

From: Brett Hamilton <brett@simple.be>
Sent: Tuesday, September 10, 2024 2:26 PM
To: Council; Ext - Planning
Subject: Lam and Tualatin Road

Dear Tualatin City Council and Tualatin Planning Department:

I am strongly opposed to Lam Research adding a new entrance on Tualatin Road at SW 115th Avenue. Tualatin Road provides the main access to our residential neighborhoods and is already overloaded with cut-through commuter traffic. Leveton Drive, on the other hand, was built for industrial traffic and has plenty of unused capacity already available.

Lam currently has a driveway that connects Leveton Drive straight to the parking lots on the north side of their campus, but the proposed site expansion would eliminate that driveway. This is unacceptable. Lam's new site plan needs to include a usable driveway that connects their main parking lots directly to Leveton Drive.

The last thing Tualatin Road needs is a thousand more cars per day, especially when a better alternative already exists. We are asking the City Council and City Staff to get creative and find a solution to this problem that does not involve adding more traffic to Tualatin Road.

Use Leveton Drive. Save Tualatin Road.

Thank You!
Brett Hamilton

From: Steve Fine
Subject: RE: Tualatin Road
Date: November 7, 2024 at 4:56:28 PM PST
To: Brett Hamilton

Dear Mr. Hamilton,

I received your e-mail below regarding the TUX project. We are excited to expand Lam Research's presence in Tualatin, bringing new jobs and economic impact to the community. We also recognize the importance of community feedback.

Thank you for sharing your input about Tualatin Road. We are currently working with the City of Tualatin and the Department of Transportation to address relevant traffic issues. There will be several public meetings in connection with Lam's land use application to capture feedback from the community.

I appreciate your acknowledgement of Lam's reputation as a good neighbor and responsible member of the community. We are committed to following the City's process to finalize a plan for our project that works for the City, the community, and Lam. In keeping with this approach, please address future communications about traffic considerations to the City of Tualatin.

Regards,
Steve Fine
Chief Communication Officer, Lam Research

From: Brett Hamilton

Sent: Thursday, October 24, 2024 2:54:59 PM

To: Archer, Tim CEO

Cc: Bettinger, Doug; Charles, Audrey; Fernandes, Neil; Fine, Steve; Gottscho, Richard; Harter, Ava; Hassett, Mary; Lord, Pat; Vahedi, Vahid; Varadarajan, Sesa

Subject: Tualatin Road

Dear Mr. Archer,

I live near the Lam Research campus in Tualatin Oregon, and on behalf of my neighbors, would like to ask for your assistance in resolving a problem posed by Lam's TUX expansion. We have not been able to resolve this issue locally.

Lam's proposal includes a new employee entrance on Tualatin Road, and this would add a significant amount of traffic to our local roadway network. The community is strongly opposed to this new entrance, and we have been asking Lam's planners for months to change the site layout to use Leveton Drive instead.

Leveton Drive, on the south side of Lam's campus, was built for industrial traffic, has plenty of unused capacity already available, and currently carries 3 entrances to Lam's campus. Lam's current proposal would eliminate the main driveway that connects Leveton Drive to the parking lots on the north side of campus. This is the crux of the issue.

Traffic is already the number one complaint for residents here in Tualatin, and Lam's proposal threatens to make this problem even worse. Historically, Lam has been a responsible member of our community and has a reputation for being a good neighbor, but the current proposal, and the way it is being pursued, puts that corporate reputation at risk. We believe that the current site plan is not in the best interests of either Lam's shareholders or the Tualatin community, and we ask that Lam change course in order to avoid a conflict.

Our community is highly motivated to find a solution that meets the needs of both Lam and the surrounding neighborhoods. We have outlined our concerns on the Save Tualatin Road website and would like an opportunity to work with Lam so that your expansion is a success.

<http://www.tualatinroad.org/>

Thank you for your consideration on this matter.

Brett Hamilton

From: Mike McCarthy
Sent: Thursday, November 21, 2024 7:29 AM
To: Keith Leonard
Cc: Steve Koper
Subject: Fwd: Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Keith

Forgot to cc you on this

Sent from my iPhone

Begin forwarded message:

From: Mike McCarthy <mmccarthy@tualatin.gov>
Date: November 21, 2024 at 12:13:33 AM PST
To: Steve Koper <skoper@tualatin.gov>, Joel Rabinovitz
<joel.rabinovitz@dksassociates.com>
Cc: Abby McFetridge <Amcfetridge@tualatin.gov>, Kim McMillan
<kmcmillan@tualatin.gov>
Subject: Fwd: Traffic Study

Hi Steve and Joel

What are your thoughts on the request below and how it would fit with typical best practices for this type of traffic study and land use case?

Thanks
Mike

Sent from my iPhone

Begin forwarded message:

From: Brett Hamilton <brett@simple.be>
Date: November 20, 2024 at 9:16:36 PM PST
To: Mike McCarthy <mmccarthy@tualatin.gov>
Cc: Steve Koper <skoper@tualatin.gov>
Subject: Traffic Study

Dear Mr. McCarthy,

Thanks for presenting at the Riverpark CIO meeting last night and taking questions from the community. Last week you mentioned Lam waiting to submit their traffic study based on the outcome of the CIO meeting, and I'd like to share with you some of the comments and suggestions I've received from the community about what residents and property owners would like to see included in the traffic study:

1) Because the proposed entrance on 115th would be shared jointly with Lam and JAE, and available for use by future development and expansion at those properties, we would like to see traffic projections based on both the Lam and JAE parcels being fully developed at the density that Lam is currently using for the TUX project, including with 70% of trips using Tualatin Road and 30% of trips using Leveton Drive.

