



# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

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### NOTICE OF ADOPTED AMENDMENT

September 11, 2006

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Tualatin Plan Amendment  
DLCD File Number 006-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: September 22, 2006**

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
Stacy Hopkins, DLCD Regional Representative  
William Harper, City of Tualatin

<paa> ya/ph



SEP 05 2006

DLCD NOTICE OF ADOPTION

LAND CONSERVATION AND DEVELOPMENT

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 - Division 18

Jurisdiction: City of Tualatin

Local File Number: PTA-06-07

Date of Adoption: August 28, 2006

Date Mailed: September 1, 2006

Date the Notice of Proposed Amendment was mailed to DLCD? June 15, 2006

- Comprehensive Plan Text Amendment
Land Use Regulation Amendment
New Land Use Regulation
Comprehensive Plan Map Amendment
Zoning Map Amendment
Other: \_\_\_\_\_

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

This plan text amendment amends the development regulations for the General Commercial (CG) Planning Districts (TDC 54.070) to allow a 60 ft. maximum structure height for uses on property designated GG within the Leveton Tax Increment District.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Same

Plan Map changed from: NA to -

Zone Map changed from: NA to -

Location: Acres Involved: NA

Specific Density: Previous: NA New:

Applicable Statewide Planning Goals: None

Was an Exception Adopted? Yes: No: X

DLCD No: 006-06 (15322)

Did the Department of Land Conservation and Development **receive** a Notice of Proposed Amendment **FORTY-FIVE (45) days prior to the first evidentiary hearing?** Yes:  No:

If no, do the Statewide Planning Goals apply? Yes:  No:

If no, did Emergency Circumstances require immediate adoption? Yes:  No:

Affected State or Federal Agencies, Local Governments or Special Districts: OECDD, Metro

Local Contact: William Harper Area Code + Phone Number: (503) 691-3027

Address: 18880 SW Martinazzi Avenue City: Tualatin

Zip Code+4: 97062-7092 Email: wharper@ci.tualatin.or.us

## ADOPTION SUBMITTAL REQUIREMENTS

This form must be mailed to DLCD within 5 working days after the final decision  
per ORS 197.610, OAR Chapter 660 - Division 18

1. Send this form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL ST NE, STE 150  
SALEM, OR 97301-2540**

2. Submit **TWO (2) copies** of the adopted material, if copies are bounded, please submit **TWO (2) complete copies of documents and maps.**
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will be extended if you do not submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify the persons who participated in the local hearing and requested notice of the final decision.
7. **Need more copies?** You may copy this form on to 8½ x 11" green paper only; or call the DLCD office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to Mara.Ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NUMBER 1219-06

AN ORDINANCE RELATING TO ALLOWING 60 FOOT STRUCTURE HEIGHT IN GENERAL COMMERCIAL (CG) PLANNING DISTRICTS WITHIN THE LEVETON TAX INCREMENT DISTRICT; AND AMENDING TDC 54.070 (PTA 06-07)

WHEREAS upon the application of the City of Tualatin Community Development Department, a public hearing was held before the City Council of the City of Tualatin on August 14, 2006, relating to allowing 60 foot structure height in General Commercial (CG) Planning Districts within the Leveton Tax Increment District; and amending TDC 54.070 (PTA 06-07); and

WHEREAS notice of public hearing was given as required under the Tualatin Community Plan by publication on July 27, 2006, in The Times, a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit A," attached and incorporated by this reference; by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting, marked "Exhibit B," attached and incorporated by this reference; and

WHEREAS a notice of public hearing was given as required by mailing to affected property owners which is evidenced by the Affidavit of Mailing, marked "Exhibit C" attached and incorporated by this reference; and

WHEREAS the Council conducted a public hearing on August 14, 2006, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Council vote resulted in approval of the application by a vote of 6-0, with Councilor Bergstrom absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Council and especially the City staff report, the Council makes and adopts as its Findings of Fact the findings and analysis in the staff report attached as "Exhibit D," which are incorporated by this reference, and;

WHEREAS based upon the foregoing Findings of Fact, the City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the amendment at this time; and the amendment conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

**Section 1. TDC 54.070 is amended to read as follows:**

(1) Except for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag which shall not exceed 100 feet in height above

grade, and except as provided in TDC 54.070(2), (3), or (4), the maximum height of any structure is 45 feet.

(2) Maximum structure height for a wireless communication support structure and antennas located within 300 feet of the centerline of I-5 is 120 feet.

(3) Maximum structure height for Gateway Tower Elements is 60 feet.

**(4) Maximum structure height of any structure on property designated General Commercial within the Leveton Tax Increment District is 60 feet.**

INTRODUCED AND ADOPTED this 28 day of August, 2006.

CITY OF TUALATIN, Oregon

BY \_\_\_\_\_  
Mayor

ATTEST:

BY Michael Townsend  
Interim City Recorder

# PTA-06-07 COUNCIL STAFF REPORT

## EXECUTIVE SUMMARY

### BACKGROUND

This Plan Text Amendment (PTA) is an application by application by Birtcher Development, LLC to allow a structure height of up to 60 ft. in the General Commercial (CG) Planning District within the Leveton Tax Increment District (LTID). As proposed, the increased structure height would only apply to a 6.6 acre portion of a 7.2 acre property (2S122BB Tax Lot 100) located at SW Pacific Highway 99W (Hwy. 99W), SW 124th Avenue and SW Tualatin Road that is in the LTID and designated as CG. The SW 124<sup>th</sup> Avenue/Hwy. 99W intersection serves as a "gateway" to the western portion of the City for people who live, work and do business in the City and for business facilities located in the City's western industrial area.

The CG Planning District standards in TDC Chapter 54.070(1) allow a maximum structure height of 45 ft. (excepting flagpoles and Gateway Tower Elements). The applicant seeks to develop the currently vacant Tax Lot 100 property with a 4-story, "Class A" office building and a second building for a restaurant use. The existing 45 ft. maximum building height standard in the CG Planning District applies to the property, limiting the developer's ability to construct a 4-story Class A office building on the property at the 15 ft. per floor dimension required by current building practices.

The proposed amendment would increase the structure height maximum for the CG Planning District to allow a 60 ft. structure height for the CG designated property in the LTID, 15 ft. higher than the current 45 ft. building height maximum. The proposed amendment would allow the applicant to construct a 4-story building with the 15 ft. per floor height dimension necessary for a Class A office building. The provision will not apply to CG designated properties that are not in the LTID.

### DECISION TO BE MADE

This is a legislative amendment. Council must decide to approve, approve with modifications, continue the hearing to a later date or deny the request for a Plan Text Amendment.

### OPTIONS

The options for Council are:

- Approve the amendment to the CG Planning District standards recommended by staff. This version incorporates language recommended for clarity and consistency. (Attachment 1).
- Approve the amendments as proposed by the applicant (Attachment 2, pg. II-2).
- Approve the proposed amendments with alterations.
- Deny the request for the proposed amendments.
- Continue the public hearing and return to the matter at a later date.

## **PTA-06-07 COUNCIL STAFF REPORT EXECUTIVE SUMMARY (cont'd)**

### **PROS**

The pros to approving the proposed amendment are:

- Allowing a 60 ft. building height creates an opportunity for development of a 4-story Class A office building on CG Planning District property located in the LTID at the SW Hwy 99W/SW 124<sup>th</sup> Avenue/SW Tualatin Road intersection. The market for a Class A office development requires high quality architecture, a visible and accessible location and a 4-story building with a 15 ft. per floor dimension. This type of commercial development is desirable at this location and is consistent with community objectives for quality commercial development and enhancement of gateways to the City.
- The proposed increased building height is limited to the CG property in the LTID and the increased height is compatible with nearby MP, ML and multi-family residential developments.

### **CONS**

The cons to approving the proposed amendment are:

- Taller structures (60 ft.) will be allowed on a CG Planning District property where the current structure height maximum is 45 ft.

### **RECOMMENDATION**

Staff recommends Council adopt the staff report and direct staff to prepare an ordinance granting PTA-06-07 based on Attachment 1.



# City of Tualatin

18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092  
Main 503.692.2000  
TDD 503.692.0574

August 14, 2006

City Council  
City of Tualatin

Members of the Council:

**AN ORDINANCE RELATING TO STRUCTURE HEIGHT; ALLOWING  
60 FT. STRUCTURE HEIGHT IN GENERAL COMMERCIAL (CG) PLANNING  
DISTRICTS WITHIN THE LEVETON TAX INCREMENT DISTRICT (LTID);  
AMENDING 54.070, AND ADDING TDC 54.070(4) (PTA-06-07)**

## **PROPOSAL**

This Plan Text Amendment submitted by Chris Humphries of Birtcher Development, LLC amends the Tualatin Development Code (TDC) to allow a structure height of up to 60 ft. in the General Commercial (CG) Planning District within the Leveton Tax Increment District (LTID). As proposed, the increased structure height would only apply to a 6.6 acre portion of a 7.2 acre property (2S122BB Tax Lot 100) located at SW Pacific Highway 99W (Hwy. 99W), SW 124<sup>th</sup> Avenue and SW Tualatin Road that is in the LTID and designated as CG.

A staff proposed version of the amendment with minor revisions to the language is provided in Attachment 1. Attachment 2 is the applicant's narrative, proposed amendment and supporting materials.

## **BACKGROUND**

The CG Planning District allows a range of retail, restaurant, light service and office uses and includes uses oriented to highway and arterial access. Land designated in the CG District is located in association with the I-5 Freeway Exits 289 and 290 interchanges, in the downtown area at the SW Boones Ferry Road/Tualatin-Sherwood Road intersection, and on certain properties adjoining Hwy. 99W in the western portion of the City. The CG Planning District standards in TDC Chapter 54.070(1) allow a maximum structure height of 45 ft. [excepting flagpoles and a recently approved Plan Text Amendment (PTA-06-03) allowing Gateway Tower Elements up to 60 ft. in height on 3 acre or larger commercial developments in the CG district at the I-5 freeway Exits 289 and 290 interchanges]. The 45 ft. building height allows up to a 3-3.5 story building (based on current building practices) and is the maximum height for the CC (Central Commercial) CG, and CO (Commercial Office) Planning Districts and portions of the CC District.



Hwy. 99W is a "Statewide Urban Highway" (ODOT) and a Major Arterial (Eb&t) that extends through the western portion of the City of Tualatin and adjoins land designated as commercial, industrial and residential. Land adjoining Hwy 99W is designated as a "Corridor" Design Type (TDC Figure 9-4). The SW 124<sup>th</sup> Avenue/Hwy. 99W intersection serves as a "gateway" to the western portion of the City for people who live, work and do business in the City and for business facilities located in the City's western industrial area. Commercial development in the Hwy. 99W corridor depends on the ease of access and visibility that the highway provides. At the same time, development near or visible from the highway contributes to the public's image of Tualatin. The Tualatin City Council has directed staff to encourage improvements to Tualatin's gateways. The quality and compatibility of the architecture and design of development in the City's gateway areas is an important issue for consideration in the Architectural Review process.

The applicant seeks to develop the currently vacant, 7.2 acre CG property located at the northeast corner of the SW 99W/SW 124<sup>th</sup> Avenue/SW Tualatin Road intersection with a 4-story, "Class A" office building and a second building for a restaurant use. The majority of the property is in the LTID, with a .6 acre portion outside the LTID (a result of a property line adjustment). Office and restaurant uses are permitted uses in the CG District and are among the list of uses on the CG property that are contemplated in the Leveton Tax Increment Plan (LTIP). The property is across SW Tualatin Road (East) to the developments on the Mittleman property (including GE Security) that are located in the MP (Manufacturing Park) Planning District where the building height maximum is 70 ft. On the southwest (across SW 124<sup>th</sup> Avenue) is a vacant property located in the ML (Light Manufacturing) Planning District where the building height maximum is 50 ft. On the northeast, the property adjoins the 3-story apartment buildings in the Woodridge Apartments development located in the RH (High Density Residential) Planning District where the building height maximum is 35 ft.

The applicant provides information regarding current building standards and practices for the design and marketing of "Class A" office buildings (Attachment 2, pp. II-1/2; III-1/2; Exhibit C). Class A office buildings are multi-level buildings by elevators with extensive mechanical and lighting systems serving each floor and featuring 9-10 ft. interior ceiling heights. The structural, mechanical and amenity features necessary for a Class A office building requires approximately 15 ft. per building floor. The existing 45 ft. maximum building height standard in the CG Planning District applies to the property, limiting the developer's ability to construct a 4-story Class A office building on the property at the 15 ft. per floor dimension required by current building practices.

The proposed amendment would increase the structure height maximum for the CG Planning District to allow a 60 ft. structure height for a property in the LTID, 15 ft. higher than the current 45 ft. building height maximum. The proposed amendment would allow the applicant to construct a 4-story building with the 15 ft. per floor height dimension necessary for a Class A office building. The provision will not apply to CG designated properties that are not in the LTID.

In response to the proposed language revisions proposed by the applicant, Staff developed a version in Attachment 1 that modifies the language and certain terms for consistency and clarity.

## **POLICY CONSIDERATIONS**

The Policy issues to be considered when reviewing this plan amendment proposal are:

1. Should the maximum building height in the CG Planning District be increased to allow construction of a four-story building on a property located in the LTID at the Hwy. 99W/SW 124<sup>th</sup> Avenue intersection that serves as a "gateway" to the western portions of the City?
2. Is the 60 ft. building height appropriate for a commercial development on a property located adjacent to Hwy. 99W and in the vicinity of the hi-tech industrial developments in the MP Planning District, industrial development in the ML Planning District and the multi-family residential development in the RH Planning District?

## **REQUEST**

To amend the General Commercial (CG) Planning District standards in TDC 54.070 to allow a 60 ft. maximum structure height for uses on property designated CG within the Leveton Tax Increment District.

See Attachment 1 for staff's revision to the proposed amendment. Attachment 2 is the applicant's narrative, proposed amendment and supporting materials.

## **ANALYSIS AND FINDINGS**

This is a legislative process. The approval criteria of TDC 1.032 must be met if the proposed change is to be granted. Before granting the proposed amendments, the City Council must find the following criteria are met.

### **A. Granting the amendment is in the public interest.**

The public interest is to provide standards for development in the CG Planning District that are appropriate in respect to current standards of commercial building and development, are appropriate in respect to the LTID, and to the Manufacturing Park Planning District and residential developments that adjoin the property that the increased building height proposal will apply to. It is in the public interest to meet community objectives for high quality site planning, architectural design and appearance and encourage attractive, high-quality development in areas that serve as "gateways" to the City for residents, visitors and businesses. It is also in the public interest for the TDC to protect and enhance the visual appearance of the City.

Appropriate Standards. The General Commercial Planning District standards in TDC Chapter 54 include minimum lot dimension standards, setbacks and structure height. The Community Design standards in TDC Chapter 73 include requirements for site planning, building design, landscaping (15% minimum), parking and loading. The CG and Community Design objectives address the need for high quality site planning,

design and appearance. The proposed amendment would allow a taller building height (up to 60 ft. in height) on the one property in the LTID that is designated in the CG Planning District (2S122BB Tax Lot 100). The CG/LTID property is located at the Hwy. 99W/SW 124<sup>th</sup> Avenue intersection and adjoins SW Tualatin Road on the east. Nearby properties include the Mittleman Development in the MP District across SW Tualatin Road to the east and the Woodridge Apartments to the north in the RH Planning District.

The applicant seeks to develop a 4-story Class A office building (with possible 1<sup>st</sup> floor restaurant tenant) on the property with an overall building height of up to 60 ft. The applicant shows that current building and development standards for a Class A office building require approximately 15 ft. per building floor to accommodate the structural and mechanical building elements and the amenities necessary for a Class A office building in current building standards and today's commercial development market (Attachment 2, pp. II-1/2; III-1/2; Exhibit C). The ability to construct a Class A office building is constrained by the current maximum 45 ft. height allowed in the CG Planning District. The proposed 60 ft. height allows the applicant to design and construct a 4-story Class A office building on the property. The development will be subject to Architectural Review.

The 60 ft. height limit does not conflict with the 70 ft. maximum structure height allowed on properties in the MP Planning District to the east of the subject property. The property adjoining the CG/LTID property on the north is the Woodridge Apartments development that is located in the RH Planning District and has 2 and 3-story buildings up to 38 ft. in height at the ridgeline. Because of the narrow configuration of the CG/LTID property on the north, a building taller than the current 45 ft. maximum height will be located away from the residential property where the width of the CG/LTID parcel is sufficient for a larger, multi-story building. Retail commercial (shopping center) developments in smaller, suburban locations such as this generally do not occupy multi-story buildings and if proposed for the CG/LTID site are not expected to build above the maximum 45 ft. height. The proposed height that would apply to the CG/LTID property does not represent a conflict with the adjoining RH residential development.

