50' of drive aisle between buildings. This standard is met.

- (3) *Required loading areas shall be screened from public view from public streets and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process.*

Response: As shown on the attached plans (see landscape plans), all loading areas will be screened with landscape areas at their ends (not obscuring clear vision areas), planted with sight-obscuring evergreen arborvitae trees and shrubs. Loading docks of buildings 5 and 8 will be located between the two buildings, completely hidden from SW IteI Street. The loading docks of Building 1 will be screened from SW IteI Street by parking lot landscaping and up to 75' of planted stormwater treatment facilities. This standard is met.

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

Response: This standard is accepted as a condition of use. This standard is met.

- (5) *A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of a school or child day care center having a capacity greater than 25 students.*

Response: The proposed development does not include a school or day care. This standard does not apply.

- (6) *The off-street loading facilities shall in all cases be on the same lot or parcel as the structure they are intended to serve. In no case shall the required off-street loading spaces be part of the area used to satisfy the off-street parking requirements.*

Response: The off-street loading spaces are not part of the off-street parking areas. This standard is met.

- (7) *Subject to Architectural Review approval, the Community Development Director may allow the standards in this Section to be relaxed within the Central Design District...*

Response: The property is not located within the Central Design District. No adjustments to the loading standards are requested. This standard does not apply.

Section 73.400 Access

- (1) *The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this Code are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. Access management and spacing standards are provided in this section of the TDC and TDC Chapter 75. No building or*

other permit shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. If the owner or occupant of a lot or building changes the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until the required increase in ingress and egress is provided.

Response: The provision and maintenance of vehicular and pedestrian accesses on the site will be maintained throughout construction. This standard is understood and is met.

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

Response: All five existing lots (three of which will be consolidated through a separate Property Line Adjustment submitted to City of Tualatin Engineering) are owned by the same owner. This standard does not apply.

- (3) *Joint and Cross Access.*

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

Response: There are no commercial uses adjacent to the site. This standard does not apply.

(b) *A system of joint use driveways and cross access easements may be required and may incorporate the following:*

- (i) *a continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.*
- (ii) *a design speed of 10 mph and a maximum width of 24 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;*
- (iii) *stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive;*
- (iv) *a unified access and circulation system plan for coordinated or shared parking areas.*

Response: All five existing lots (three of which will be consolidated through a separate Property Line Adjustment submitted to City of Tualatin Engineering) are owned by the same owner. This standard does not apply.

(c) *Pursuant to this section, property owners may be required to:*

- (i) *Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;*
- (ii) *Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;*
- (iii) *Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners;*
- (iv) *If (i-iii) above involve access to the state highway system or county road system, ODOT or the county shall be contacted and shall approve changes to (i-iii) above prior to any changes.*

Response: All five existing lots (three of which will be consolidated through a separate Property Line Adjustment submitted to City of Tualatin Engineering) are owned by the same owner. This standard does not apply.

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

(a) *To promote unified access and circulation systems, lots and parcels under the same ownership or consolidated for the purposes of development and [comprising] more than one building site shall be reviewed as one unit in relation to the access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area shall comply with the access requirements.*

Response: This application addresses the portion of the Koch Corporate Center site to be developed with unknown phasing (order of buildings to be constructed). However, as shown in the attached plans, access will be provided for the first, second, and third buildings constructed at all times. This standard is met.

(b) *All access must be internalized using the shared circulation system of the principal commercial development or retail center. Driveways should be designed to avoid queuing across surrounding parking and driving aisles.*

Response: This project does not include a commercial development or retail center. This standard does not apply.

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

Response: As shown on the attached plans, the lots for Building 1 will have access from SW 115th Avenue and SW Itel Street. The lots for buildings 5 and 8 will have access from SW Itel Street to the south. Many of these driveway accesses were previously approved: the existing SW Itel Street accesses were approved through the construction of that street and the existing access points off the private drive were approved/constructed at the time of development of the lots for building 6 and 7 of the Koch Corporate Center. The new driveways will be provided on the SW Itel Street cul-de-sac and private drive as discussed at the City scoping meeting, pre-application conference, and recommendations. This standard is understood.

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

Response: The subject site is not in the Central Commercial Planning District. TDC 53.100 does not apply. As shown on the attached plans, the subject site (all lots proposed for development) has access via consecutively owned lots to connect directly with public streets. This standard is met.

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

Response: The project does not include any residential uses. This standard does not apply.