2) Because the Lam and JAE parcels contain manufacturing activity, and manufacturing capacity can be increased by adding a second shift (and/or moving to 24 hour operations) the traffic impacts could be double what is currently being modeled, and shift change would present unique challenges where groups of vehicles are coming and going at the same time, rather than just one group filling up or emptying the site.

3) Combining points 1 and 2, the traffic delays on Tualatin Road could reasonably make the Jurgens / Hazelbrook bypass a quicker route to 99W, and the resulting traffic increase would be significantly higher than the projections shown last night. We would like the traffic modeling to take into account predictable time-saving driver behavior, and automated mapping / navigation software route selection algorithms. Once Google Maps finds out the bypass is quicker, it will send people the quicker way.

Basically the community wants to see the traffic model look at the maximum future impact of this entrance on Tualatin Road, not just the best case scenario of only Lam's TUX project. The future impacts of a new entrance on Tualatin Road are bigger than one project, and the city needs to look further out into the future before opening up this access point on Tualatin Road, because as we know, once it is built it will be used.

Beyond the traffic study, we would also like to see the full project budget for the concrete construction of Leveton Drive back in the day when it built / improved, and we would like to see the city staff report that analyzed the expenditure, specifically how the increased expense of concrete over asphalt was justified.

Thank you for your consideration and your work on this project.

Regards, Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Monday, December 9, 2024 3:16 PM
To: Sherilyn Lombos; Ext - Planning
Cc: Council; Ext - Engineering External Email
Subject: Lam's Proposal and Tualatin Code

Dear City of Tualatin,

While researching the traffic impacts from Lam's TUX project, members of the community have discovered that Lam's proposal is not compatible with the Tualatin Comprehensive Plan 2040, and it would violate the Tualatin Development Code, both in spirit and letter.

For the reasons outlined below, we are asking the Tualatin Planning Department to consider Lam's proposed entrance on Tualatin Road to not be approvable, and we ask the City Manager to use her authority to have the proposed entrance removed from the TUX project site plan so that alternative access can be designed.

SITE CIRCULATION

Existing driveways provide sufficient access points to the Lam Campus as a whole. Lam currently has 6 other access points. 3 on 108th and 3 on Leveton Drive. Adding a new access point on Tualatin Road is unnecessary.

Lam is responsible for designing reasonable site circulation. A lack of good site circulation is not a valid reason to add an additional driveway onto the street network.

The Tualatin Comprehensive Plan 2040 strongly supports the use of existing access points, rather than creating new ones, especially when a new access point would have negative impacts to the community. "Consider transportation options that make the best use of the existing network" (Goal 8.7)

SPIRIT OF THE LAW

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector.

During the 2012-14 TSP update, the functional classifications of these streets were reversed in a failed attempt by the city to reduce the amount of traffic on Tualatin Road and encourage more trips to use Leveton Drive. While we appreciate the intent of this reversal, the impact is now exactly opposite of what was intended, and we ask that this reversal be deemed a mistake. We ask the city to remedy this mistake by restoring the correct functional classifications to their appropriate streets. Lam should not be allowed to rely on a classification error to put a new entrance on a road that, based on current conditions, should not have a new entrance.

If the streets were classified correctly, Lam Research would not be able to add an employee entrance on Tualatin Road because it would be an arterial. "No new driveways or streets on arterial roadways within the City, except where noted in the TDC, usually when no alternative access is available." (TCP 2040 POLICY 8.10.1)

LETTER OF THE LAW

The Tualatin Development Code says “Lots that front on more than one street may be required to locate motor vehicle accesses on the street with the lower functional classification as determined by the City Manager.” TDC 75.040 (5) Currently the TSP shows 108th classified as a minor collector and Tualatin Road a major collector. Based on this, access should be provided from 108th not Tualatin Road.

Lam’s proposed entrance on Tualatin Road fails four of the new driveway approach criteria in TDC 75.020.5: "(d)(ii) Takes access from the lowest classification of street abutting the property ... (g) The proposed driveway approach does not result in significant adverse impacts to the vicinity; (h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and (i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets."

Tualatin Development Code 75.140.15 (a) grants the specific locations for Lam's three driveways on the north side of Leveton Drive. The applicant's proposal to relocate one of the three driveways is not compliant with the development code.

No matter which way you slice it, Tualatin Road is the worst option for carrying Lam’s new entrance and additional traffic volume. We ask the City Manager to use her discretion and require access from the most appropriate road which, by any metric, is Leveton Drive.

PROPOSED TRAFFIC SIGNAL

The proposed entrance on Tualatin Road would create the need for a new traffic signal on Tualatin Road which would have many negative impacts on the community. These impacts justify rejection of the proposed access. If Lam were to take access from Leveton Drive, no new traffic signal would be needed.

The community provided overwhelming feedback during the TSP update this summer about this issue and we asked that the proposed traffic signal be removed from the TSP. The city should take this feedback into account and "Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood" (TCP 2040 Goal 8.7)

CONSIDER SAFETY

The Tualatin TSP Existing Conditions Report shows Tualatin Road and 115th Ave having higher Pedestrian Level of Traffic Stress than Leveton Drive and 108th Ave. (Figure 23) Adding more traffic to Tualatin Road and 115th Ave will degrade pedestrian safety even further.

Tualatin Road between 124th and 115th has higher concentration of collisions than Leveton and 108th, with a history of serious injury collision while Leveton does not. (Figure 31) Adding more traffic onto Tualatin Road and 115th will increase the traffic exposure and likely result in worse safety outcomes.