The proposed amendment is in the public interest because the 60 ft. building height standard is appropriate considering the current construction and Class A office building development standards and for a location in the LTID and adjacent to the MP Planning District. It is in the public interest because the proposed 60 ft. building height at this location does not conflict with the building height and residential use of the RH property adjoining the CG/LTID property on the north.

High Quality Development in Gateways. The Hwy. 99W/SW 124<sup>th</sup> Avenue intersection is a "gateway" to the western part of Tualatin for people who live, work and do business in the City. The proposed 60 ft. height limit would allow a 4-story building (proposed Class A Office Building) on the 6.6 LTID portion of a 7.2 acre CG Planning District property located at the intersection. The applicant states "... the proposed amendment will enhance the opportunity establish a gateway into both the City and the Leveton District. This amendment would also serve to increase the viability of commercial development along a transit corridor (Hwy 99W) and provide a visual hierarchy of

organization within the site. This is particularly important at the gateways of the City and is consistent with the purpose of the CG Planning District.” (Attachment 2, pg. III-1). Development at this location is subject to Architectural Review subject to TDC standards for commercial development. The LTIP encourages high quality development in the Leveton District. An increased height limit makes a four-story Class A office building development possible at this gateway location, bringing the high quality building design and improvements necessary for a successful Class A office facility. The proposed amendment is in the public interest because a 60 ft. height allows the applicant to develop a high quality Class A office building in a gateway to the City, subject to Architectural Review and with consideration to the MP and residential developments in the vicinity.

Visual Appearance of the City. The proposed amendment allows a 60 ft. structure height in the CG District that the applicant requests in order to construct a 4- story commercial office building consistent with current building and development standards for a Class A office development. The applicant states that the amendment will “...enable site and building designs that better meet objectives...” to “... create opportunities for visual and aesthetic interest for occupants and visitors to the site.” (Attachment 2, pg. III-1). Development on the CG/LTID property will be subject to Architectural Review with the applicable Community Design Standards in TDC Chapter 73 for commercial development. The proposed 60 ft. height standard allows opportunity for a viable Class A office development and in conformance with the existing Community Design standards, will result in a development that is visually and aesthetically interesting. The proposed amendment is in the public interest because the existing CG standards and the applicable Community Design standards ensure the visual appearance of the City is protected and enhanced.

Granting the amendment is in the public interest.

Criterion "A" is met.

**B. The public interest is best protected by granting the amendment at this time.**

The applicant notes that “Construction of the SW 124<sup>th</sup> connection to Highway 99W provided the opportunity to improve the exposure of the LTID and emphasize the presence of the Western Industrial District for the City of Tualatin at this location.” “There is interest in development at the SW 124<sup>th</sup>/ Highway 99W intersection where the gateway opportunity exists.” (Attachment 2, pp. III-1, III-2). The applicant seeks to develop the CG/LTID property with a 4-story Class A office building. The proposed amendment will allow the applicant to construct this building consistent with current building and development standards. The opportunity to allow a commercial office development in the gateway location exists with this developer and in the current economic and development conditions.

The proposed amendment should be adopted at this time to allow an opportunity to construct a 4-story Class A office building as part of commercial development in a gateway area of the City.

The public interest is best protected by granting the amendment at this time.

Criterion "B" is met.

**C. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.**

The following TDC Objectives apply.

TDC 20.030(2): "Protect the public health, safety and welfare."

The proposed amendment will allow a 60 ft. building height for commercial development in the CG Planning Districts within the LTID subject to the Architectural Review process and TDC standards for commercial development. The standards and requirements protect the public health safety and welfare. The proposed amendment conforms to TDC 20.030(2).

TDC 20.030(6): "Protect and enhance the visual appearance of the City as a place to live, work, recreate, visit and drive through."

The proposed amendment will allow a taller building in the Hwy. 99W/SW 124<sup>th</sup> Avenue gateway in the CG Planning District and within the LTID. The existing TDC standards and requirements for commercial development protect and enhance the visual appearance of the City for residents, visitors and businesses. The proposed amendment conforms to TDC 20.030(6).

The applicant cites Commercial Planning District objectives in TDC 6.040 (5) and Community Design objectives in TDC 73.020 and 73.150 and provides supporting analysis showing the proposed amendment is in conformity (Attachment 2, pg. III-2, III-3). Staff agrees that the proposed amendment conforms to Objectives 6.040(5), 73.020(a, b, e) and 73.150(10).

The proposed amendments conform to the applicable objectives of the Tualatin Community Plan.

Criterion "C" is met.

**D. The factors listed in Section 1.032(4) were consciously considered:**

**The various characteristics of areas in the City.**

The characteristics of the area of the City affected by this amendment are the industrial and residential developments located in the LTID in the vicinity of SW Highway 99W/SW 124<sup>th</sup> Avenue. The character of this area is primarily the existing hi-tech industrial developments east of SW 124<sup>th</sup> Avenue and the mix of older industrial and commercial businesses and the Woodridge apartments along the Hwy 99W corridor to the north and south of the SW 124<sup>th</sup> intersection. The CG/LTID property has high visibility from Hwy. 99W and serves as a gateway to the western portion of the City for

residents, visitors, employees and businesses. While the property is designated CG and fronts the busy Hwy. 99W, the property is vacant and undeveloped and there have been no applications for development on the site.

The applicant notes that the LTID was designed and developed as a major regional employment center. The CG/LTID property is designated as a "Corridor" design type that includes employment and commercial uses (TDC figure 9-4). The proposed 60 ft. building height is consistent with the Corridor design type designation for employment and commercial uses.

The purpose of the proposed amendment is to allow development of a 4-story Class A office building on the site. The proposed 60 ft. building height is consistent with the highway location and commercial character of the areas and with the 70 ft. and 50 ft. building height allowed in the nearby MP and ML planning districts, respectively.

**The suitability of the area for particular land uses and improvements.**

As indicated above, the proposed amendment will allow a taller building height on a commercial site associated with the LTID, the MP District and the Hwy. 99W/SW 124<sup>th</sup> Avenue intersection. The proposed amendment will not affect the suitability of the area for commercial, industrial and residential land uses and developments. The additional height will allow a Class A office building that will be a suitable gateway development.

**Trends in land improvement and development.**

As indicated by the applicant, the amendment will "...recognize design and construction factors associated with constructing 4-story, Class A office buildings." (Attachment 2, pg. III-3) The City of Tualatin is also interested in encouraging improvements in gateways to the City that enhance the City's identity and provide an attractive and distinctive appearance for residents, visitors and businesses. The proposed amendment is a response to the need for standards consistent with current building and development standards and the City's gateway enhancement efforts.

**Property values.**

Allowing additional building height on the CG/LTID property will not negatively affect the suitability of the area for particular land uses and improvement and therefore not negatively affect property values.

**The needs of economic enterprises and the future development of the area.**

The applicant states "By allowing site designs that include unique architectural features and a variety of heights, office commercial development in the City of Tualatin will stay competitive with other areas in the metro region. The future development of the LTID will be better served by providing the opportunity to develop Class A office space at the entrance to the District. Office is a permitted use in the CG Planning District and the additional height will enhance the economic enterprises with the Leveton District's

boundary advances the future development of the area.” (Attachment 2, pg. III-2, III-4)  
Staff concurs.

**Needed right-of-way and access for and to particular sites in the area.**

Not applicable because the CG/LTID height provision does not impact or interfere with rights of way or a development’s access.

**Natural resources of the City and the protection and conservation of said resources.**

Not applicable because the CG/LTID height provision does not impact or alter natural resources associated with a development.

**Prospective requirements for the development of natural resources in the City.**

Not applicable because the CG/LTID height provision does not impact or alter natural resources associated with a development.

**The public need for healthful, safe, aesthetic surroundings and conditions.**

As addressed in the public interest sections above, the proposed amendment will encourage and enable development of a Class A office building, a development type that will contribute to aesthetic surroundings and conditions in a gateway area.

**Proof of a change in a neighborhood or area.**

Commercial areas in Tualatin and the industrial area in the western portion of Tualatin are experiencing substantial development and redevelopment activity and interest in the past several years in response to economic conditions. While available and relatively ready for development, the CG/LTID property and other CG properties on Hwy. 99W have not received the same serious commercial interest as the commercial areas in downtown and in the gateways associated with the I-5 freeway have. The proposed amendment is a response to the commercial interest as well as to the interest in enhancing and improving Tualatin’s gateway areas.

**A mistake in the plan map or text.**

None is alleged.

The factors listed in Section 1.032(4) were consciously considered.

Criterion "D" is met.

**E. The criteria in the Tigard-Tualatin School District Facility Plan were considered.**

The criteria in the Facility Plan were considered and found to not be applicable to this amendment regarding additional building height in the CG/LTID because the provision

does not apply to existing school sites and does not represent a constraint or conflict with land available for future school sites.

**F. Oregon Statewide Planning Goals**

Of the 14 Statewide Goals, 13 Goals were considered and found to not be applicable to this amendment regarding additional structure height in CG/LTID. Staff has determined that based on comments from the Oregon Department of Transportation (ODOT) and the City of Tualatin Engineering Department, Goal 12, Transportation is applicable and must be addressed.

The applicant briefly addresses Goal 2 in the application narrative (Attachment 2, pg. III-5).

Statewide Planning Goal 12, Transportation is implemented by the Transportation Planning Rule (TPR) in OAR-660-012-060. The TPR requires that any amendment to comprehensive plans or land use regulations (such as this Plan Text Amendment) that "significantly affect a transportation facility..." must assure that the allowed land uses "...are consistent with the identified function, capacity and performance standards of the facility." The affected transportation facilities in this case are Hwy. 99W, SW 124<sup>th</sup> Avenue and SW Tualatin Road. The traffic information submitted with the application and revised analysis (including July 12 and July 31, 2006) responding to ODOT and City of Tualatin Engineering Division comments indicates that the proposed increase in building height will not result in significant impacts to the transportation facilities (Attachment 2, Kittelson Letters). An August 2, 2006 letter from ODOT and an August 2, 2006 Memorandum from the City of Tualatin Engineering Division concur. Goal 12 and the TPR are satisfied.

**G. Metro's Urban Growth Management Functional Plan (UGMFP).**

The UGMFP and TDC Map 9-4 Design Type Boundaries, identify the SW Hwy 99W area including the CG/LTID property as "Corridor". The proposed amendment allowing additional building height at the CG/LTID site is consistent with the type and intensity of development expected in the classification.

**H. Granting the amendment is consistent with Level of Service.**

The Level of Service criterion for "other" 2040 Design Types [TDC 1.032(8)] requiring consistency with the Level of Service E/E is applicable to this amendment regarding additional building height on the CG/LTID site. The traffic information submitted with the application and revised analysis (including Kittelson & Assoc. Letters dated July 5, 7, 12 & 31, 2006) responding to ODOT and City of Tualatin Engineering Division comments indicates that the proposed increase in building height will not increase the trip generation potential of the site (the subject property for this amendment) (Attachment 2, Kittelson Letters) and the affected intersections would operate at Level of Service "D". In an August 2, 2006 Memorandum, the City of Tualatin Engineering Division concurs that the amendment is consistent with the Level of Service criterion.



**PUBLIC COMMENT**

A Notice of Hearing for the August 14 public hearing on PTA-06-07 was mailed to property owners within 300 feet of the CG designated properties located within the LTID. There were no written comments received prior to the completion of this staff report.

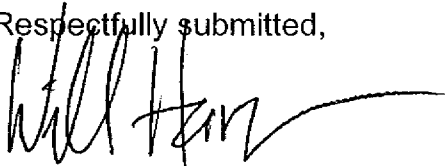
**TUALATIN PLANNING ADVISORY COMMITTEE RECOMMENDATION**

At its July 13, 2006 meeting, the Tualatin Planning Advisory Committee (TPAC) voted 5-0 to adopt the staff report with the staff recommended amendment language.

**RECOMMENDATION**

Staff recommends the City Council adopt the staff report and direct staff to prepare an ordinance granting PTA 06-07 based on Attachment 1.

Respectfully submitted,



William A. Harper, AICP  
Associate Planner

Approved By Tualatin City Council

Date 8-14-06

Recording Secretary W. Smith

c: Chris Humphries, Birtcher Development, LLC 4000 SW Kruse Way Pl., Building 2, Suite 220, Lake Oswego OR 97035

- Attachment 1 Staff Revision to Proposed Amendment  
2 Applicant's Narrative, Proposed Amendment and Supporting Materials including July 5, 7, 12 & 31, 2006 Kittelson & Assoc. Letters

ORDINANCE NUMBER \_\_\_\_\_

AN ORDINANCE RELATING TO ALLOWING GATEWAY TOWER ELEMENTS UP TO 60 FT. IN THE LEVETON TAX INCREMENT DISTRICT; AND AMENDING TDC 54.070 (PTA 06-07)

WHEREAS upon the application of the City of Tualatin Community Development Department, a public hearing was held before the City Council of the City of Tualatin on \_\_\_\_\_, 2006, relating to allowing gateway tower elements up to 60 feet in the Leveton Tax Increment District; and amending TDC 54.070 (PTA 06-07); and

WHEREAS notice of public hearing was given as required under the Tualatin Community Plan by publication on \_\_\_\_\_, 2006, in The Times, a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit A," attached and incorporated by this reference; by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting, marked "Exhibit B," attached and incorporated by this reference; and

WHEREAS a notice of public hearing was given as required by mailing to affected property owners which is evidenced by the Affidavit of Mailing, marked "Exhibit C" attached and incorporated by this reference; and

WHEREAS the Council conducted a public hearing on \_\_\_\_\_, 2006, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Council vote resulted in approval of the application by a vote of \_\_\_\_ - \_\_\_\_, with Councilor \_\_\_\_\_ absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Council and especially the City staff report, the Council makes and adopts as its Findings of Fact the findings and analysis in the staff report attached as "Exhibit D," which are incorporated by this reference, and;

WHEREAS based upon the foregoing Findings of Fact, the City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the amendment at this time; and the amendment conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

**Section 1. TDC 54.070 is amended to read as follows:**

(1) Except for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag which shall not exceed 100 feet in height above grade, and except as provided in TDC 54.070(2), (3), **or (4)**, the maximum height of any structure is 45 feet.

(2) Maximum structure height for a wireless communication support structure and antennas located within 300 feet of the centerline of I-5 is 120 feet.

(3) Maximum structure height for Gateway Tower Elements is 60 feet.

**(4) Maximum structure height of any structure on property designated General Commercial within the Leveton Tax Increment District is 60 feet.**

INTRODUCED AND ADOPTED this \_\_\_ day of \_\_\_\_\_, 2006.

CITY OF TUALATIN, Oregon

BY \_\_\_\_\_  
Mayor

ATTEST:

BY \_\_\_\_\_  
Interim City Recorder

APPLICATION FOR PLAN TEXT AMENDMENT

City of Tualatin Community Development Dept - Planning Division  
18880 SW Marlinazzi Avenue  
Tualatin, OR 97062  
503-691-3026

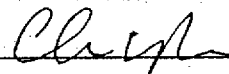
Case No. PM-06-07  
Fee Rec'd \_\_\_\_\_  
Receipt No. \_\_\_\_\_  
Date Rec'd \_\_\_\_\_  
By WJ

PLEASE PRINT IN BLACK INK OR TYPE

Nature of amendment requested Plan Text Amendment to permit building construction up to 60' in height on properties zoned General Commercial District within the Leveton Tax Increment District Boundary.

State the specific section number(s) of the Code to be amended \_\_\_\_\_  
Chapter 54 General Commercial Planning District (CG) - specifically Section 54.070 Structure Height

As the applicant and person responsible for this application, I, the undersigned hereby acknowledge that I have read the instructions and information sheet and understand the requirements described therein, and state that the information supplied is as complete and detailed as is currently possible, to the best of my knowledge.

Applicant's Signature  CHRIS HUMPHRIES

Applicant's Name Birtcher Development, LLC Phone 503-675-6263

Applicant's address 4000 SW Kruse Way Place, Building 2, Suite 220 Lake Oswego, Oregon 97035  
(street) (city) (state) (zip)

Applicant is: Owner \_\_\_\_\_ Contract Purchaser \_\_\_\_\_ Developer  Agent \_\_\_\_\_  
Other \_\_\_\_\_

If the request is for a specific property:

County NA Map # NA Tax Lot #(s) NA

Owner's Name NA

Owner's Address NA  
(street) (city) (state) (zip)

Owner recognition of application: NA

(signature of owner(s))

12/12/03

## II. REQUESTED AMENDMENTS

### BACKGROUND:

The purpose of the General Commercial (CG) Planning District is to provide areas of the city that are suitable for a full range of commercial uses, including those uses that are inappropriate for the neighborhood or central commercial areas. This district is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway. Structure heights in the CG district are currently limited to 45 feet in Section 54.070 – Structure Height of the Tualatin Development Code (TDC). The only exception to the height limit is provided for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag.