(8) *To afford safe pedestrian access and egress for properties within the City, a sidewalk shall be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to City standards, except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design and in a manner approved by the City Engineer. Sidewalks approved by*

the City Engineer may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grades and alignment established by the City Engineer.

Response: The subject lots front improved streets and the private drive. Sidewalks exist on SW Itel Street and SW 115th Avenue, as approved through construction permits for those streets. This standard is met.

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

Response: This standard is understood.

(10) *Minimum access requirements for residential uses:*

Response: The proposed project is for an industrial use. This standard does not apply.

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

Response: The proposed project is for an industrial use. This standard does not apply.

(12) *Minimum Access Requirements for Industrial Uses.*

Ingress and egress for industrial uses shall not be less than the following:

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

Response: More than 250 parking spaces are proposed (378). The project includes multiple vehicular accessways into the site for cars and trucks; this configuration was discussed with the City Engineer in the project scoping meeting, pre-application conference, and follow-up communication. This standard is met.

(13) *One-way Ingress or Egress.*

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

Response: Neither one-way ingress nor egress is proposed. This standard does not apply.

(14) *Maximum Driveway Widths and Other Requirements.*

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

Response: As shown in the attached plans (see dimensions sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), driveway openings from public streets to the subject lots will range from 30' to 36' as measured by the City of Tualatin Approach Private Driveway diagram. This standard is met.

- (b) *Except for townhouse lots, no driveways shall be constructed within 5 feet of an adjacent property line, except when two adjacent property owners elect to provide joint access to their respective properties, as provided by Subsection (2).*

Response: As shown on the attached plans, no driveways will be within 5' of adjacent property lines. This standard is met.

- (c) *There shall be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Engineer.*

Response: As shown on the attached plans, all driveways will be located at least approximately 360' from one another. This standard is met.

(15) *Distance between Driveways and Intersections.*

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

- (a) *At the intersection of collector or arterial streets, driveways shall be located a minimum of 150 feet from the intersection.*

Response: The site is not located at the intersection of two collector or arterial streets. This standard does not apply.

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

Response: As shown on the attached plans (see sheet C2.1 for Building 1 and C2.1 for buildings 5 and 8), driveways on the site are located a minimum of 400' from the intersection of SW 115th Avenue and SW Itel Street, both local commercial industrial roadways. This standard is met.

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

Response: The driveways on the site meet the driveway and intersection separation standards. This standard does not apply.

- (d) *When considering a public facilities plan that has been submitted as part of an Architectural Review plan in accordance with TDC 31.071(6), the City Engineer may approve the location of a driveway closer than 150 feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision. The written approval shall be incorporated into the decision of the City Engineer for the utility facilities portion of the Architectural Review plan under the process set forth in TDC 31.071 through 31.077.*

Response: No driveways on the site will be less than 150' from an intersection. This standard does not apply.

(16) *Vision Clearance Area.*

- (a) *Local Streets - A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections shall be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 10 feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).*

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), no landscaping between 30" and 8' high will exist in the clear vision areas (10' back from the property lines at the local streets). This standard is met.

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

Response: The site does not abut any collector streets. This standard does not apply.

(c) *Vertical Height Restriction* - Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction shall be permitted between 30 inches and 8 feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

Response: As shown in the attached landscape plans (see L-1.1, L-1.2, and L-1.3 for Building 1, L-1 for Building 5, and L-1 for Building 8), landscaping in the driveway entrances and ends of parking aisles will meet these standards. No trees will be planted in clear vision areas, and shrub species in vision clearance areas of the parking area will be no higher than 30". This standard is met.

(17) *Major driveways, as defined in 31.060, in new residential and mixed-use areas are required to connect with existing or planned streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants, or other barriers.*

Response: The project is not in a new residential or mixed-use area. This standard does not apply.

V. PROPERTY LINE ADJUSTMENT

The lot consolidation required for the project meets the necessary approval standards of the Tualatin Development Code for property line adjustments and for the MG zone. As described in the application and requested separately through City of Tualatin Engineering, the proposal meets the standards of TDC *Chapter 36: Subdividing, Partitioning and Property Line Adjustments*.

VI. SUMMARY

The proposed three industrial buildings meet all applicable Architectural Review standards. The development will be compatible with current and existing surrounding uses, and is designed to comply with the zoning requirements of the General Manufacturing District. This application complies with City requirements, will result in economic growth for the area, and merits approval as requested.