Tualatin Road has a history of collisions involving pedestrians and bicycles while Leveton and 108th do not. (Figure 32) Adding more traffic to Tualatin Road will likely make this safety issue worse.

Converting a driveway to full access or signaling a driveway would likely increase traffic crashes. Per CMF ClearingHouse, changing driveway type to full access has a crash modification factor (CMF) of 2.25, and signaling a driveway has a CMF of 3.98, which means that the two measures will likely increase traffic crashes by a factor of 2.25 and 3.98 respectively.

Lam's traffic study also does not identify the locations of school bus routes at Hazelbrook Middle School or the potential impacts to school bus traffic. Student safety is one of the most important issues in our community, but so far it has been ignored in this process.

Also, the safety and congestion impacts from Lam's proposal would be most concentrated on Tualatin Road between 115th and 124th which abuts a residential area with traditionally disadvantaged demographics and income limited apartments. This is not equitable.

BYPASS ROUTE

The route from Hazelbrook Road going west and turning right onto Hwy 99W is a "hidden" route that can bypass the traffic congestion at the west end of Tualatin Road. Adding a signal at 115th and Tualatin Road will encourage more cars to take this bypass. The potential impact of this new traffic pattern imposes significant safety concerns to communities all along the route. These impacts were not addressed in the traffic study.

SUMMARY

We urge the city to consider all the above concerns and require the applicant (Lam) to revise their site development plan accordingly. We believe that the current proposal does not meet Tualatin's planning rules, and that the City Manager should use her authority to bring Lam's proposal into compliance. No new roadway access on Tualatin Road.

Thank You,
Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Wednesday, January 29, 2025 8:25 AM
To: Council; Ext - Planning; Ext - Engineering External Email
Cc: Sherilyn Lombos; Megan George; Steve Koper; Keith Leonard; Mike McCarthy
Subject: CIO Notice Requirement

Dear City of Tualatin,

A review of project documents reveals that Mackenzie/Lam did not notify any CIO representatives prior to the June 2024 neighborhood developer meeting, as required by Tualatin Development Code 32.120.5 (b)(iii). The code requires an applicant to send notice to CIO representatives via First Class Mail at least 14 days *before* the neighborhood developer meeting. This requirement was not met at the time, nor can it be met retroactively.

Lam and Mackenzie have been through the Tualatin land use review process before and they know the requirements. In 2022, Suzannah Stanley, Mackenzie Planner, demonstrated that she is very familiar with the CIO notification section. On pages 29-32 of Lam's IMP 22-0001 application, Ms. Stanley is on the record arguing that this notice requirement does not apply to Lam:

"We did not contact any City-recognized CIOs.
Please use this statement in your completeness checklist."
(Page 29) <http://www.tualatinroad.org/files/LAM2022081201.pdf>

If the City of Tualatin allows Mackenzie and Lam to repeatedly and flagrantly violate notice requirements, the legitimacy of the CIO program will be compromised.

At the June neighborhood developer meeting, Mackenzie said that "the project team is open to continue discussing topics of concern with neighbors" (see meeting minutes #13) however, repeated attempts by the community to open a dialogue with Lam and Mackenzie have been met with refusal and stonewalling. Lam's Chief Communication Officer, Steve Fine, clarified their position in his November 2024 email:

"We are committed to following the City's process to finalize a plan for our project that works for the City, the community, and Lam. In keeping with this approach, please address future communications about traffic considerations to the City of Tualatin."

Because Mackenzie and Lam have not followed proper notice procedure, we hereby ask the City of Tualatin to deny Lam's current land use application so that the applicant can reset and start over.

Thank you for your consideration.

-Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Wednesday, March 5, 2025 9:15 PM
To: Council
Cc: Ext - Planning; Megan George; Keith Leonard; Steve Koper; Sherilyn Lombos
Subject: Lam Hearing Schedule

Dear City Council,

Over the past week, members of the community have been canvassing neighborhoods to get word out regarding Lam's upcoming hearings. Each day during our canvas we checked the city website to make sure the schedule had not changed. Today, we learned that Lam requested a postponement a week ago. This was not announced to the public and the city website has still not been updated. As a result, all the flyers we distributed have obsolete dates.

The first hearing was scheduled for two weeks from tonight. Many residents are still planning to attend based on that original date, and unfortunately we do not have an efficient way to reach all of them in time, but the City does.

We are asking the City of Tualatin to provide updates to the community right now explaining that the hearings have been postponed at the request of the applicant. There is no need to wait for new hearing dates to be confirmed before letting the public know that the old dates are now obsolete. Due to the short time frame, we believe that three methods will be necessary now to reach all interested parties in time:

- 1) Update the city website.
- 2) Send an email update to each person who has provided public comment.
- 3) Mail a postcard to every household in the Riverpark CIO.

We ask for your assistance in keeping the community up to date on this very important issue.

Sincerely,
Brett Hamilton

From: Brett Hamilton

Subject: Lam Noise Impacts

Date: August 12, 2025 at 9:50 AM

To: Keith Leonard kleonard@tualatin.gov, Tualatin Planning planning@tualatin.gov

Cc: City Council council@tualatin.gov, Outreach outreach@tualatinroad.org

Dear Tualatin Planning Commission and Architectural Review Board,

Thank you for your dedication and service to the community, and for your work to protect our quality of life. While development and corporate activities are essential to the vitality of our city, residential land uses must also be protected, both from an economic standpoint (property values) and from a quality of life standpoint (mental and physical health). In keeping with this mission, we are asking for your help in resolving Lam's noise pollution problem.