While 45 feet may be an appropriate height limit for certain types of retail commercial buildings, it may unnecessarily constrain opportunities to develop office buildings, particularly Class A office buildings, in key gateway locations in the City that comply with the objectives in Sections 6.040, 73.020 and 73.150 to:

- ◆ Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of development and
- ◆ Discourage monotonous, drab, unsightly, dreary and inharmonious development.
- ◆ Create opportunities for, or areas of, visual and aesthetic interest for occupants and visitors to the site.

Permitting structures to be up to 60 feet in the CG district at strategic locations in the city would allow for certain buildings to create a gateway or landmark building that added aesthetic interest and noted key gateways into the City. Permitting higher building heights at strategic locations (such as at the entrance of the Leveton Tax Increment District) can also provide a visual hierarchy of organization within a site or along key transportation corridors. This is particularly important at what can be perceived as gateways to the City. Finally, from a physical design and construction perspective, limiting office buildings to 45 feet in height creates an office building of approximately 3 ½ stories. The 45 foot limitation that is in the current CG plan district is insufficient to allow for the construction normally associated with a 4-story, Class A office building, while providing too much height for a 3-story building. Increasing the height requirement in the CG district will allow sufficient area for construction of a 4-story, Class A office building.

This proposed text amendment has been designed to apply only to CG properties within the Leveton Tax Increment District (see Exhibit \_\_\_), because the Leveton District is a unique employment area as well as a key entry into the City of Tualatin along Highway 99W. The Leveton District is located at the southwest entrance to the City of Tualatin along the Highway 99W corridor and is one of the important entrances to the City where a gateway building denoting the entrance to the City would be appropriate. The amendment will allow taller structures to create a landmark building and provide an opportunity to establish a gateway into the City along the Highway 99W corridor for travelers entering the city from the southwest. This amendment would also serve to increase the viability of commercial development, particularly Class A office commercial development, along a transit corridor.

In addition, the maximum building height permitted in the Manufacturing Park plan district immediately abutting the CG property in the Leveton Tax Increment District where this amendment would apply is 70 feet; however, because most of the land in this district is not located on Highway 99W it does not provide as suitable a location to create a gateway. With a height limitation of 70 feet on the adjacent property, there will be no conflicts if the height requirement on the CG property in the Leveton District is increased from 45 feet to 60 feet. There is property designated High Density Residential (RH), located outside of

the Leveton Tax Increment District but adjacent to the CG property on its north side, with existing multi-family units. The RH height limitation is 35 feet.

The Leveton Tax Increment District was designated as the Western Industrial District for the City of Tualatin. The District was designed and has developed as a major regional employment center, with Novellus Systems locating a major facility within the District. When the Leveton Tax Increment District plan was developed the Plan noted that "*Visual exposure to a major thoroughfare is considered to be highly desirable...The exposure of the Leveton sector is far from ideal because it has minimal frontage along Pacific Highway... The entire area would benefit substantially by the construction of SW 124th Avenue, a major north-south industrial collector which would provide direct access to Pacific Highway and SW Tualatin-Sherwood Road*". SW 124<sup>th</sup> has been constructed and offers direct access into the Leveton District from Highway 99W and the opportunity to create a "gateway" into the District on property at the entrance that is designated CG.

## REQUEST:

This Plan Text Amendment (PTA) is an application by Birtcher Development LLC to amend Chapter 54 General Commercial Planning District (CG) of the Tualatin Development Code (TDC) to permit the construction of structures up to 60 feet in height within the Leveton Tax Increment District on property zoned as General Commercial. The current height limitation for structures in the CG District is 45 feet. This amendment would apply only to CG properties located within the Leveton Tax Increment District. It would not apply to properties zoned CG located outside of the Leveton District. Those CG properties located outside of the Leveton District would retain the structure height limitation of 45 feet.

The applicant is seeking this PTA to permit the construction of a four-story, Class A office building on the CG property {office is a permitted use – Section 53.020(32)}. Allowing buildings up to 60 feet will enable site and building designs that better meet the objectives in Section 73.020 and 73.150. The additional height (from 45' to 60') will provide the height required to construct a four-story, Class A office building. Office buildings constructed at less than four-stories are normally categorized as Class B offices. This application includes detailed a building section to show the various critical dimensions of the building structure and relative heights of each component (See Exhibit C) to demonstrate why the additional height is required to achieve a four-story office building.

### Amendment to Tualatin Development Code

The requested amendments to Section 54.070 are shown below. New proposed language is *bold italics* and existing language proposed to be deleted is shown with ~~strikethrough~~

## Chapter 54 General Commercial Planning District (CG)

### Section 54.070 Structure Height.

- (1) Except for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag which shall not exceed 100 feet in height above grade, and except as provided in TDC 54.070(2) TDC 54.070(3) *or TDC 54.070(4)* the maximum height of any structure is 45 feet.
- (2) Maximum structure height for a wireless communication support structure and antennas located within 300 feet of the centerline of I-5 is 120 feet.
- (3) Maximum structure height for Gateway Tower Elements subject to the standards of 54.035, is 60 feet.
- (4) Maximum structure height for uses on property designated General Commercial within the Leveton Tax Increment District is 60 feet..*

### III.

## ANALYSIS OF CONFORMANCE WITH APPLICABLE CODE REQUIREMENTS

#### A. *Granting the amendment is in the public interest (Subsection 1.032.1).*

Response: Allowing building heights of up to 60 feet on CG properties located within the Leveton Tax Increment District will enable site and building designs that better meet the objectives in Sections 6.040, 73.020 and 73.150 to:

- ◆ Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of development and
- ◆ Discourage monotonous, drab, unsightly, dreary and inharmonious development.
- ◆ Create opportunities for, or areas of, visual and aesthetic interest for occupants and visitors to the site.

When the Leveton Tax Increment District was adopted it designated this area as the Western Industrial District for the City of Tualatin. The District was designed and has developed as a major regional employment center. The Leveton Tax Increment District plan noted that *“Visual exposure to a major thoroughfare is considered to be highly desirable...The exposure of the Leveton sector is far from ideal because it has minimal frontage along Pacific Highway, ... The entire area would benefit substantially by the construction of SW 124th Avenue, a major north-south industrial collector which would provide direct access to Pacific Highway and SW Tualatin-Sherwood Road”*. SW 124<sup>th</sup> has since been constructed and offers direct access into the Leveton District from Highway 99W. As well, the construction of SW 124<sup>th</sup> provides the opportunity to create a “gateway” into the District. Property at the intersection of SW 124<sup>th</sup> and Highway 99W is designated CG and the proposed amendment will enhance the opportunity to establish a gateway into both the City and the Leveton District. This proposed text amendment will apply only to CG properties within the Leveton Tax Increment District. This amendment would also serve to increase the viability of commercial development along a transit corridor and provide a visual hierarchy of organization within the site. This is particularly important at the gateways of the City and is consistent with the purpose of the General Commercial Planning District.

The proposed amendments have been drafted to prevent broad application of the new height requirement. The proposed amendment limits the location of where this requirement can be applied to properties designated as CG within the Leveton Tax Increment District. Those CG properties located outside of the Leveton District would retain the structure height limitation of 45 feet.

Granting the amendment is in the public interest because it will support the intent of the Leveton Tax Increment District to improve its exposure and create the opportunity to provide a gateway entrance. Criterion 1 is met.

#### B. *The public interest is best protected by granting the amendment at this time. (Subsection 1.032.2)*

Response: Construction of the SW 124<sup>th</sup> connection to Highway 99W provided the opportunity to improve the exposure of the Leveton Tax Increment District and emphasize the presence of the Western Industrial District for the City of Tualatin at this location. The Leveton Tax Increment District is characterized by primarily industrial properties and development. The maximum building height permitted in the Manufacturing Park plan district immediately abutting the CG property in the Leveton Tax Increment District where this amendment would apply is 70 feet; however, because most of the land

in this district is not located on Highway 99W it does not provide as suitable a location to create a gateway. There is property designated High Density Residential (RH), outside of the Leveton Tax Increment District but adjacent to the CG property, with existing multi-family units. The RH height limitation is 35 feet. The proposed amendment will not compete or conflict with any future development on Industrial properties.

There is interest in development at the SW 124<sup>th</sup> / Highway 99W intersection where the gateway opportunity exists. As this occurs, the City will be provided with new opportunities to implement its design objectives and the proposed amendment will further these objectives.

The public interest will be best protected by granting the amendment at this time. Criterion 2 is met.

**C. *The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan. (Subsection 1.032.3)***

The following objectives are applicable to the proposed amendment:

Section 6.040 Commercial Planning District Objectives. (5) *General Commercial Planning District (CG). To provide areas suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office or central commercial areas. This district is particularly suitable for automobile/service-oriented businesses, excluding automobile, truck and machinery sales and rental, located along the free-way and major arterials. Because of their location, these uses are highly visible to large numbers of passing motorists. Commercial development along the freeway provides perhaps the only lasting impression of Tualatin for many travelers. Therefore, careful attention shall be given to site and structure design for development in this district, including signs, choice of materials, and landscaping, particularly in and around parking areas. This District is suitable for mixed commercial and residential uses through the Mixed Use Commercial Overlay District on the Durham Quarry Site and in the Durham Quarry Area.*

Section 73.020 Findings and Objectives for the Architectural Review Process.

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

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

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

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

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

Section 73.150 Objectives.

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

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



Response: The amendment will allow building heights of up to 60 feet on CG properties located within the Leveton Tax Increment District and will enable site and building designs that better meet the objectives in Sections 6.040, 73.020 and 73.150 and provide the opportunity to develop taller structures to create a landmark building and provide an opportunity to establish a gateway into the City along the Highway 99W corridor. This amendment would also serve to increase the viability of commercial development along a transit corridor and provide a visual hierarchy of organization within the site. This is particularly important at the gateways of the City and is consistent with the purpose of the General Commercial Planning District.

The proposed amendment has been drafted to prevent broad application of the new height requirement and limits the location of where this requirement can be applied to properties designated as CG within the Leveton Tax Increment District. The proposed amendment is in conformity with applicable objectives. Criterion 3 is met.

**D. The factors listed in Section 1.032(4) were consciously considered:**

*(1) The various characteristics of areas in the City.*

Response:

The Leveton Tax Increment District was designated as the Western Industrial District for the City of Tualatin. The District was designed and has developed as a major regional employment center. When the Leveton Tax Increment District plan was developed it noted that *“Visual exposure to a major thoroughfare is considered to be highly desirable...The exposure of the Leveton sector is far from ideal because it has minimal frontage along Pacific Highway, ... The entire area would benefit substantially by the construction of SW 124th Avenue, a major north-south industrial collector which would provide direct access to Pacific Highway and SW Tualatin-Sherwood Road”*. SW 124<sup>th</sup> has been constructed and offers direct access into the Leveton District from Highway 99W and the opportunity to create a “gateway” into the District on property at the entrance that is designated CG.

This proposed text amendment will apply only to CG properties within the Leveton Tax Increment District. The Leveton District is located at the southwest entrance to the City of Tualatin along the Highway 99W corridor. The amendment will allow taller structures to create a landmark building and provide an opportunity to establish a gateway into the City along the Highway 99W corridor.

*(2) The suitability of the area for particular land uses and improvements.*

Response: The proposed amendments will not affect the types of uses or standards permitted in the General Commercial District. The 60 foot limit, which will be allowed under the proposed amendment is suitable for the General Commercial District within the Leveton Tax Increment District and would be compatible with surrounding land use designations. The maximum building height permitted in the Manufacturing Park plan district immediately abutting the CG property in the Leveton Tax Increment District where this amendment would apply is 70 feet; however, because most of the land in this district is not located on Highway 99W it does not provide as suitable a location to create a gateway.

*(3) Trends in land improvement and development.*

Response: This request to allow 60 foot building heights in the CG District in the Leveton Tax Increment District responds to a growing interest in Tualatin as a center for high quality commercial and office development. As well, this amendment will recognize design and construction factors associated with constructing 4-story, Class A office buildings.

*(4) Property values.*

Response: The proposed amendment will support property values in the Leveton Tax Increment District by taking advantage of strategic locations for gateway and landmark buildings. As previously noted, the Leveton Tax Increment District was designated as the Western Industrial District for the City of Tualatin. The District was designed and has developed as a major regional employment center. When the Leveton Tax Increment District plan was developed it noted that *"Visual exposure to a major thoroughfare is considered to be highly desirable...The exposure of the Leveton sector is far from ideal because it has minimal frontage along Pacific Highway, ... The entire area would benefit substantially by the construction of SW 124th Avenue, a major north-south industrial collector which would provide direct access to Pacific Highway and SW Tualatin-Sherwood Road"*. SW 124<sup>th</sup> has been constructed and offers direct access into the Leveton District from Highway 99W and the opportunity to create a "gateway" into the District on property at the entrance that is designated CG.

*(5) The needs of economic enterprises and the future development of the area.*

Response: By allowing site designs that include unique architectural features and a variety of heights, office commercial development in the City of Tualatin will stay competitive with other areas in the metro region. The future development of the Leveton Tax Increment District will be better served by providing the opportunity to develop Class A office space at the entrance to the District. The CG property where this Plan Text Amendment would apply is ideally suited for an office site that would support the employment uses within the Leveton District. Office is a permitted use in the CG plan district and the additional height will enhance the economic enterprises within the Leveton District's boundary advance the future development of the area.

*(6) Needed right-of-way and access for and to particular sites in the area.*

Response: Not applicable.

*(7) Natural resources of the City and the protection and conservation of said resources.*

Response: Not applicable.

*(8) Prospective requirements for the development of natural resources in the City.*

Response: Not applicable.

*(9) The public need for healthful, safe, aesthetic surroundings and conditions.*

Response: The public need is addressed in Criterion A, above.

*(10) Proof of a change in a neighborhood or area.*

Response: Not applicable.

*(11) A mistake in the plan map or text.*

Response: Not applicable.

***E. The criteria in the Tigard-Tualatin School District Facility Plan for school facility capacity have been considered when evaluating applications for a comprehensive plan amendment or for a residential land use regulation amendment. (Subsection 1.032.5)***

Response: Not applicable.

***F. Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules (OARs). (Subsection 1.032.6)***

Statewide Planning Goal 2 addresses the process for land use planning. It requires coordination between cities and other governments and government agencies. The proposed amendment has been reviewed through the post acknowledgement plan amendment process and the City of Tualatin process, which ensure coordination and citizen involvement. The amendments are consistent with Statewide Planning Goal 2.

The applicant has considered the potential impacts of permitting the increase in building height from 45' to 60' on CG properties within the Leveton Tax Increment District. The traffic impact assessment indicates that "a change in the maximum building height fro General Commercial in the Leveton District is not anticipated to increase the trip generation potential in the Leveton District above the reasonably worst case land use scenario previously approved". Accordingly, there will be no significant effect to the transportation system by approving this plan text amendment. Based on this assessment, the proposed amendment meets the requirement of Goal 12 and the Transportation Planning Rule.

***G. Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan. (Subsection 1.032.7)***

The Metro Functional Plan identifies the designated gateways as Industrial Area and Highway 99W is designated as a Corridor. The additional height that would be allowed under the proposed amendments would be consistent with the type and intensity of development expected under these classifications.

***H. Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area. (Subsection 1.032.8)***

Not applicable.

**KITTELSON & ASSOCIATES, INC.****TRANSPORTATION PLANNING/TRAFFIC ENGINEERING**

610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

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**MEMORANDUM**

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**Date:** May 26, 2006**Project #:** 8021.P**To:** Chris Humphries  
Birtcher Development, LLC  
4000 SW Kruse Way Pl.  
Building 2, Suite 220  
Lake Oswego, OR 97035**From:** Susan Wright, P.E. and Chris Brehmer, P.E.**Project:** Tualatin Commercial Center Development**Subject:** Maximum Building Height/Site Trip Generation Impact

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Per your request, Kittelson & Associates, Inc. has reviewed the potential transportation impacts of a zoning code text amendment to increase the maximum building height (from 45 feet to 60 feet) in the Leveton District for the General Commercial land uses. There is approximately 7.5-acres of General Commercial land use in the Leveton District. This area coincides with the property Birtcher Development is currently evaluating for an office/restaurant development, and also coincides with the General Commercial portion of the *Tualatin Center Rezone Traffic Impact Analysis* completed by Kittelson & Associates, Inc. in May 2001.

The "reasonable worst-case" development scenario for the 7.5-acres of General Commercial from the *Tualatin Center Rezone Transportation Impact Analysis* is shown in Table 1. As shown in Table 1, the "reasonable worst-case" development scenario includes a shopping center with a grocery store, gas station, fast-food restaurant and bank with drive-thru windows, and other miscellaneous retail uses. The anticipated net new trips to the site under this development scenario include approximately 5,420 net new daily trips, 240 net new weekday a.m. peak hour trips, and 560 net new weekday p.m. peak hour trips.