Multiple noise signatures have been identified emanating from Lam's campus, including clear tones that pulse, two-toned harmonics, and a low rumble that sounds like an old bomber airplane. The most distinctive sound is the high-frequency hiss from Lam's gas plant, clearly audible across Tualatin Road most nights.

We have brought this issue to the attention of the City Council, Police Department, Code Enforcement, Riverpark CIO, and Lam. Despite repeated requests for a solution, no meaningful changes have been made. When Tualatin's police officers have driven onto the Lam campus to investigate noise complaints, they have been chased down by Lam's security guards and asked to leave.

The Tualatin Noise Ordinance (1361-13) sets a city-wide limit of 50dB at night for residential areas, and the Tualatin Development Code (62.100) places even stricter limits on Manufacturing Park (MP) zoning, stating that "Such permitted uses must not cause objectionable noise". A noise study performed earlier this year at night by a licensed acoustical engineer measured noise levels of 52dB at a private residence across the street from Lam's gas plant. Therefore, Lam's offsite noise impacts are in violation of both the Tualatin Development Code and the Tualatin Municipal Code.

Lam's noise pollution problem is not caused by daytime construction, backup beepers, or truck horns, but rather, by permanently-installed equipment that is part of Lam's physical plant. This equipment runs 24/7 and generates sound continuously. The sounds are most noticeable at night when background noise is low, and the location of sound impacts can vary depending on atmospheric conditions, especially temperature and wind direction. During southerly winds, Lam's noise signature can be heard more than a mile away.

Manufacturing Park (MP) zoning serves as a buffer between heavy industry and residential areas. MP zoning calls for "limiting uses to those that are of a nature so as to not conflict with other industrial uses or surrounding residential areas." (TDC 62.100) Please consider this letter as evidence that Lam's operations are, in fact, currently conflicting with surrounding residential areas.

In order to bring Lam's facility into compliance with the Tualatin Code, I request that Lam's off-site noise impacts be eliminated as part of the TUX project. It is absolutely critical to our quality of life that peace and quiet be restored to our neighborhoods. We ask the City of Tualatin to require Lam to prove their ability to eliminate offsite noise before approving the addition of any new noise sources on campus.

Thank you for your consideration,
Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Tuesday, August 12, 2025 11:39 AM
To: Keith Leonard; Ext - Planning
Cc: Council
Subject: Lam Noise Documentation
Attachments: [WCC2025081201.pdf](#); [STR2025081202.pdf](#)

Dear Tualatin Planning Commission and Architectural Review Board,

Please find attached the following documentation for Lam's upcoming land use hearings:

- 1) Record of noise complaints that I reported to Washington County Non-Emergency dispatch during late 2024.
- 2) Text messages to and from Chad Oyler, Director of Environmental, Health, and Safety at Lam Research, Tualatin Oregon from January 2023 through February 2025.

Sincerely, Brett Hamilton

Text Message • SMS
Jan 27, 2023 at 4:17 PM

Hi Chad, Brett here (neighbor on Kalispell Street. The noise profile is pretty strong right now.

we've noticed it most nights this week. it's been pretty consistent.

Is it the ~500hz sound or the hissing?

the hissing and the low ~250hz are consistent. the ~500hz has been intermittent and mostly not present

500hz is audible now. comes and goes

512Hz very clearly audible now

Do you have an idea of about how long it lasts for? I have someone checking it out now.

This really helps so I appreciate the info!

i think it's all the time.

just depends on the wind if we hear it at the house or not

wind is out of the south at 5mph right now which seems ideal for the sound to carry

Got it. That helps too

thanks!

one more signature, the 512 Hz tone fades in and out at about 145 beats per minute. pulsing. maybe some kind or harmonic with an enclosure?

Jan 27, 2023 at 5:57 PM

That's quite a ripple. Our team has some things they are going to zero in on. Thank you. I'll check in with you next week. If anything changes, new sounds or

are going to zero in on. I thank you. I'll check in with you next week. If anything changes, new sounds or something let me know

Sounds good. Thanks to you and your team for working on this. Much appreciated. Will do. Have a great weekend.

Feb 9, 2023 at 9:00 AM

Ok I have an update. We are going to make a change to our nitrogen plant in the next 2 weeks. We believe this will quiet it down quite a bit. We are also going to be planting trees along our berm to grow into a sound barrier. I know that is a long term solution but everything helps.

I'll let you know when the plant modification is done and we'll monitor afterwards.

Feb 9, 2023 at 1:31 PM

Thanks Chad for the update that sounds great. Do you think the nitrogen plant is involved with all of the sounds we've ID'd or just the hissing?

Feb 9, 2023 at 3:20 PM

I'm hoping both. It is the only distinguishable sound we can detect.

Mar 2, 2023 at 9:54 AM

Good morning. The 512Hz sound has been pretty loud Tuesday night. and last night through to this morning.

i'm guessing due to cold temps and south wind

Mar 3, 2023 at 7:55 AM

Good morning. I wasn't able to meet with the facilities person in status of the work they have been doing. I should be able to connect with him today.

Mar 23, 2023 at 10:15 AM

Good Morning Chad. We've got a really solid noise

Good Morning Chad. We've got a really solid noise signature today. Probably due to wind from the south at 16 mph.

Mar 23, 2023 at 11:46 AM

Possibly. We are still working on the plant but I think the big noise improvements are done at this point. We still plan to do the additional trees but that'll be long term. I'll have facilities look into a sound wall where we generate nitrogen.

It does seem to be really tied to wind carrying sound though huh.

For today how long would you say?

I think it is just where we make nitrogen but if there are truck offloads happening we need to take different steps they only make elevated noise at the end of the offload for a few min.

Today I first noticed it around 9am. I think that was when the wind picked up this morning. It's been continuous since then. I don't think trees will reduce the impact if the source of the sound is up high like a roof top air handler. There are lots of trees between us and the facility. I think it's going over/through them.

But yes it seems very much a wind direction issue.

All of the sounds we're hearing from the facility seem to be continuously generated.

It's possible at some point I'd love to pinpoint the source of the noise because it might not be what we think it is

The only way I can think to do that is, on a day when we can hear the sound clearly, to turn off a suspected source and see if the sound stops or not.

if the sound continues then we know that wasn't the source. and can turn it back on right away

source. and can turn it back on right away

but i imagine some of the suspected sources are things that •need• to run all the time

Mar 23, 2023 at 3:50 PM

They do. air systems and the nitrogen plant are in part to support safety requirements. Shutting them down is a major thing.

Do you work typical business hours? Maybe we can meet to review together with our facilities manager.

Typical hours yes but I work from home and my schedule is very flexible.

I'd be glad to meet.

Ok. I'll see what works best on our end

Apr 12, 2023 at 9:06 AM

Hi Chad, We heard a new sound last night, a low frequency rumble. We first noticed it around 8pm. I took a midnight drive to locate it, and it's coming from Lam. Any equipment changes in the past few days that might explain it?

Nothing that I'm aware of. Was it more than a few minutes. I need to set up our meeting. I'll confirm time this week.

Thanks. For sure it was continuous from at 11:20pm till 12:30am when I fell asleep. We heard it earlier, just not sure if it was continuous then.

Apr 12, 2023 at 10:55 AM

Are you available at 1pm on monday?

at 1:10

Apr 12, 2023 at 2:34 PM

Ok. Let's plan to meet here at 1:10pm then. I'll

Ok. Let's plan to meet here at our lobby then. I'll confirm the time with our facilities manager.

Apr 12, 2023 at 4:03 PM

Sounds good. Thanks.

Apr 18, 2023 at 9:05 AM

Hi Chad, Thanks for meeting with my yesterday. I'm glad to get a better sense of what is going on. I was wrong about the beat frequency of the 512 Hz tone. I measured it last night, it's not 5 beats a second, but more like 1.95 Hz or 117 beats per minute.

Here's a tone I generated online that's pretty close to what we hear.



Generated.m4a

Audio Recording · 51 KB



Not Delivered

Oh shoot. The audio file didn't go through. I'll upload it to the web and send you the URL

No worries. It will be interesting to hear what you hear at your house

turns out the audio file is really small, so i just attached it to an email.

Ok

Apr 26, 2023 at 3:02 PM

Hi Brett, we were able to idle our nitrogen plant today for a few days to do some work. Let me know if you hear the same sound. I'll let you know when it comes back on.

oh super. will do. thanks!

Apr 27, 2023 at 7:39 AM

Well that was a shorter time frame than I had expected. It is back up and running now.

ok. was it up and running last night?

Yes it was back up around 10pm. I originally thought it would be offline for a few days.

that's consistent with what i heard. the wind was from the north yesterday eve so it was quiet at our house. i went out just after 10pm to drive downwind and take a listen. heard the same sounds as typical, but the scrubber fans were slightly higher freq than normally are.

thanka for letting me know about the idle

May 4, 2023 at 9:21 AM

Good Morning. We've had our windows open the past few days and have noticed a clean 520Hz tone with a beat frequency around once every two seconds. One time it was so loud my wife asked "Is that an alarm?"

Ok. I don't know of anything unusual over the past few days but I'll check.

Thanks. I'm guessing it's the scrubber fans running slightly faster than they have in the past?

May 14, 2023 at 11:19 PM

Hi Chad, Sorry to bug you at night. There is a new loud constant tone. About 350Hz. Sounds like by the nitrogen plant. Just started a few minutes ago

Loudest thing we've ever heard from Lam.

I think it stopped

May 15, 2023 at 5:45 AM

May 15, 2023 at 5:45 AM

I woke up at 5:30 to a different but similar noise 343Hz confirmed just now it's coming from the nitrogen plant area.

Interesting. I'll check what was going on last night.

Thanks

May 16, 2023 at 10:02 AM

We are putting in some noise mitigation next week. We'll see what it does. But I think every improvement helps.

That sounds great. Thank you!

Curious was there something different going on Sunday night, or was it just a bad night for sound?

May 18, 2023 at 6:35 AM

Good Morning. There's a super clear 522 Hz tone with a slow, irregular beat this morning. South wind 4mph. I think it woke me up. Windows are open. Surprised how loud it is in warm weather too. Sounds a bit like an alarm clock. Probably is the scrubber fans.

I'm going to head over through the neighborhood and see what I hear. Thanks for the heads up.

Thanks to you too!

interestingly it's easier to hear inside than outside. maybe because less background noise inside? for some reason the tone is less audible inside now than it was earlier.

I'm going to datalog the fans and N2 plant again now that we are through a bunch of work on the N2 system. I hear it. But I think given the intensity, it may still be the N2. When I get close to the scrubber fans then back out to the property line I can't hear them with my ears. Or maybe the N2 system is just drowning it out. I can

Or maybe the N2 system is just drowning it out. I can hear that anywhere on the north side.

Oh interesting. Thanks!

it's audible in my back yard intermittently. both the N2 sounds and the other tone

Jun 8, 2023 at 8:26 PM

We've got an audible 510 Hz tone with a beat in our backyard right now. Comes and goes. Plus some N2 sounds. The 510 tone was pretty loud last night and this morning.