**Table 1**  
**"Reasonable Worst Case" Estimated Trip Generation<sup>1</sup>**  
**(7.47 Acres General Commercial Zoning)**

Land Use	Size (sq. ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Grocery Store (ITE 850)	35,000	3,905	70	45	115	205	195	400
- 10% Internal Trips		390	5	5	10	20	20	40
- 36% Pass-by Trips		(1,265)	(20)	(20)	(40)	(65)	(65)	(130)
Gas Station w/ Convenience (ITE 845)	12 positions	1,955	60	60	120	80	80	160
- 10% Internal Trips		195	5	5	10	10	10	20
- 55% Pass-by Trips		(965)	(30)	(30)	(60)	(40)	(40)	(80)
Fast Food w/ Drive Through (ITE 834)	3,000	1,490	75	75	150	50	50	100
- 10% Internal Trips		150	10	5	15	5	5	10
- 50% Pass-by Trips		(670)	(30)	(30)	(60)	(20)	(20)	(40)
Bank w/ Drive Through (ITE 912)	4,000	1,060	30	20	50	110	110	220
- 10% Internal Trips		105	5	0	5	10	10	20
- 47% Pass-by Trips		(450)	(10)	(10)	(20)	(45)	(45)	(90)
Various Retail (ITE 820)	15,000	2,015	30	20	50	85	95	180
- 10% Internal Trips		200	5	0	5	10	10	20
- 34% Pass-by Trips		(615)	(10)	(10)	(20)	(25)	(25)	(50)
<b>TOTAL COMMERCIAL TRIPS</b>		<b>10,425</b>	<b>265</b>	<b>220</b>	<b>485</b>	<b>530</b>	<b>530</b>	<b>1,060</b>
<i>Total Internal Trips</i>		<i>1,040</i>	<i>30</i>	<i>15</i>	<i>45</i>	<i>55</i>	<i>55</i>	<i>110</i>
<b>EXTERNAL COMMERCIAL TRIPS</b>		<b>9,385</b>	<b>235</b>	<b>205</b>	<b>440</b>	<b>475</b>	<b>475</b>	<b>950</b>
Total Pass-By Trips		(3,965)	(100)	(100)	(200)	(195)	(195)	(390)
<b>NET NEW COMMERCIAL TRIPS</b>		<b>5,420</b>	<b>135</b>	<b>105</b>	<b>240</b>	<b>280</b>	<b>280</b>	<b>560</b>

General office is a permitted land use in the General Commercial zoning; however, from a land area perspective, retail uses typically generate more daily and weekday p.m. peak hour trips as compared to an office building and were therefore shown as the "reasonable worst-case" development scenario in the 2001 traffic study. For example, an office building of approximately 670,000 square-feet would be needed to generate an equivalent number of net new daily trips (5,420), approximately 136,000 square-feet would be needed to generate an equivalent number of net new weekday a.m. peak hour trips (240), and approximately 430,000 square-feet would be needed to generate an equivalent number of net new weekday p.m. peak hour trips (560) as compared to the "reasonable worst-case" retail development scenario. Even assuming these large building sizes, the number of actual driveway trips in an out of the office development would be lower than the commercial scenario because of the pass-by trips associated with retail land uses.

<sup>1</sup> From Table 4 of the May 2001 Tualatin Center Rezone Transportation Impact Analysis report prepared by Kittelson & Associates, Inc.

With the exception of the weekday a.m. peak hour, these scenarios are beyond what could reasonably be constructed with the proposed height restriction on a 7.5-acre site considering the set back requirements. Table 2 shows the estimated trip generation for a "reasonable worst-case" development scenario including an office building using the proposed height limit and a high turnover sit-down restaurant.

**Table 2**  
**"Reasonable Worst Case" Estimated Trip Generation**  
**With a General Office Building**

Land Use	Size (sq. ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office Building (ITE 710)	100,000	1,330	165	20	185	30	160	190
High Turnover Restaurant (ITE 932)	10,000	1,270	60	55	115	65	45	110
- 10% Internal Trips		(125)	(5)	(5)	(10)	(5)	(5)	(10)
- 43% Pass-by Trips		(515)	(25)	(20)	(45)	(25)	(20)	(45)
<b>NET NEW TRIPS</b>		<b>1,960</b>	<b>195</b>	<b>50</b>	<b>245</b>	<b>65</b>	<b>180</b>	<b>245</b>

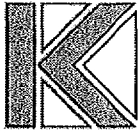
As shown in Table 2, a "reasonable worst-case" land use scenario with an office building using the proposed maximum height increase and a high turnover sit-down restaurant would generate significantly fewer new new weekday daily and weekday p.m. peak hour trips as compared to the "reasonable worst-case" retail development scenario. The office scenario generates approximately 5 additional net new weekday a.m. peak hour trips (assuming the restaurant serves breakfast, which depends upon the chain) but 40 fewer net new weekday p.m. peak hour trips.

**Conclusions**

The proposed text amendment is not anticipated to increase the trip generation potential for the General Commercial zoned land in the Leveton District for the following reasons:

- Both commercial and office land uses are permitted in the General Commercial zone.
- The proposed change in the maximum building height is most likely to be utilized by an office building rather than a retail building because retailers generally do not occupy multi-floor developments in smaller, suburban retail developments like the subject property.
- The largest office building that could fit on the site, taking advantage of the additional height, would have lower weekday daily and p.m. peak hour trip generation than the previously approved "reasonable worst-case" retail development scenario and comparable trip generation during the weekday a.m. peak hour.

Based on this review, a change in the maximum building height for General Commercial in the Leveton District is not anticipated to increase the trip generation potential in the Leveton District above the "reasonable worst-case" land use scenario previously approved. Furthermore, an office development would likely generate significantly fewer weekday daily and weekday p.m. peak hour trips than the "reasonable worst-case" land use scenario.



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**TRANSPORTATION ENGINEERING/PLANNING**

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## MEMORANDUM

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**Date:** July 5, 2006

**Project #:** 8021.0

**To:** Will Harper  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092

**From:** Chris Brehmer, P.E.

**Cc:** Jason Grassman, P.E., ODOT Region 1

**Project:** PTA06-07: Leveton District CG Amendment

**Subject:** Response to ODOT and City of Tualatin Comments

---

This memorandum responds to review comments provided by the Oregon Department of Transportation (ODOT) and the City of Tualatin regarding the proposed Leveton District CG Amendment.

### Response to ODOT Comments

In their June 28, 2006 letter, Oregon Department of Transportation (ODOT) staff have expressed a concern that the "worst-case" trip generation potential of the site could exceed that assumed in the May 26, 2006 memorandum prepared by Kittelson & Associates, Inc. (KAI). The May 26, 2006 memorandum prepared by KAI documented that development under the proposed zoning code text amendment is not expected to increase the trip generation potential of the site as compared to the existing zoning.

In response to ODOT's concerns, an additional trip generation scenario was examined to evaluate the site's trip generation potential with more intense development of the site. Based on discussions with City and ODOT staff, the assumptions associated with the revised reasonable "worst-case" scenario are as follows:

- City code requires 15 percent of the site area to be landscaped.
- Based on recently constructed office buildings in the City, multi-story office buildings typically have higher landscaping percentages as compared to the required minimum 15 percent, resulting in less area for the building footprint(s).

- The site will be surface parked (structured parking is not considered economically viable in the study area unless publicly subsidized).
- Based on recent retail commercial developments in the City, an average of 55 percent of the site is typically occupied by driveway/loading infrastructure and parking. Some recently constructed multi-story buildings in the City have had up to 83 percent of the site used for parking, driveways, loading, and access roadways given industry parking requirements.
- The assumed restaurant use requires parking of 10 spaces/1,000 square feet (code minimum) and the office uses would be parked at approximately 4 spaces/1,000 square feet (industry standard; code minimum is 2.7 spaces/1,000 square feet).
- An office building on the site could be up to five stories tall (four is more likely).

It should be recognized that the amount of the site area occupied by parking increases with each incremental increase in building size. As a result, each additional story of office space results in a proportional decrease in the potential office building footprint. For example, the addition of 1 floor of office space requires an additional 104 parking stalls (at the industry average 4 parking spaces/1,000 square feet of building space and assuming 26,000 square-feet per building floor).

Based on these assumptions and market conditions, it is estimated that a reasonable "worst-case" development scenario could consist of a five-story 130,000 square-foot office tower (5 stories, each at 26,000 square-feet) and an 8,000 square-foot sit-down restaurant. At 130,000 square feet, the office tower would require a code minimum of 351 parking stalls and 520 at the industry standard 4 spaces/1,000 square feet. The code minimum 351 office parking stalls would occupy roughly 3.2 acres of the site assuming an average of 400 square feet per parking stall and 4.8 acres at the industry standard 4 spaces/1,000 square feet. As such, it can be reasonably concluded that over half the site would be dedicated to surface parking and that the proposed mix of uses represents a "worst-case" scenario.

Table 1 shows the estimated trip generation for the "reasonable worst-case" development scenario.



**Table 1**  
**"Reasonable Worst Case" Estimated Trip Generation**  
**With a General Office Building**

Land Use	Size (sq. ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office Building (ITE 710)	130,000	1,630	200	30	230	40	185	225
High Turnover Restaurant (ITE 932)	8,000	1,020	45	45	90	55	35	90
- 10% Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- 43% Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
Total Trips		2,650	245	75	320	95	220	315
- Total Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- Total Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
<b>NET NEW TRIPS</b>		<b>2,160</b>	<b>225</b>	<b>55</b>	<b>280</b>	<b>75</b>	<b>200</b>	<b>275</b>
Existing Zoning Worst Case Net New Trips*		5,420	135	105	240	280	280	560
Existing-Proposed Land Use Net New Trips		3,260	-90	50	-40	205	80	285

\*Refer to Table 1 of the May 26, 2006 KAI memorandum

As shown in Table 1, the modified "reasonable worst-case" land use scenario with an office building using the proposed maximum height increase and a high turnover sit-down restaurant would generate significantly fewer net new weekday daily and weekday p.m. peak hour trips as compared to the "reasonable worst-case" retail development scenario. The office scenario generates approximately 40 additional net new weekday a.m. peak hour trips (assuming the restaurant serves breakfast, which depends upon the tenant) but 285 fewer net new weekday p.m. peak hour trips and 3,260 fewer daily trips. The number of weekday a.m. peak hour driveway trips to the site is also significantly lower under the proposed land use amendment given that the original commercial scenario assumed a much higher level of pass-by trips to the site (440 driveway trips under the reasonable "worst-case" commercial zoning versus 280 driveway trips under the proposed "worst case" amendment shown in Table 1).

### Response to City of Tualatin Comments

In their June 28, 2006 letter, City of Tualatin staff expresses a concern that the level of service criteria for the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road are not addressed in the application.

The future level of service and delay at the two intersections should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above.

Further, operations at the two study intersections in question were reviewed as part of the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI and the level of service criteria were reported as meeting the City's standard. Specifically, the study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW

Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Given that the proposed land use action will not increase the trip generation potential of the site (and thus fewer trips from the site will impact the two intersections), the previous analysis of the two study intersections is still relevant and provides the documentation requested by City staff. As such, no additional analysis should be required.

### Summary

Based on the agency review comments, a revised reasonable "worst-case" trip generation estimate has been prepared for the site. As shown in Table 1 of this memorandum, the trip generation potential of the site will not increase with the proposed land use action.

The future level of service and delay at the two intersections cited by City staff should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above. The May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI serves as a reasonable basis to estimate local transportation conditions. The study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Accordingly, no additional analysis of the study intersections should be necessary and the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI can be referenced to provide the intersection level of service information necessary to address the City's review criteria.

I trust this memorandum adequately addresses the comments raised by ODOT and City staff. Please let us know if you have any additional concerns.



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**TRANSPORTATION ENGINEERING/PLANNING**

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## MEMORANDUM

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**Date:** July 7, 2006

**Project #:** 8021.0

**To:** Will Harper  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092

**From:** Chris Brehmer, P.E.

**Cc:** Jason Grassman, P.E., ODOT Region 1

**Project:** PTA06-07: Leveton District CG Amendment

**Subject:** Response to ODOT and City of Tualatin Comments

---

This memorandum responds to review comments provided by the Oregon Department of Transportation (ODOT) and the City of Tualatin regarding the proposed Leveton District CG Amendment.

### Response to ODOT Comments

In their June 28, 2006 letter, Oregon Department of Transportation (ODOT) staff have expressed a concern that the "worst-case" trip generation potential of the site could exceed that assumed in the May 26, 2006 memorandum prepared by Kittelson & Associates, Inc. (KAI). The May 26, 2006 memorandum prepared by KAI documented that development under the proposed zoning code text amendment is not expected to increase the trip generation potential of the site as compared to the existing zoning.

In response to ODOT's concerns, an additional trip generation scenario was examined to evaluate the site's trip generation potential with more intense development of the site. Based on discussions with City and ODOT staff, the assumptions associated with the revised reasonable "worst-case" scenario are as follows:

- City code requires a minimum 15 percent of the site area to be landscaped.
- Based on recently constructed office buildings in the City, multi-story office buildings typically have higher landscaping percentages as compared to the required minimum 15 percent, resulting in less area for the building footprint(s).

- The site will be surface parked (structured parking is not considered economically viable in the study area unless publicly subsidized).
- Based on recent retail commercial developments in the City, an average of 55 percent of the site is typically occupied by driveway/loading infrastructure and parking. Some recently constructed multi-story buildings in the City have an even-higher percentage of coverage.
- The assumed restaurant use requires parking of 10 spaces/1,000 square feet (code minimum) and the office uses would be parked at approximately 2.7 spaces/1,000 square feet (industry standard is 4.0 spaces/1,000 square feet).
- An office building on the site could be up to five stories tall (four is more likely).

Based on these assumptions and market conditions, the following reasonable “worst-case” development scenario is assumed.

**Table 1  
 Assumed Worst-Case Development Scenario**

<b>Assumed Use</b>	<b>Size (acres)</b>	<b>Size (square feet)</b>
Total Site Area	7.47	(325,393)
Minimum Landscaping (15% of site)	(1.12)	(48,808)
Restaurant Building Footprint	(0.18)	(8,000)
Office Building Footprint	(0.63)	(27,180)
Restaurant Parking (10 stalls/1,000 square feet*540 square feet/stall)	(0.99)	(43,200)
Office Parking (2.7 stalls/1,000 square feet*540 square feet/stall)	(4.55)	(198,142)
Area Remaining (Total Area-Site Components)	0	63

As shown in Table 1, the scenario could consist of a five-story 135,900 square-foot office tower (5 stories, each at 27,180 square-feet) and an 8,000 square-foot sit-down restaurant. At 135,900 square feet, the office tower would require a code minimum of 367 parking stalls and 544 at the industry standard 4 spaces/1,000 square feet. The code minimum 367 office parking stalls would occupy roughly 4.5 acres of the site assuming an average of 540 square feet per parking stall and 6.7 acres at the industry standard 4 spaces/1,000 square feet. Given the code-minimum landscaping and parking stall assumptions, it can be reasonably concluded that over half the site would be dedicated to surface parking and that the proposed mix of uses represents a “worst-case” scenario.

It should be recognized that the amount of the site area occupied by parking increases with each incremental increase in building size. As a result, each additional story of office space results in a proportional decrease in the potential office building footprint. For example, the addition of 1 floor of office space requires an additional 73 parking stalls (at code minimum 2.7 parking spaces/1,000 square feet of building space and assuming 27,180 square-feet per building floor).

Table 2 shows the estimated trip generation for the “reasonable worst-case” development scenario.

**Table 2**  
**"Reasonable Worst Case" Estimated Trip Generation**  
**With a General Office Building**

Land Use	Size (sq. ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office Building (ITE 710)	135,900	1,690	210	30	240	40	190	230
High Turnover Restaurant (ITE 932)	8,000	1,020	45	45	90	55	35	90
- 10% Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- 43% Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
Total Trips		2,710	255	75	320	95	225	320
- Total Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- Total Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
<b>NET NEW TRIPS</b>		<b>2,220</b>	<b>235</b>	<b>55</b>	<b>290</b>	<b>75</b>	<b>205</b>	<b>280</b>
Existing Zoning Worst Case Net New Trips*		5,420	135	105	240	280	280	560
Existing-Proposed Land Use Net New Trips		3,200	-100	50	-50	205	75	280

\*Refer to Table 1 of the May 26, 2006 KAI memorandum

As shown in Table 2, the modified "reasonable worst-case" land use scenario with an office building using the proposed maximum height increase and a high turnover sit-down restaurant would generate significantly fewer net new weekday daily and weekday p.m. peak hour trips as compared to the "reasonable worst-case" retail development scenario. The office scenario generates approximately 50 additional net new weekday a.m. peak hour trips (assuming the restaurant serves breakfast, which depends upon the tenant) but 280 fewer net new weekday p.m. peak hour trips and 3,200 fewer daily trips. The number of weekday a.m. peak hour driveway trips to the site is also significantly lower under the proposed land use amendment given that the original commercial scenario assumed a much higher level of pass-by trips to the site (440 driveway trips under the reasonable "worst-case" commercial zoning versus 310 driveway trips under the proposed "worst case" amendment shown in Table 2). Based on current market conditions, this scenario represents an extreme "worst-case" given the assumptions of a 5-story building, code-minimum landscaping, and code-minimum parking for the office building.