Jun 8, 2023 at 9:34 PM

Ok I was going to check with you yesterday
Our newest N2 compressor has been down for a while.
It just came back up yesterday.

We have new trees in around it. I'm looking at other effective sound dampening methods.

Interesting. Thanks.

Jun 23, 2023 at 10:00 AM

We have a clear 517Hz tone today with a beat. Audible upstairs, downstairs, and in the back yard.

Sep 11, 2023 at 8:30 AM

Hi Chad, as the weather cools down, the 520Hz tone with a beat is becoming louder again. We realized what it reminds us of: a digital beeping alarm clock. Not the kind of thing you want to hear at night when you are trying to go to sleep.

No it's not. I know it's not a fast solution but we are looking implementing more sound prevention to reduce as much sound from being heard off site as possible. We will improve this.

Sep 11, 2023 at 4:04 PM

Sep 11, 2023 at 4:04 PM

Thanks for your understanding and for your efforts towards improvements.

Dec 4, 2023 at 9:35 AM

Hi Chad, I hope you are well. We had a loud weekend here. Friday night especially so, wind was from the south over 10mph, so that doesn't help. There is a new primary frequency at 175Hz and a harmonic at 354Hz. The 175Hz seems louder than anything we've heard previously. I compared to the sounds onsite Sunday morning and they matched. Have there been any changes that could explain this?

Dec 4, 2023 at 11:47 AM

Hi Brett, I'm not aware of any changes but will investigate. We are still planning improved sound reduction. Did you notice where it was strongest.

off the NE corner of building D

kinda lined up with that alley between buildings E and D

That is odd. We've modified our system a few months ago to minimize how much we run chillers. That should result in reduced noise, not more. How did the nitrogen gas plant sound?

Oh interesting. The 175Hz sound has been pretty constant since Friday, but not sure how much of that is due to a steady wind pattern. The nitrogen gas plant sounds like white noise when onsite, which is good, and I don't think it carries too far. I wasn't listening for it across the street tho, cuz it's not what we're hearing at our house. I'll give it a listen from our neighborhood entry next time I'm out.

Jan 19, 2024 at 1:49 PM

Hi Chad, The neighbors who live near Grimm's Fuel Compost are trying to get the word out about a Metro license renewal and a public comments period that is

license renewal and a public comments period that is open. Wondering if it would be possible for us to put up some yard signs on Lam property on 124th between Tualatin Road and Highway 99 until the end of the month?

Jan 19, 2024 at 3:54 PM

Hi Brett. That isn't our property it is owned by another company. We just lease a few floors.

Ok, Good to know! Thanks.

Mar 4, 2024 at 9:03 AM

Hi Chad, The sound has been loud the past few days. This weekend was probably the worst so far. Could hear it throughout our house. The pulsing 350Hz tone woke me up both mornings. It was going day and night. Kept me awake last night. Wind was steady out of the south the whole time I think.

Hi Brett. It is amazing what wind does for sound. Aside from the trees planted, we are pulling sound protection into our construction designs. It is in progress but moves slowly.

Apr 25, 2024 at 5:04 PM

Hi Chad, Just a heads up that the 520 Hz tone is loud enough that I'm hearing it in my garage. Ground level, no windows.

Is it still happening or was it for a set period of time?

It was audible for most of the afternoon. I've got some water running right now so can't tell if it's still going or not.

It's still going now.

the sound that is.

Ok I'm investigating

Chad: interesting

Thanks.

Apr 30, 2024 at 9:48 AM

It's been loud over the weekend plus yesterday and today. Probably because the wind is steady from the south at 10+ mph and chilly?

Yeah the wind definitely affects it. I haven't found anything different. I will be happy when we get new sound screens uo

Up

Tue, Dec 3 at 9:32 AM

Hi Chad, We were hearing some new harmonics last night, including a really low frequency around 47Hz. I think it's the first time we've heard that low frequency. Wondering if anything has changed onsite that might explain this? There were four harmonics. Each was about one octave lower than the next. 347/170/84/47Hz

Tue, Dec 3 at 11:59 AM

That's interesting. How long did the low frequencies last for? No changes that would do that. I don't think we have anything big enough to push that low a frequency that far.

Not sure how long it lasted. We noticed it around 10:30pm until falling asleep around 11:15pm.

Any recent changes that could account for the other, higher, harmonic frequencies?

Tue, Dec 3 at 2:00 PM

I am checking to see if anything has happened that I'm not aware of. But nothing obvious or significant.

Ok. Thanks!

Thu Jan 30 at 8:38 AM

Thu, Jan 30 at 8:38 AM

Hi Chad. We've noticed a major decrease in sound the past couple weeks but it's back last night and today. any changes onsite that could explain it, or just the weather?

Hi Brett. I've been traveling all week but am checking with the team on site.

Thu, Jan 30 at 11:55 AM

I think it might have been a wind shift. Wind has been N and NW recently (including last night) but today it's from the South. I wonder if the local actual wind last night was different than what the weather app said. Any clues from on site?

No, we haven't had any change in operations.

Ok thanks.

Fri, Jan 31 at 9:54 AM

Just an update. Today the wind is South 180° at 8 mph gusting to 26. The fan noise is so loud I can hear it in my garage with the doors closed.

Fri, Jan 31 at 3:37 PM

That's unusual. I'll ask facilities to see if something is changing. We have every parameter monitored so of something was off we would know right away.