**Response to City of Tualatin Comments**

In their June 28, 2006 letter, City of Tualatin staff expresses a concern that the level of service criteria for the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road are not addressed in the application.

The future level of service and delay at the two intersections should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above.

Further, operations at the two study intersections in question were reviewed as part of the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI and the level of

service criteria were reported as meeting the City's standard. Specifically, the study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Given that the proposed land use action will not increase the trip generation potential of the site (and thus fewer trips from the site will impact the two intersections), the previous analysis of the two study intersections is still relevant and provides the documentation requested by City staff. As such, no additional analysis should be required.

### Summary

Based on the agency review comments, a revised reasonable "worst-case" trip generation estimate has been prepared for the site. As shown in Table 1 of this memorandum, the trip generation potential of the site will not increase with the proposed land use action.

The future level of service and delay at the two intersections cited by City staff should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above. The May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI serves as a reasonable basis to estimate local transportation conditions. The study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Accordingly, no additional analysis of the study intersections should be necessary and the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI can be referenced to provide the intersection level of service information necessary to address the City's review criteria.

I trust this memorandum adequately addresses the comments raised by ODOT and City staff. Please let us know if you have any additional concerns.



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## MEMORANDUM

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**Date:** July 12, 2006

**Project #:** 8021.0

**To:** Will Harper  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092

**From:** Chris Brehmer, P.E.

**Cc:** Jason Grassman, P.E., ODOT Region 1

**Project:** PTA06-07: Leveton District CG Amendment

**Subject:** Response to ODOT and City of Tualatin Comments

---

This memorandum responds to review comments provided by the Oregon Department of Transportation (ODOT) and the City of Tualatin regarding the proposed Leveton District CG Amendment.

### Response to ODOT Comments

In their June 28, 2006 letter, Oregon Department of Transportation (ODOT) staff have expressed a concern that the "worst-case" trip generation potential of the site could exceed that assumed in the May 26, 2006 memorandum prepared by Kittelson & Associates, Inc. (KAI). The May 26, 2006 memorandum prepared by KAI documented that development under the proposed zoning code text amendment is not expected to increase the trip generation potential of the site as compared to the existing zoning.

In response to ODOT's concerns, an additional trip generation scenario was examined to evaluate the site's trip generation potential with more intense development of the site. Based on discussions with City and ODOT staff, the assumptions associated with the revised reasonable "worst-case" scenario are as follows:

- City code requires a minimum 15 percent of the site area to be landscaped.
- Based on recently constructed office buildings in the City, multi-story office buildings typically have higher landscaping percentages as compared to the required minimum 15 percent, resulting in less area for the building footprint(s).

- The site will be surface parked (structured parking is not considered economically viable in the study area unless publicly subsidized).
- Based on recent retail commercial developments in the City, an average of 55 percent of the site is typically occupied by driveway/loading infrastructure and parking. Some recently constructed multi-story buildings in the City have an even higher percentage of coverage.
- The assumed restaurant use requires parking of 10 spaces/1,000 square feet (code minimum) and the office uses would be parked at approximately 2.7 spaces/1,000 square feet (industry standard is 4.0 spaces/1,000 square feet).
- An office building on the site could be up to five stories tall (four is more likely).

Based on these assumptions and market conditions, the following reasonable “worst-case” development scenario is assumed.

**Table 1  
 Assumed Worst-Case Development Scenario**

Assumed Use	Size (acres)	Size (square feet)
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Area Remaining (Total Area-Site Components)	0	63

As shown in Table 1, the scenario could consist of a five-story 135,900 square-foot office tower (5 stories, each at 27,180 square-feet) and an 8,000 square-foot sit-down restaurant. At 135,900 square feet, the office tower would require a code minimum of 367 parking stalls and 544 at the industry standard 4 spaces/1,000 square feet. The code minimum 367 office parking stalls would occupy roughly 4.5 acres of the site assuming an average of 540 square feet per parking stall<sup>1</sup> and 6.7 acres at the industry standard 4 spaces/1,000 square feet. Given the code-minimum landscaping and parking stall assumptions, it can be reasonably concluded that over half the site would be dedicated to surface parking and that the proposed mix of uses represents a “worst-case” scenario.

It should be recognized that the amount of the site area occupied by parking increases with each incremental increase in building size. As a result, each additional story of office space results in a proportional decrease in the potential office building footprint. For example, the addition of 1

<sup>1</sup> The 540 square-foot per parking stall estimate was recommended by City of Tualatin Community Development Department staff. The estimate represents not only the physical space occupied by each parking stall but also accounts for the area encompassed by the parking drive aisles and access points as well as a minimum amount of loading and service pavement area.



floor of office space requires an additional 73 parking stalls (at code minimum 2.7 parking spaces/1,000 square feet of building space and assuming 27,180 square-feet per building floor).

Table 2 shows the estimated trip generation for the "reasonable worst-case" development scenario.

**Table 2**  
**"Reasonable Worst Case" Estimated Trip Generation**  
**With a General Office Building**

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Total Trips		2,710	255	75	320	95	225	320
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<b>NET NEW TRIPS</b>		<b>2,220</b>	<b>235</b>	<b>55</b>	<b>290</b>	<b>75</b>	<b>205</b>	<b>280</b>
Existing Zoning Worst Case Net New Trips*		5,420	135	105	240	280	280	560
Existing-Proposed Land Use Net New Trips		3,200	-100	50	-50	205	75	280

\*Refer to Table 1 of the May 26, 2006 KAI memorandum

As shown in Table 2, the modified "reasonable worst-case" land use scenario with an office building using the proposed maximum height increase and a high turnover sit-down restaurant would generate significantly fewer net new weekday daily and weekday p.m. peak hour trips as compared to the "reasonable worst-case" retail development scenario. The office scenario generates approximately 50 additional net new weekday a.m. peak hour trips (assuming the restaurant serves breakfast, which depends upon the tenant) but 280 fewer net new weekday p.m. peak hour trips and 3,200 fewer daily trips. The number of weekday a.m. peak hour driveway trips to the site is also significantly lower under the proposed land use amendment given that the original commercial scenario assumed a much higher level of pass-by trips to the site (440 driveway trips under the reasonable "worst-case" commercial zoning versus 310 driveway trips under the proposed "worst case" amendment shown in Table 2). Based on current market conditions, this scenario represents an extreme "worst-case" given the assumptions of a 5-story building, code-minimum landscaping, and code-minimum parking for the office building.

### Response to City of Tualatin Comments

In their June 28, 2006 letter, City of Tualatin staff expresses a concern that the level of service criteria for the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road are not addressed in the application.

The future level of service and delay at the two intersections should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above.

Further, operations at the two study intersections in question were reviewed as part of the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI and the level of service criteria were reported as meeting the City's standard. Specifically, the study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Given that the proposed land use action will not increase the trip generation potential of the site (and thus fewer trips from the site will impact the two intersections), the previous analysis of the two study intersections is still relevant and provides the documentation requested by City staff. As such, no additional analysis should be required.

### Summary

Based on the agency review comments, a revised reasonable "worst-case" trip generation estimate has been prepared for the site. As shown in Table 1 of this memorandum, the trip generation potential of the site will not increase with the proposed land use action.

The future level of service and delay at the two intersections cited by City staff should not be further impacted by development under the proposed zoning code text amendment as compared to the existing zoning because the reasonable "worst-case" trip generation potential of the site will decrease as described above. The May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI serves as a reasonable basis to estimate local transportation conditions. The study forecast that the intersections of SW Pacific Highway & SW 124<sup>th</sup> Avenue and SW 124<sup>th</sup> Avenue & SW Tualatin Road would operate at Level of Service "D" or better under long-term conditions during the weekday p.m. peak hour with volume-to-capacity ratios of 0.94 or less. Accordingly, no additional analysis of the study intersections should be necessary and the May 2001 *Tualatin Rezone Center Transportation Impact Analysis* prepared by KAI can be referenced to provide the intersection level of service information necessary to address the City's review criteria.

I trust this memorandum adequately addresses the comments raised by ODOT and City staff. Please let us know if you have any additional concerns.

JUL 31 2006



**KITTELSON & ASSOCIATES, INC.**  
**TRANSPORTATION ENGINEERING/PLANNING**

610 S.W. Alder Street, Suite 700 • Portland, OR 97205 • (503) 228-5230 • Fax (503) 273-8169

COMMUNITY DEVELOPMENT  
PLANNING DIVISION

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## MEMORANDUM

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**Date:** July 31, 2006

**Project #:** 8021.0

**To:** Will Harper  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092

**From:** Susan Wright, P.E. and Chris Brehmer, P.E.

**Cc:** Jason Grassman, P.E., ODOT Region 1

**Project:** PTA06-07: Leveton District CG Amendment

**Subject:** Response to ODOT Request for AM Operational Analysis

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This memorandum responds to the July 13, 2006 review comments provided by the Oregon Department of Transportation (ODOT) regarding the operational impact of 50 additional weekday a.m. peak hour trips generated by the reasonable "worst-case" land use scenario for the proposed plan amendment to the maximum building height for General Commercial in the Leveton District.

### **Response to ODOT Comments**

In their July 13, 2006 letter, ODOT staff stated that they could not make a determination under the Transportation Planning Rule (TPR) that the 50 net new trips will not have a significant effect<sup>1</sup> on the State transportation system without a traffic impact study as the 2001 Tualatin Rezone Center Transportation Impact Analysis demonstrated that the weekday a.m. peak hour is the critical time period in the study area. Per ODOT's request, the following memorandum provides a weekday a.m. peak hour traffic impact analysis at the Oregon 99W/SW 124<sup>th</sup> Avenue intersection.

As demonstrated below, the proposed amendment can be approved without having a significant effect on the State transportation system. The potential additional 50 trips are forecast to increase the volume-to-capacity ratio at the Oregon 99W/SW 124<sup>th</sup> Avenue intersection by 0.01. The intersection is anticipated to meet the operational standards identified in the Oregon

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<sup>1</sup> As defined in the TPR.

Highway Plan with or without the proposed text amendment and therefore the 0.01 increase does not have a significant impact on the State transportation system.

### Study Methodology

The traffic impact analysis was conducted for the "planning year" which was determined to be 2021<sup>2</sup>. The following analyses were performed at the Oregon 99W/SW 124<sup>th</sup> Avenue intersection:

- Year 2021 background (existing text) traffic conditions during the weekday a.m. peak hour were examined.
- The 50 net new trips resulting from the proposed amendment were added to the 2021 background traffic conditions during the weekday a.m. peak hour.
- Year 2021 total (proposed text) traffic conditions during the weekday a.m. peak hour were examined.

### Background Traffic Conditions

A manual turning movement was obtained for the study intersection on a mid-week day in July 2006 during the weekday morning (7:00 a.m. to 9:00 a.m.). The morning peak hour was found to occur from 7:00 a.m. to 8:00 a.m.

A 2.0 percent per year annual growth rate was applied. While the 2001 Tualatin Rezone Center Transportation Impact Analysis assumed 1.4 percent per year annual growth (per the Washington County travel demand forecast and consistent with the adopted TSP), 2.0 percent was used for this analysis to be conservative as there is no weekday a.m. peak hour model or TSP data available.

Year 2005 Automatic Traffic Recording stations on I-5 at Terwilliger Boulevard (Station 26-016) and Oregon 99W east of Newberg (Station 36-004) both indicate that July traffic volumes in the study area are higher than the average month by two percent and six percent, respectively. However, no reduction in the existing traffic volumes was applied to seasonally adjust the traffic volumes to the typical month (i.e. 30<sup>th</sup> highest design hour).

Lane configurations in 2021 were assumed to be the same as under existing conditions. The year 2021 background (existing text) traffic conditions for the weekday a.m. peak hour are shown in Figure 1.

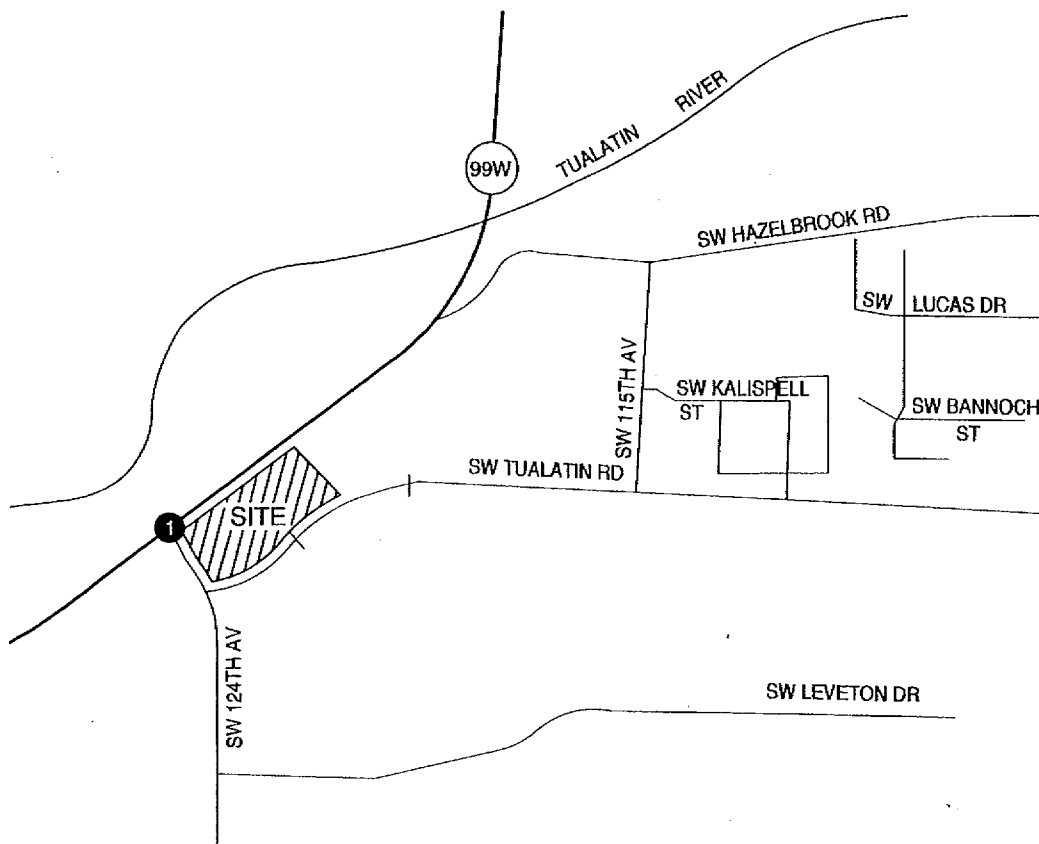
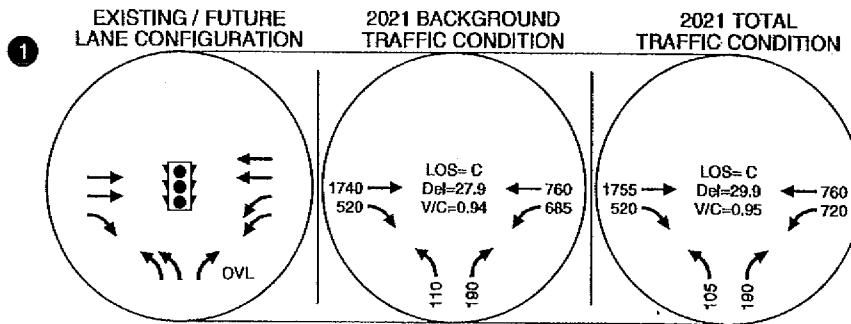
The operational standard for this study intersection according to the Oregon Highway Plan is 0.99.<sup>3</sup> As shown in Figure 1, the Oregon 99W/SW 124<sup>th</sup> Avenue intersection is forecast to operate at an acceptable volume-to-capacity ratio of 0.94 during the weekday a.m. peak hour.

<sup>2</sup> Per Chapter 3 of ODOT's 2005 Development Review Guidelines, the planning horizon for a TPR analysis shall be the greater of the TSP horizon year or 15 years from the date of proposed amendment. The horizon year of the Tualatin TSP is 2020 and therefore 15 years from 2006 (2021) was identified as the planning horizon.

<sup>3</sup> Oregon 99W has an operational standard of 0.95 from I-5 to Tualatin Road. Tualatin Road no longer intersects Oregon 99W but was previously located north of the SW 124<sup>th</sup> Avenue intersection.



(NO SCALE)



**LEGEND**

- LOS = INTERSECTION LEVEL OF SERVICE
- Del = INTERSECTION AVERAGE CONTROL DELAY
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2021 BACKGROUND AND TOTAL TRAFFIC CONDITIONS  
WEEKDAY AM PEAK HOUR  
TUALATIN, OREGON**

FIGURE  
**1**

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**Trip Generation and Assignment**

The existing and proposed reasonable “worst-case” trip generation, previously approved by ODOT based on our May 26<sup>th</sup>, 2006 and July 12, 2006 memorandums is shown in Table 1. As shown in Table 1, the worst-case scenario based on the proposed text amendment results in approximately 50 additional net new weekday a.m. peak hour trips.

**Table 1  
 “Reasonable Worst Case” Estimated Trip Generation  
 With a General Office Building**

Land Use	Size (sq. ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office Building (ITE 710)	135,900	1,690	210	30	240	40	190	230
High Turnover Restaurant (ITE 932)	8,000	1,020	45	45	90	55	35	90
- 10% Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- 43% Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
Total Trips		2,710	255	75	320	95	225	320
- Total Internal Trips		(100)	(5)	(5)	(10)	(5)	(5)	(10)
- Total Pass-by Trips		(390)	(15)	(15)	(30)	(15)	(15)	(30)
NET NEW TRIPS		2,220	235	55	290	75	205	280
Existing Zoning Worst Case Net New Trips*		5,420	135	105	240	280	280	560
<b>Existing-Proposed Land Use New Trips</b>	<b>Net</b>	<b>3,200</b>	<b>-100</b>	<b>50</b>	<b>-50</b>	<b>205</b>	<b>75</b>	<b>280</b>

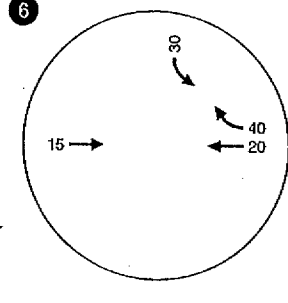
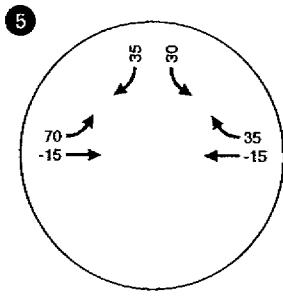
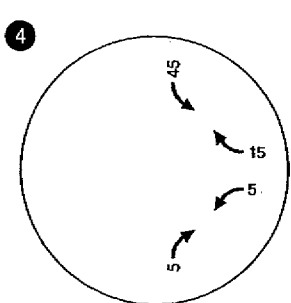
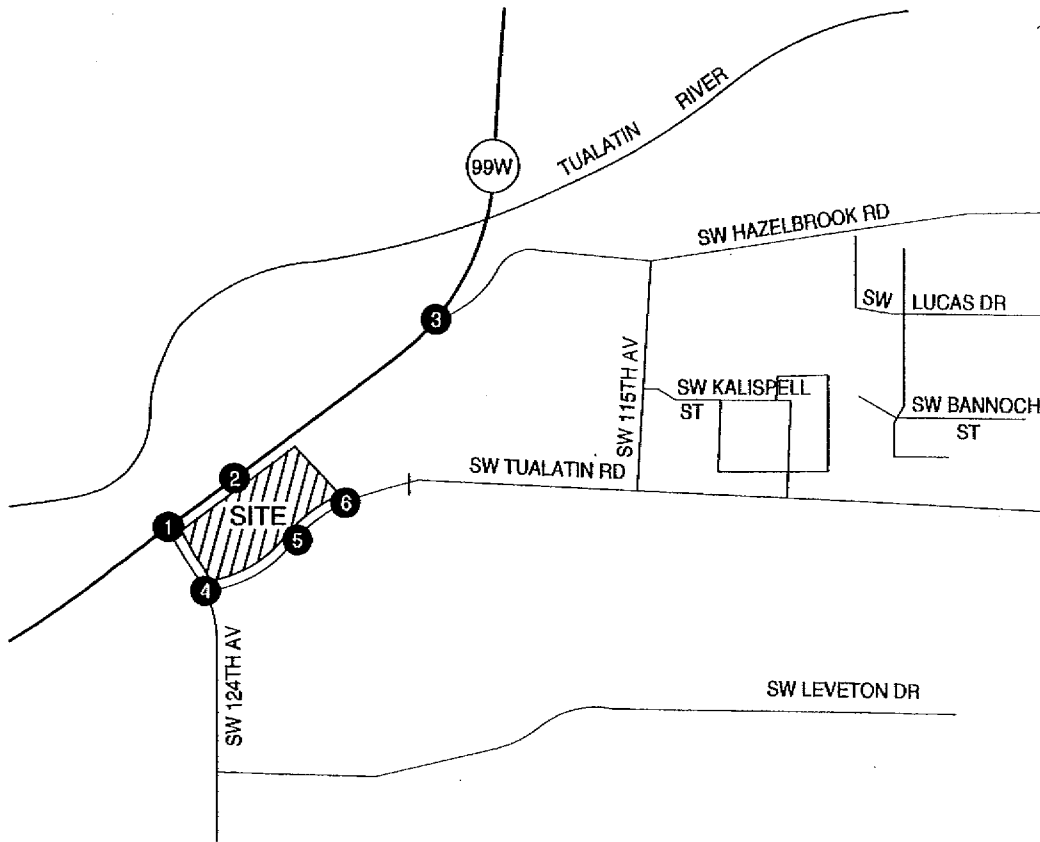
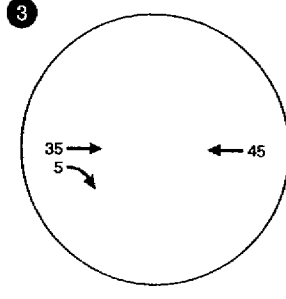
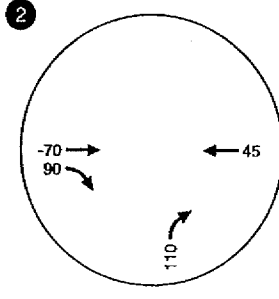
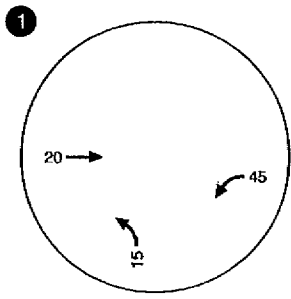
\*Refer to Table 1 of the May 26, 2006 KAI memorandum

Using the same trip distribution pattern as the 2001 Tualatin Rezone Center Transportation Impact Analysis, the trip assignment for the reasonable “worst-case” scenario under the existing text is shown in Figure 2<sup>4</sup>. The 50 net new trips added to the 2020 background scenario are shown in Figure 3. The trip assignment for the reasonable “worst-case” scenario under the proposed zoning is shown in Figure 4.

**Total Traffic Conditions**

The net new trips for the Oregon 99W/SW 124<sup>th</sup> Avenue intersection shown in Figure 3 were added to the background traffic volumes shown in Figure 1 to arrive at the total traffic volumes for the study intersection, also shown in Figure 1. As shown, the Oregon 99W/SW 124<sup>th</sup> Avenue intersection is anticipated to operate at an acceptable volume-to-capacity ratio of 0.95 during the weekday a.m. peak hour.

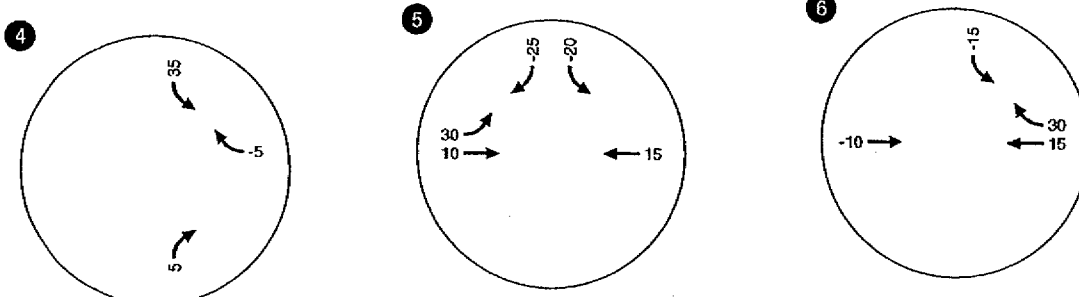
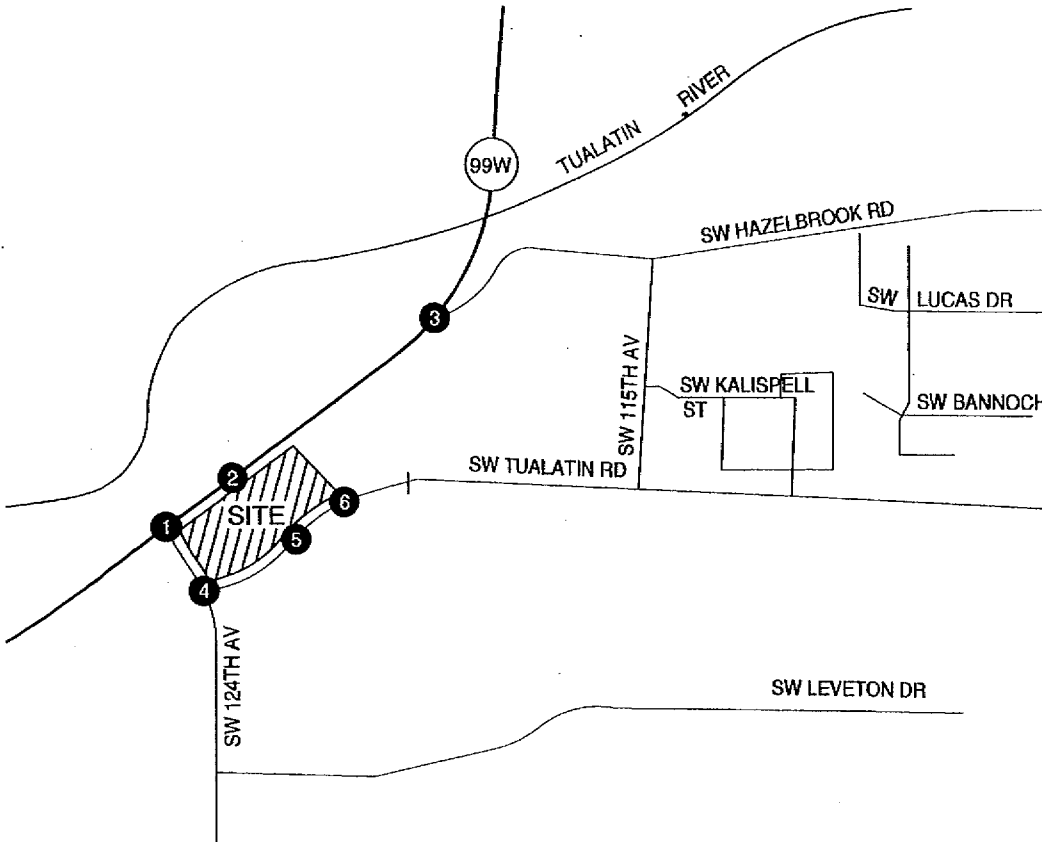
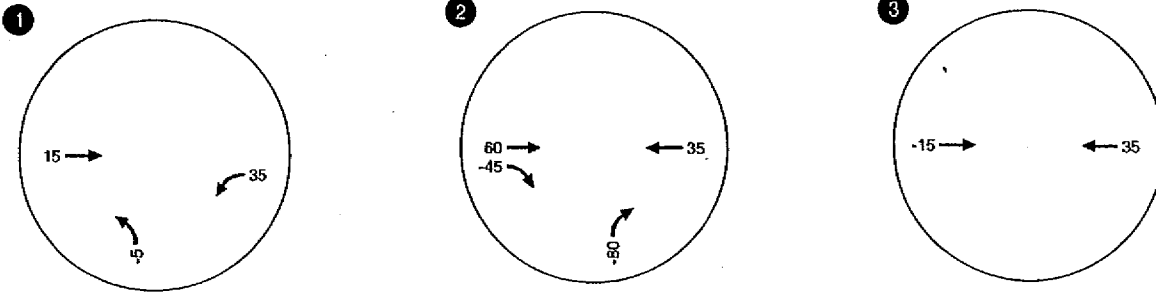
<sup>4</sup> The existing text trip assignment differs from Figure 11 of the 2001 Tualatin Rezone Center TIA because the residential portion of the original rezone is not part of the current proposed text amendment and analysis. The assignment of the retail trips is the same as in the 2001 report.



EXISTING TEXT SITE TRIP ASSIGNMENT  
TUALATIN, OREGON

FIGURE  
2

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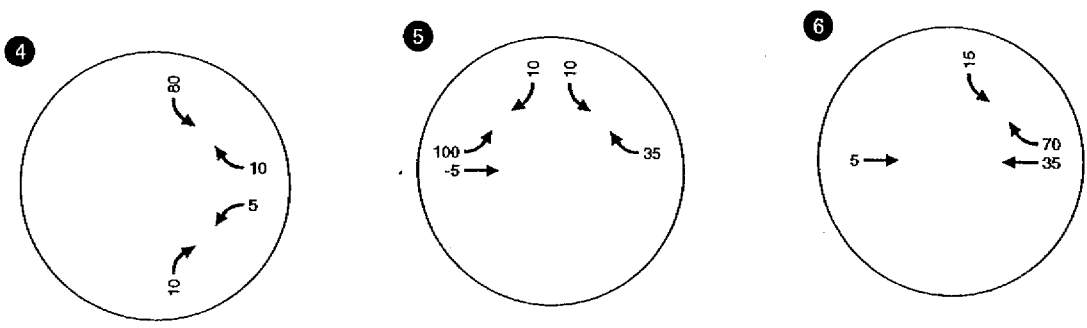
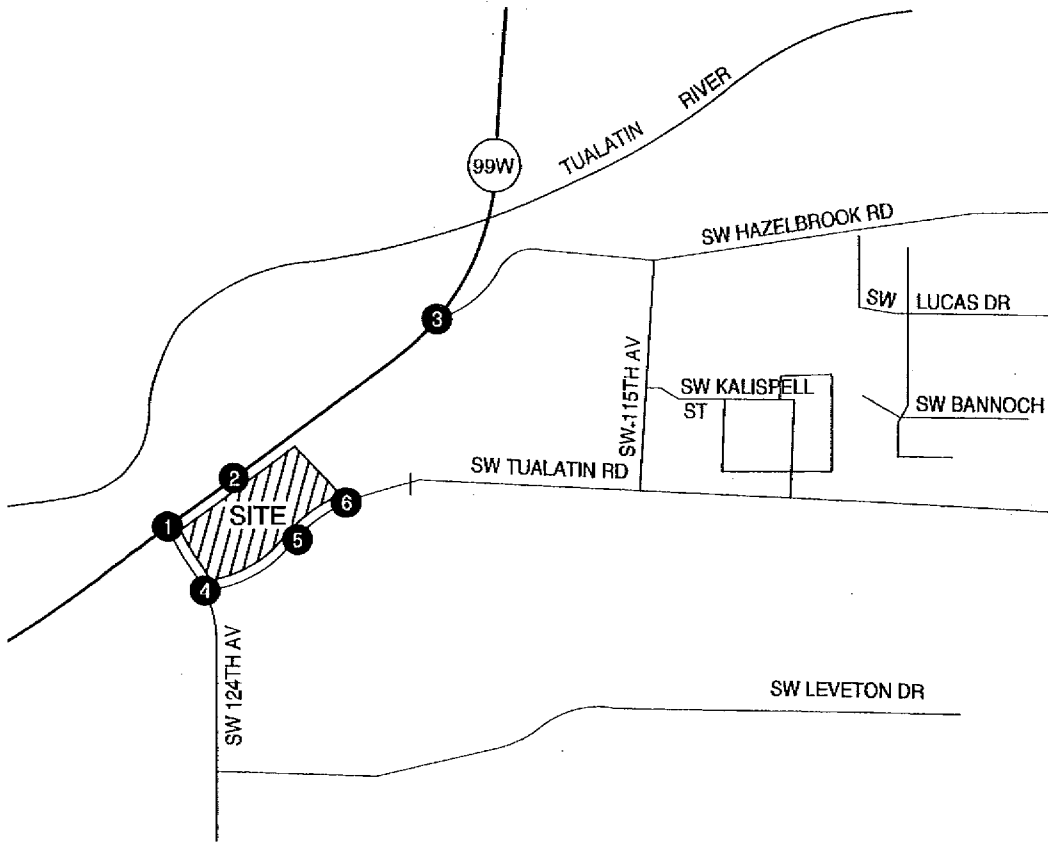
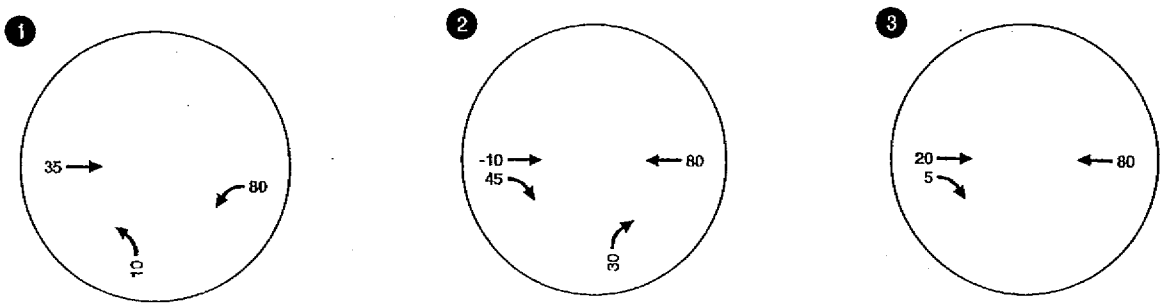


50-TRIP SITE-GENERATED TRIP ASSIGNMENT  
TUALATIN, OREGON

FIGURE  
3

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PROPOSED TEXT SITE TRIP ASSIGNMENT  
TUALATIN, OREGON

FIGURE  
4

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### Transportation Planning Rule

The following evaluates the compliance of the proposed land use action with TPR. OAR Section 660-12-0060 of the Transportation Planning Rule (TPR) sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 2 below summarizes the criteria in Section 660-012-0060 and their applicability to the proposed text amendment application.