Tue, Feb 4 at 8:52 AM

The low frequency 88Hz was back last night along with its 344Hz harmonic, both of which we have heard together before.

Tue, Feb 4 at 11:56 AM

Hmm. I did double check with facilities. They confirmed no changes and everything is running normally.



Washington County Consolidated Communications Agency
5900 NE Pinefarm Court, Hillsboro, Oregon 97124
503-690-4911 ext 3280

CERTIFICATE OF AUTHENTICITY

Pursuant to the State of Oregon public records laws and administrative rules, the following public records were compiled and/or reproduced on 12/27/2024 as requested by and released to:

Name: Brett Hamilton
Agency:
Street Address: 11430 SW Kalispell St
City, State Zip: Tualatin, OR 97062
Phone: 503 803 7609
Email: brett@simple.be

~ PUBLIC RECORDS ~

Request Type: Other Search Report
Delivery Method: Email - electronic pdf file & mp3
Reference #:

Record Type	CAD Incident# Search Criteria	Inc. Date	Audio Description	Begin Time/Date	End Time/Date	Search Results
Other Search Report	503 803 7609			10/27/2024	12/6/2024	6

1 - Total Records

The public records listed above are certified to be a true and accurate copy of the original. WCCCA is a public safety answering point (PSAP) for emergency calls originating within a 9-1-1 service area and recognized by the State of Oregon.

Regarding telephone calls: At the date and time reference above, a telephone call was processed by WCCCA or made by WCCCA. During the full duration of the call, the call was recorded by a digital logging recorder.

Regarding radio traffic: At the date and time referenced above, radio traffic was processed by WCCCA. The radio traffic was relayed via WCCCA's emergency communications radio system. During the full duration of the radio traffic, the radio traffic was recorded by a digital logging recorder.

The operator of the Equatune DSS digital logging recorder was competent to transfer the recording to the format provided. If any redactions were made to the recordings to protect confidential data obtained from the Oregon Law Enforcement Data Systems (LEDS) or Protected Health Information, the redactions would be indicated by a steady digital tone placed on the recording. Otherwise, the public record provided accurately reflects the original call and no changes, additions, or deletions were made.

The public record provided is an accurate rendition of the telephone call and/or radio traffic placed at the time and date set forth above.

Date Received: 12/6/2024
Date Completed: 12/27/2024
Request Number: 24-2888
Request Status: COMPLETED


Processed By: Krista Tate

Phone History

Search Parameter: 5038037609

IncidentNumber	Problem	ResponseDate	CallerPhone	CallBackPhone	Address	City	Name	Disposition
WP243010290	 NOI - NOISE COMPLAINT	10/27/2024 09:49:05	503-803-7609	503-803-7609	11361 Sw Leveton Dr	TUALATIN	BRETT HAMILTON	W1 - ASSIGNMENT COMPLETED
WP243060035	 NOI - NOISE COMPLAINT	11/01/2024 01:00:04	503-803-7609	503-803-7609	11361 Sw Leveton Dr	TUALATIN	BRETT HAMILTON	W1 - ASSIGNMENT COMPLETED
WP243160888	 NOI - NOISE COMPLAINT	11/11/2024 20:24:56	503-803-7609	503-803-7609	11361 Sw Leveton Dr	TUALATIN	BRETT HAMILTON	W1 - ASSIGNMENT COMPLETED
WP243210830	 NOI - NOISE COMPLAINT	11/16/2024 20:41:50	503-803-7609	503-803-7609	11361 Sw Leveton Dr	TUALATIN	HAMILTON, BRETT	W1 - ASSIGNMENT COMPLETED
WP243220790	 NOI - NOISE COMPLAINT	11/17/2024 20:57:11	503-803-7609	503-803-7609	11361 Sw Leveton Dr	TUALATIN	BRETT HAMILTON	W1 - ASSIGNMENT COMPLETED
WP243220867	 FOL - FOLLOW UP	11/17/2024 22:55:06	503 803 7609	503 803 7609	11361 Sw Leveton Dr	TUALATIN	BRETT HAMILTON	W3 - PERSON ADVISED/REFERRED

From: Brett Hamilton <brett@simple.be>
Sent: Wednesday, August 13, 2025 11:02 AM
To: Keith Leonard; Ext - Planning
Cc: Council
Subject: Lam Noise Study
Attachments: [STR2025081301.pdf](#)

Dear Tualatin Planning Commission and Architectural Review Board,

In preparation for the upcoming TUX project land use hearings, please find attached the acoustical engineer's report on the sound impact from Lam Research on a nearby residential property.

Sincerely, Brett Hamilton



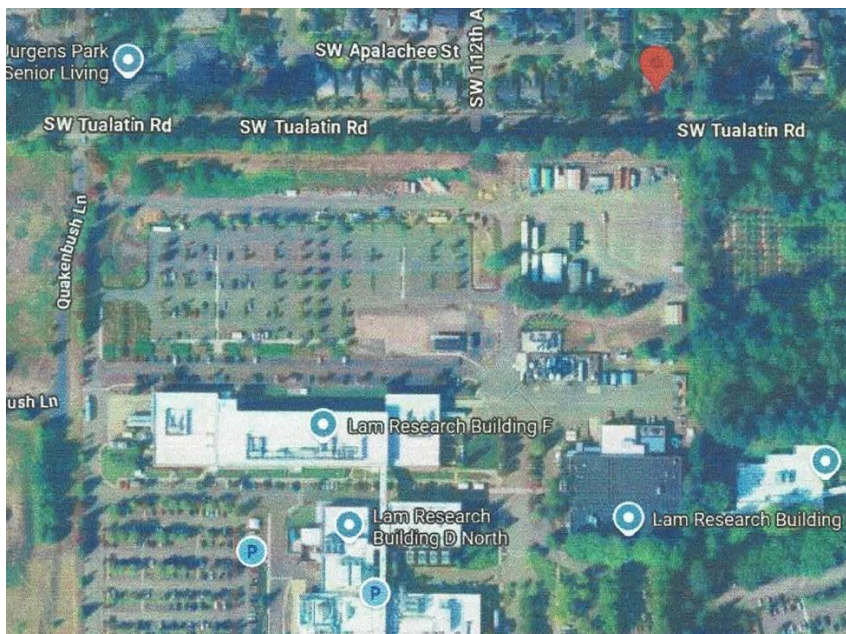
A ACOUSTICS
9324 SW CAMILLE TER.
PORTLAND, OR. 97223 - 7043
(503) 977 - 2690
elki@aacoustics.com
www.acousticalengineering.net