**Table 2**  
**Summary of Criteria in OAR 660-012-0060**

Criteria	Description	Applicable?
1	Describes how to determine if a proposed land use action results in a significant impact.	See response below
2	Describes measures for complying with Criteria #1 where a significant impact is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	See response below
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Provides guidelines for mixed-use, pedestrian-friendly neighborhood	No

As noted in Table 2, there are eight criteria that apply to Plan and Land Use Regulation Amendments. Of these, Criteria #1 and #4 are applicable to the proposed land use action and Criteria #1(C) conveys the most significant aspect of the proposed text amendment as it relates to TPR. These criteria are provided below in *italics* with our response shown in standard font.

*(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

*(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

*(b) Change standards implementing a functional classification system; or*

*(c) As measured at the end of the planning period identified in the adopted transportation system plan:*

**Response:** The proposed text amendment will not require changes to the functional classification of existing or planned transportation facilities, will not require a change to the standards implementing the comprehensive plan, and will not significantly affect a transportation facility as measured at the end of the planning period identified in the adopted transportation system plan.

*(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

**Response:** The proposed text amendment does not alter the types of land uses allowed under the General Commercial zoning designation in the Leveton District and will not allow levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility.

*(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*

**Response:** The proposed text amendment will not reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan. The building height amendment will not result in additional trips during the weekday p.m. peak hour than allowed currently and will therefore not reduce the performance of the transportation system during the weekday p.m. peak hour. The proposed amendment may result in up to 50 additional trips during the weekday a.m. peak hour; however, as demonstrated above, these additional weekday a.m. peak hour trips will not result in a degradation in level of service below minimum acceptable levels as identified in the Oregon Highway Plan.

*(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*

**Response:** The study intersection is not projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan under the existing or proposed text amendment during the weekday a.m. peak hour. The proposed text amendment will not worsen the weekday p.m. peak hour condition as it will not result in additional trips during the weekday p.m. peak hour.

*(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.*

**Response:** The project team is coordinating the assessment of the proposed text amendment with the City of Tualatin and ODOT.

**Summary and Conclusions**

The potential additional 50 trips resulting from the proposed text amendment are anticipated increase the volume-to-capacity ratio at the Oregon 99W/SW 124<sup>th</sup> Avenue intersection by 0.01. The intersection is anticipated to meet the operational standards identified in the Oregon Highway Plan with or without the proposed text amendment and therefore the 0.01 increase does not have a significant impact on the State transportation system. The proposed amendment can therefore be approved without having a significant effect on the State transportation system.

I trust this memorandum adequately addresses the comments raised by ODOT and City staff. Please let us know if you have any additional concerns.

**Attachment A:** Existing Traffic Count

**Attachment B:** Automatic Traffic Recording Station Data

**Attachment C:** Background and Total Traffic Operations Worksheets

## **Attachment A:**

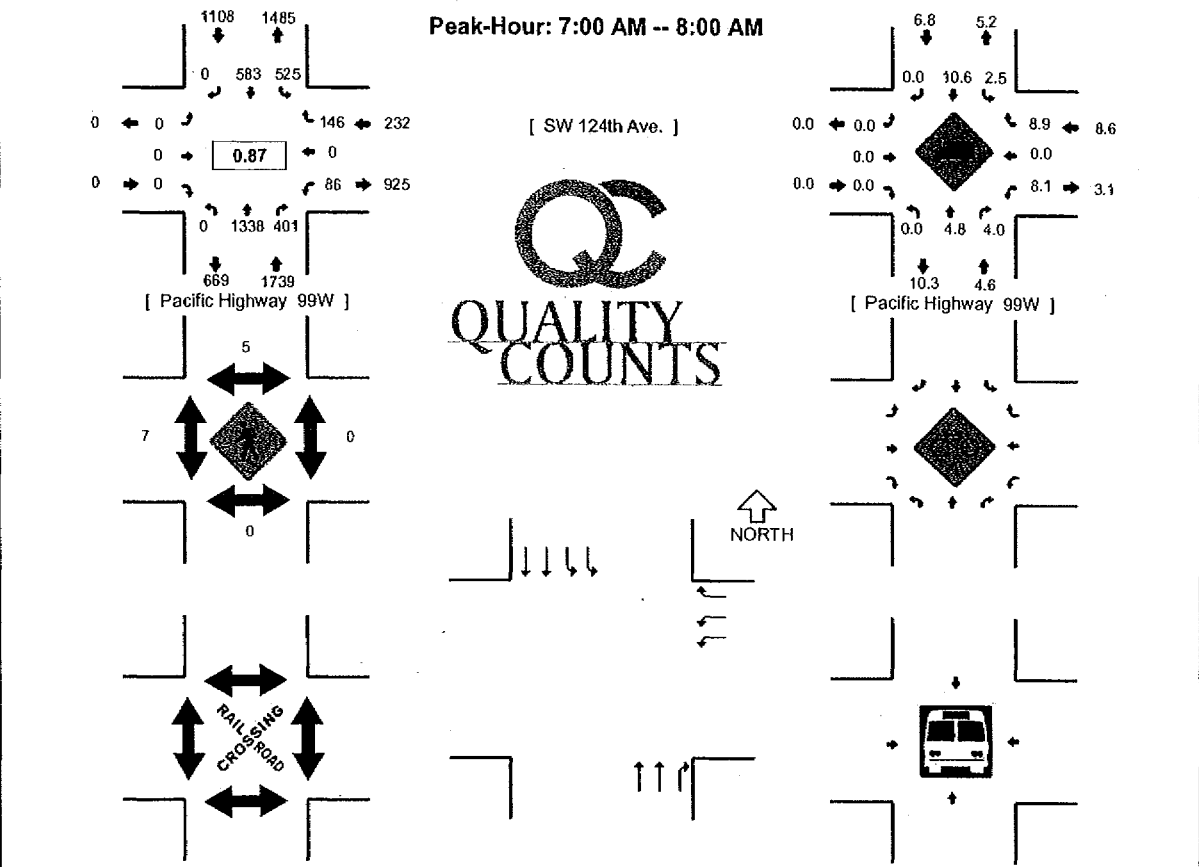
### **Existing Traffic Count**

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Pacific Highway 99W-SW 124th Ave.  
 WEATHER:

QC JOB #: 10181801  
 DATE: 7/20/2006



\*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Pacific Highway ... (Northbound)				Pacific Highway ... (Southbound)				SW 124th Ave. (Eastbound)				SW 124th Ave. (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	320	94	0	93	111	0	0	0	0	0	0	12	0	33	0	683	
7:15 AM	0	375	100	0	98	152	0	0	0	0	0	0	21	0	35	0	781	
7:30 AM	0	300	81	0	156	151	0	1	0	0	0	0	28	0	36	0	753	
7:45 AM	0	343	126	0	177	169	0	0	0	0	0	0	25	0	42	0	882	3079
8:00 AM	0	257	71	0	100	152	0	0	0	0	0	0	29	0	38	0	647	3063
8:15 AM	0	226	74	0	71	165	0	2	0	0	0	0	20	0	38	0	596	2878
8:30 AM	0	276	62	0	77	155	0	0	0	0	0	0	38	0	52	0	660	2785
8:45 AM	0	247	50	0	83	198	0	0	0	0	0	0	39	0	46	0	663	2566
PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1372	504	0	708	676	0	0	0	0	0	0	100	0	168	0	3528	
Heavy Trucks	0	28	12		12	40	0		0	0	0		20	0	12		124	
Pedestrians		0				0				0				0			0	
Bicycles																		
Railroad																		
Stopped Buses																		

Counter Comments:

**Attachment B:**  
**ATR Station Data**

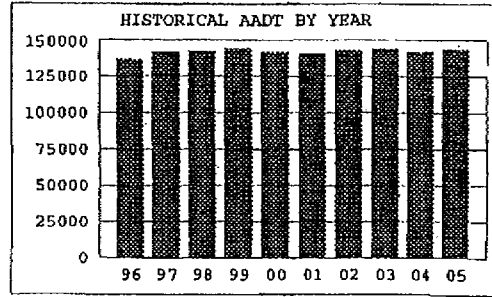
Location: I-5 MP 298.24, PACIFIC HIGHWAY, NO. 1 - 1.1 miles  
north of S.W. Terwilliger Blvd. in Portland

Recorder:  
Installed:

IOWA STREET, 26-016  
December, 1961

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1996	136572	125	9.6	9.1	9.0	8.9
1997	141917	123	9.0	8.9	8.8	8.7
1998	141990	124	8.9	8.8	8.7	8.6
1999	144033	121	8.8	8.6	8.5	8.4
2000	141525	118	8.8	8.5	8.4	8.3
2001	140698	119	8.8	8.6	8.5	8.5
2002	142881	119	8.7	8.5	8.4	8.4
2003	144060	120	8.7	8.5	8.5	8.4
2004	142117	119	8.8	8.6	8.4	8.3
2005	143566	118	8.8	8.5	8.4	8.4



2005 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
February	154538	108	143322	100
March	156455	109	144085	100
April	159040	111	146713	102
May	159900	111	147300	103
June	160301	112	149527	104
July	157237	110	146659	102
August	160502	112	149462	104
September	153243	107	142358	99
October	156899	109	145322	101
November	152336	106	139192	97
December	148028	103	135327	94

Classification Breakdown	Percent of ADT
Passenger Cars	85.8
Other 2 axle 4 tire vehicles	5.2
Single Unit 2 axle 6 tire	2.2
Single Unit 3 axle	0.5
Single Unit 4 axle or more	0.0
Single Trailer Truck 4 axle or less	0.3
Single Trailer Truck 5 axle	3.5
Single Trailer Truck 6 axle or more	0.7
Dbl-Trailer Truck 5 axle or less	0.1
Dbl-Trailer Truck 6 axle	0.1
Dbl-Trailer Truck 7 axle or more	0.9
Triple Trailer Trucks	0.0
Buses	0.5
Motorcycles & Scooters	0.2

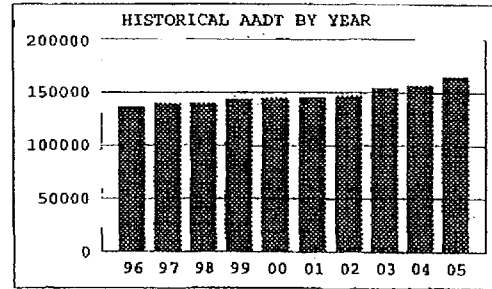
Location: I-205 MP 20.35, EAST PORTLAND FREEWAY HIGHWAY, NO  
0.2 mile S. of S.E. Washington St. Undercrossing

Recorder:  
Installed:

YAMHILL, 26-018  
July, 1995

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1996	136310	123	8.9	8.7	8.6	8.5
1997	139582	121	8.7	8.4	8.4	8.3
1998	140066	121	8.6	8.4	8.3	8.3
1999	143371	118	8.2	8.1	8.0	7.9
2000	144467	118	8.2	7.8	7.8	7.7
2001	145252	118	8.1	7.9	7.8	7.8
2002	146757	119	8.1	7.8	7.7	7.7
2003	154332	119	8.5	8.1	8.0	8.0
2004	156809	123	8.1	8.0	7.9	7.8
2005	164804	114	7.8	7.5	7.5	7.4



2005 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
February	167556	102	161347	98
March	173034	105	165368	100
April	175956	107	167181	101
May	173005	105	166873	101
June	176600	107	170400	103
July	180200	109	174000	106
August	180000	109	174300	106
September	170900	104	164500	100
October	170100	103	163000	99
November	165000	100	160000	97
December	167000	101	158000	96

Classification Breakdown	Percent of ADT
Passenger Cars	68.5
Other 2 axle 4 tire vehicles	23.9
Single Unit 2 axle 6 tire	2.0
Single Unit 3 axle	0.7
Single Unit 4 axle or more	0.1
Single Trailer Truck 4 axle or less	0.3
Single Trailer Truck 5 axle	2.3
Single Trailer Truck 6 axle or more	0.8
Dbl-Trailer Truck 5 axle or less	0.1
Dbl-Trailer Truck 6 axle	0.1
Dbl-Trailer Truck 7 axle or more	0.4
Triple Trailer Trucks	0.0
Buses	0.3
Motorcycles & Scooters	0.5



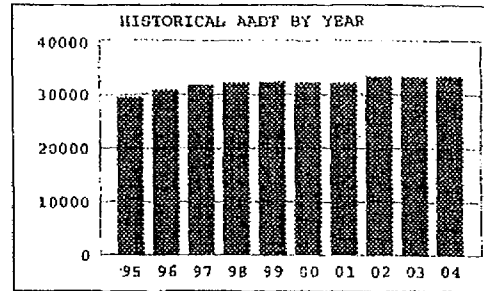
Location: OR 99W MP 21.65, PACIFIC HIGHWAY WEST, NO. 1W  
 9.3 mile east of Nowberg

Recorder:  
 Installed:

NRWBERG, 36-004  
 July, 1952

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1995	29440	125	10.3	10.0	9.7	9.6
1996	30770	121	9.9	9.6	9.5	9.3
1997	31524	122	9.8	9.4	9.2	9.1
1998	32174	122	10.1	9.2	9.1	9.1
1999	32417	***	****	****	****	****
2000	32292	***	****	****	****	****
2001	32158	***	****	****	****	****
2002	33361	120	9.4	9.0	8.9	8.8
2003	33269	121	9.3	9.0	8.9	8.8
2004	33463	122	9.3	9.0	8.9	8.8



2004 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	Percent of ADT												
							January	26788	80	27344	82	Passenger Cars..... 81.0	Other 2 axle 4 tire vehicles..... 13.9	Single Unit 2 axle 6 tire..... 1.9	Single Unit 3 axle..... 0.6	Single Unit 4 axle or more..... 0.0	Single Trailer Truck 4 axle or less... 0.4	Single Trailer Truck 5 axle..... 1.1
February	33209	99	32754	98														
March	34217	102	33781	101														
April	34549	103	34218	102														
May	33633	101	33589	100														
June	34996	105	34441	103														
July	36068	108	35460	106														
August	35914	107	35598	106														
September	34791	104	34356	103														
October	34552	103	33905	101														
November	33610	100	33064	99														
December	34749	104	33851	99														

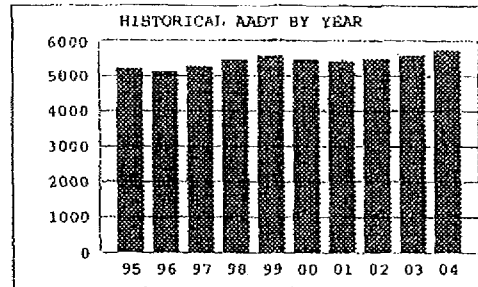
Location: OR 99W MP 47.15, PACIFIC HIGHWAY WEST, NO. 1W  
 2.4 miles south of Amity

Recorder:  
 Installed:

AMITY, 36-005  
 September, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1995	5215	132	12.5	11.5	11.1	10.8
1996	5118	129	11.8	11.3	11.0	10.8
1997	5267	133	13.2	11.2	10.8	10.7
1998	5462	129	11.8	11.3	11.1	10.9
1999	5566	***	****	****	****	****
2000	5451	140	12.1	11.2	11.0	10.9
2001	5425	131	13.1	11.2	10.7	10.5
2002	5483	137	14.1	12.1	11.3	11.1
2003	5571	140	13.2	11.5	11.0	10.9
2004	5731	132	13.3	11.4	11.1	10.9



2004 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	Percent of ADT												
							January	4421	77	4429	77	Passenger Cars..... 66.6	Other 2 axle 4 tire vehicles..... 21.5	Single Unit 2 axle 6 tire..... 3.2	Single Unit 3 axle..... 2.1	Single Unit 4 axle or more..... 0.1	Single Trailer Truck 4 axle or less... 0.5	Single Trailer Truck 5 axle..... 3.6
February	5550	97	5450	95														
March	5919	103	5751	100														
April	6127	107	6017	105														
May	6111	107	5999	105														
June	6158	107	5993	105														
July	6074	106	5861	102														
August	6179	108	6034	105														
September	6256	109	6122	107														
October	6168	107	6011	105														
November	5903	103	5828	102														
December	5535	97	5273	92														

## **Attachment C:**

# **2021 Background and Total Traffic Conditions Worksheets**



Kittelton & Associates, Inc. -- Project 8021  
 Leveton District CG Amendment - Tualatin, Oregon  
 2021 Existing Zoning Traffic Conditions - Weekday AM Peak Hour  
 Level of Service Detailed Computation Report (HCM2000 Queue Method)

2000 HCM Operations Method  
 Future Volume Alternative

Intersection #2 Hwy. 99/SW 124th Ave		North Bound		South Bound		East Bound		West Bound		
Approach:		L	T	R	L	T	R	L	T	R
Movement:		L	T	R	L	T	R	L	T	R
Green/Cycle:	0.04 0.00 0.29	0.00 0.00 0.00	0.00 0.00 0.59	0.59 0.25 0.84	0.00					
ArrivalType:	3				3					3
ProgFactor:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Q1:	1.8 0.0 5.0	0.0 0.0 0.0	0.0 0.0 25.4	11.2 10.7 2.6	0.0					
UpstreamVC:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
UpstreamAdj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
EarlyArrAdj:	1.00 0.00 1.00	0.00 0.00 0.00	0.00 0.00 1.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
Q2:	2.6 0.0 1.0	0.0 0.0 0.0	0.0 0.0 7.7	1.9 5.5 0.4	0.0					
HCM2Queue:	4.4 0.0 6.0	0.0 0.0 0.0	0.0 0.0 33.1	13.0 16.2 3.0	0.0					
70thFactor:	1.19 1.20 1.19	1.20 1.20 1.20	1.20 1.14 1.17	1.17 1.17 1.19	1.20					
70thHCM2KQ:	5.2 0.0 7.2	0.0 0.0 0.0	0.0 37.9 15.3	18.9 3.6 0.0	0.0					
85thFactor:	1.56 1.60 1.55	1.60 1.60 1.60	1.60 1.40 1.49	1.47 1.57 1.60	1.60					
85thHCM2KQ:	6.8 0.0 9.3	0.0 0.0 0.0	0.0 46.4 19.5	23.9 4.7 0.0	0.0					
90thFactor:	1.72 1.80 1.70	1.80 1.80 1.80	1.80 1.48 1.61	1.58 1.74 1.80	1.80					
90thHCM2KQ:	7.5 0.0 10.3	0.0 0.0 0.0	0.0 48.9 21.0	25.6 5.2 0.0	0.0					
95thFactor:	1.97 2.10 1.93	2.10 2.10 2.10	2.10 1.60 1.79	1.74 2.01 2.10	2.10					
95thHCM2KQ:	8.6 0.0 11.7	0.0 0.0 0.0	0.0 52.9 23.3	28.3 6.0 0.0	0.0					
98thFactor:	2.42 2.70 2.33	2.70 2.70 2.70	2.70 1.78 2.07	1.99 2.49 2.70	2.70					
98thHCM2KQ:	10.5 0.0 14.1	0.0 0.0 0.0	0.0 58.9 26.9	32.2 7.5 0.0	0.0					

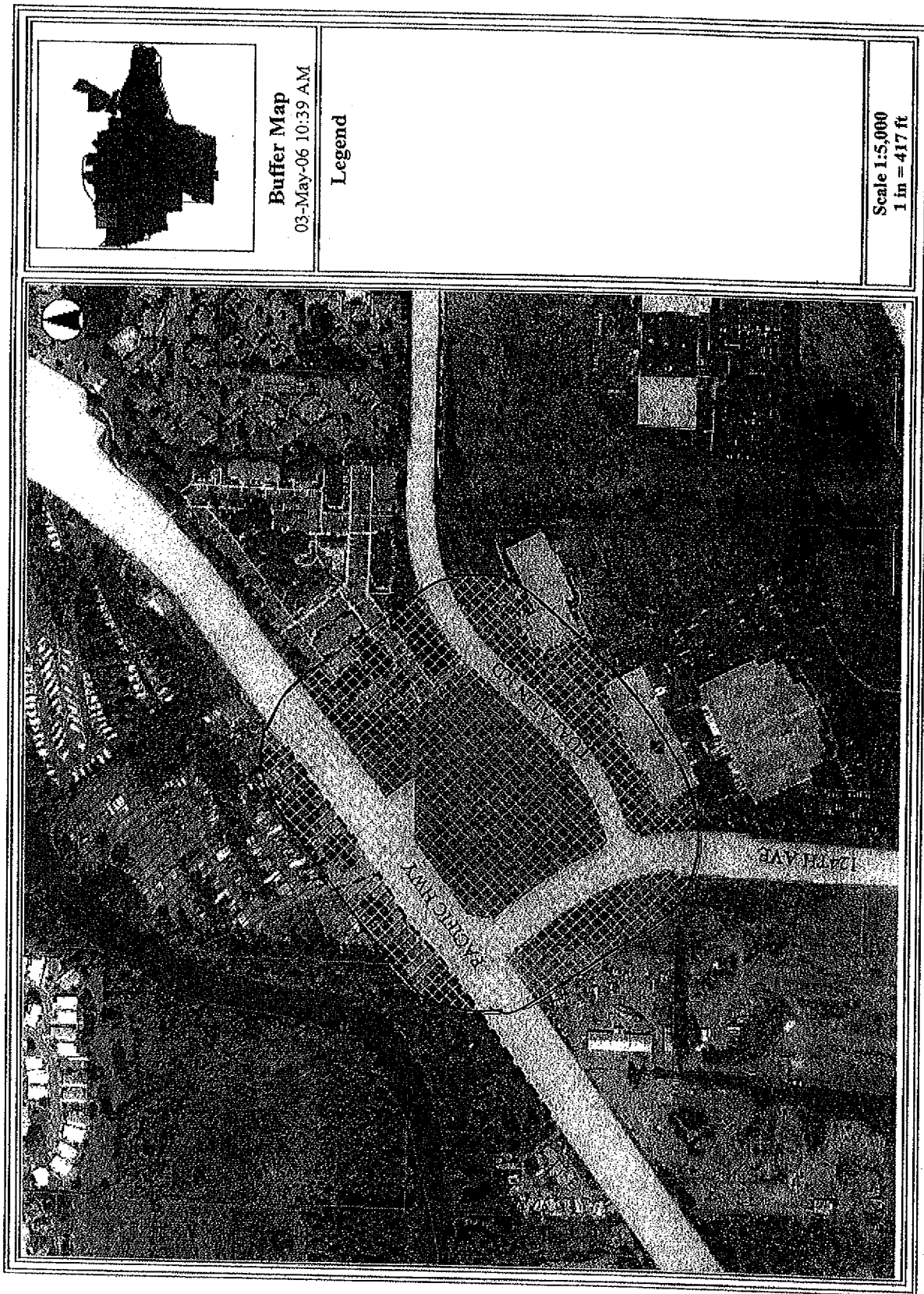


Kittelson & Associates, Inc. -- Project 8021  
 Leveton District CG Amendment - Tualatin, Oregon  
 2021 Proposed Zoning Traffic Conditions - Weekday AM Peak Hour

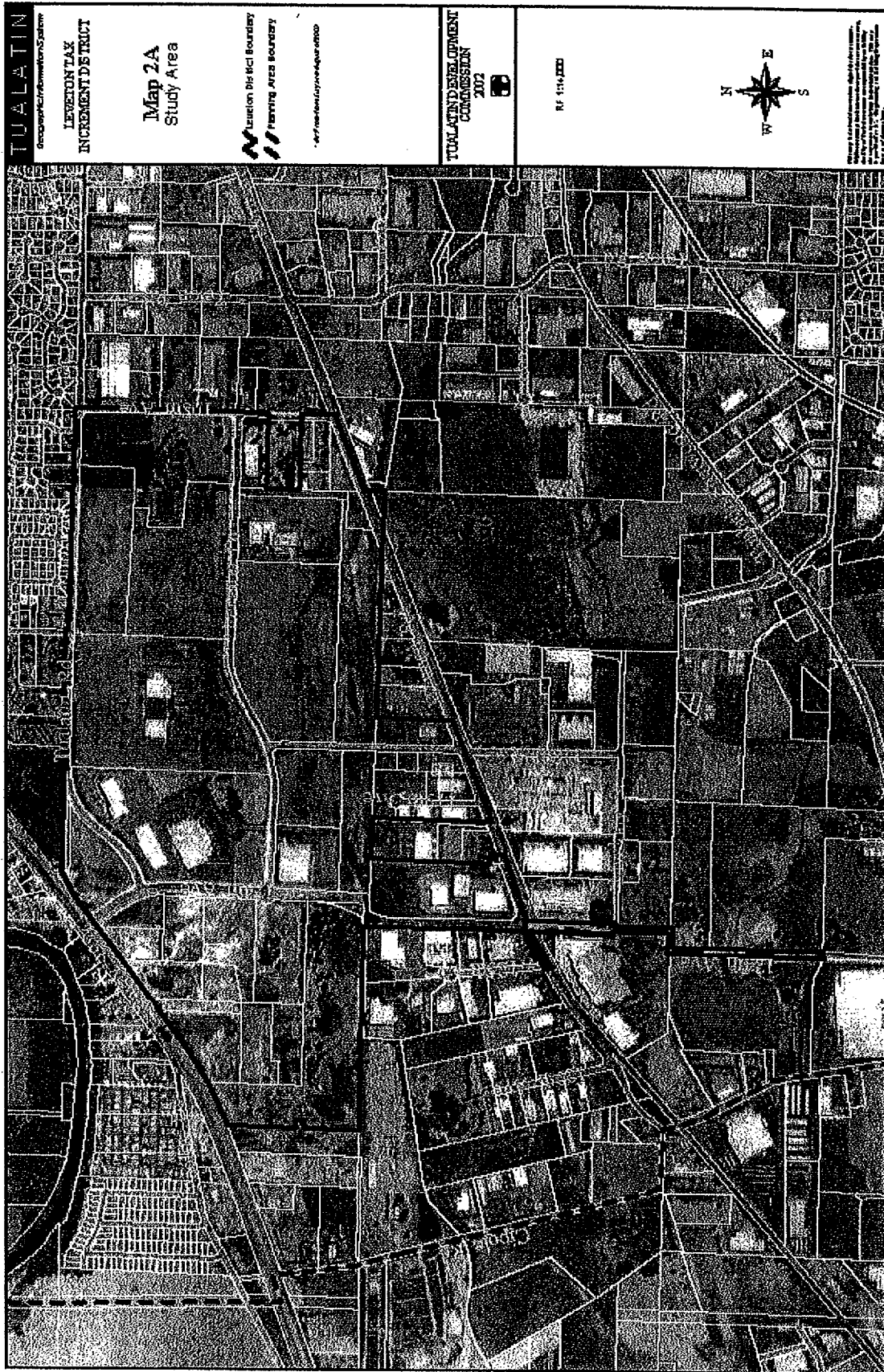
Level of Service Detailed Computation Report (HCM2000 Queue Method)

2000 HCM Operations Method  
 Future Volume Alternative

Intersection #2 Hwy. 99/SW 124th Ave		North Bound		South Bound		East Bound		West Bound			
Movement	L	T	R	L	T	R	L	T	R		
Green/Cycle:	0.04	0.00	0.30	0.00	0.00	0.00	0.00	0.58	0.26	0.84	0.00
ArrivalType:	3			3			3				
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.7	0.0	5.0	0.0	0.0	0.0	0.0	26.3	11.3	2.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Q2:	2.6	0.0	1.0	0.0	0.0	0.0	0.0	8.6	1.9	6.0	0.4
HCM2KQueue:	4.3	0.0	6.0	0.0	0.0	0.0	0.0	34.8	13.2	17.3	3.0
70thFactor:	1.19	1.20	1.19	1.20	1.20	1.20	1.20	1.14	1.17	1.16	1.19
70thHCM2KQ:	5.1	0.0	7.1	0.0	0.0	0.0	0.0	39.8	15.5	20.2	3.5
85thFactor:	1.56	1.60	1.55	1.60	1.60	1.60	1.60	1.38	1.49	1.47	1.57
85thHCM2KQ:	6.7	0.0	9.2	0.0	0.0	0.0	0.0	48.6	19.7	25.4	4.6
90thFactor:	1.72	1.80	1.70	1.80	1.80	1.80	1.80	1.47	1.61	1.57	1.75
90thHCM2KQ:	7.4	0.0	10.1	0.0	0.0	0.0	0.0	51.2	21.2	27.1	5.2
95thFactor:	1.97	2.10	1.93	2.10	2.10	2.10	2.10	1.59	1.79	1.73	2.01
95thHCM2KQ:	8.5	0.0	11.5	0.0	0.0	0.0	0.0	55.3	23.6	29.9	5.9
98thFactor:	2.42	2.70	2.33	2.70	2.70	2.70	2.70	1.77	2.06	1.96	2.50
98thHCM2KQ:	10.4	0.0	13.9	0.0	0.0	0.0	0.0	61.6	27.3	34.0	7.4



**FIGURE 1 - Parcels within 300' of Subject Area**



**FIGURE 2**



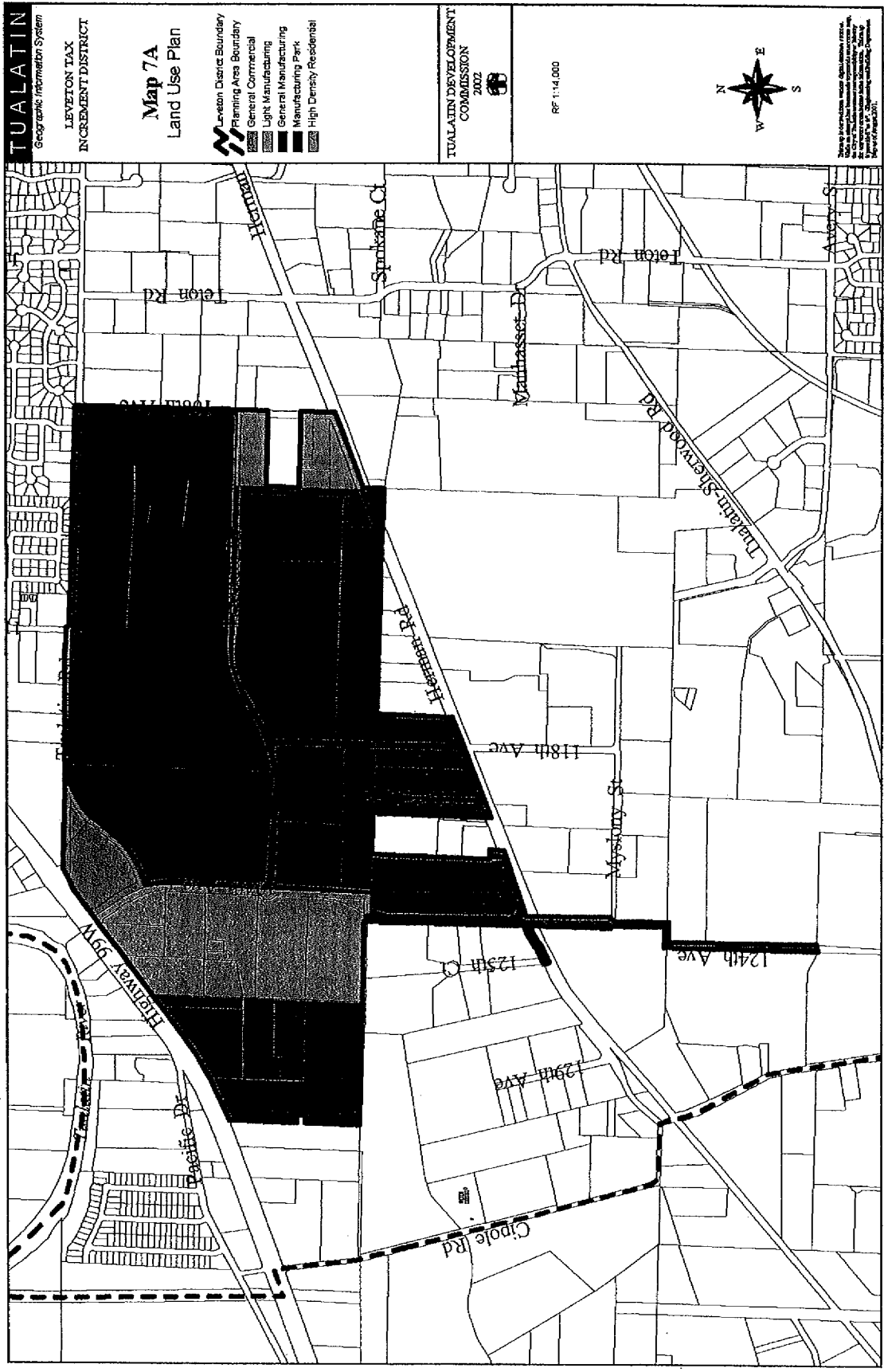


FIGURE 3