August 13, 2025

Brett Hamilton
11430 SW Kalispell St
Tualatin OR 97062
Brett Hamilton <brett@simple.be>
503-803-7609

Re: Evaluation of sound impact from the Lam Research plant at Deborah Anderson
Home located on 11045 SW Tualatin Road Tualatin Oregon 97062.

At the request of Brett Hamilton, A Acoustics visited the Deborah Anderson home on 10:00 PM March 30, 2025 to evaluate the plant noise. Please see Google site map below with the red dot showing the sound recording location.



Sound Pressure Level (SPL) Recording

The following instruments were used for the recordings:

- Precision sound level meter and analyzer, General Radio Precision Sound Level Meter (SLM) and analyzer (Type, I) Model 1982 Serial #0657982
- Sound level calibrator, ACO Pacific, Inc., Model 511E
- Marantz Professional Solid-State Recorder MPD660

The recording was made with General Radio and recorded in Marantz Recorder. The Sound Pressure level meter was calibrated on the site with a hand-held calibrator before the readings were made.

The sound data was analyzed using SpectraPlus-SC software.

During the recording it was drizzling with no wind. We analyze the data when there was no traffic on SW Tualatin Road.

Finding

The sound recorded was 52 dBA and there was sound peak at 175 Hz and 350 Hz.

Please call me if you have any question.

Sincerely,

A ACOUSTICS


Elki M. Lahav P.E.

From: Brett Hamilton <brett@simple.be>
Sent: Monday, August 18, 2025 3:34 PM
To: Keith Leonard; Ext - Planning
Cc: Council; Outreach
Subject: Lam 108th Ave Proposed Entrance

Dear Tualatin Planning Commission and Architectural Review Board,

Thank you for the opportunity to comment on Lam's updated TUX proposal. While I appreciate the work that has been done to eliminate the employee entrance on Tualatin Road at SW 115th Ave and maintain the Leveton driveway, I am opposed to the addition of a new employee entrance on SW 108th Avenue, as it would increase peak traffic volumes on Tualatin Road.

Lam's proposed entrance on 108th fails three of the new driveway approach criteria in TDC 75.020.5: "(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity; (h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and (i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets."

Lam's traffic study shows that the Hazelbrook Road onramp to Hwy 99W will fail to meet performance standards after adding the additional traffic volumes from this proposed 108th entrance.

Lam's traffic study also shows that the 108th / Tualatin Road intersection has 5X the crash rate of 115th / Tualatin Road despite carrying much less traffic. Adding more traffic at 108th will increase this crash rate even further.

NO new employee access on 108th
NO added traffic on Tualatin Road
Use Leveton Drive and Herman Road

Thank you for your consideration.

From: Brett Hamilton <brett@simple.be>
Sent: Wednesday, August 27, 2025 2:00 PM
To: Keith Leonard; Ext - Planning
Cc: Council; Outreach
Subject: Lam Traffic Impacts

Dear Tualatin Architectural Review Board,

Thank you for the opportunity to comment on Lam's updated TUX site plan, specifically the proposed expansion of the 108th Avenue north access point which is currently gated. Opening this gate to allow employee access would add traffic to Tualatin Road, making it more difficult for residents to enter and exit our neighborhoods. Peak traffic volume on Tualatin Road is already a major problem, and I would ask the city to take steps to reduce, not increase, traffic volumes on Tualatin Road.

Approved in 2023, Lam's Building G project is still under construction, and the full traffic impact of its two new parking lots on 108th has not yet been felt, but is already baked in. I am opposed to opening another access on 108th, and I respectfully request that Lam's existing 108th north access remain in its current configuration: closed to employee traffic but available for emergency and utility use.

For the majority of Riverpark residents, Tualatin Road is our ONLY option for local access. We do not have an alternate route, but Lam does: Leveton Drive. It has a higher speed limit and lower traffic volume than Tualatin Road. Leveton is a better route for Lam's trips.

SITE CIRCULATION

Lam's updated site plan shows a primary employee driveway connecting the north parking lots directly to Leveton Drive, providing more than adequate roadway access for these employees. Connecting these same parking lots to 108th is redundant and unnecessary, and would create unintended negative impacts in the surrounding neighborhoods.

Lam's site plan shows 6 other access points: 4 on Leveton Drive and 2 on 108th. Lam is responsible for designing reasonable site circulation. A lack of good site circulation is not a valid reason to open yet another access point.

DRIVEWAY CRITERIA

Lam's traffic study shows that the Hazelbrook Road on-ramp to Hwy 99W will fail to meet performance standards after adding the additional traffic volume from the proposed 108th entrance.

This proposed entrance fails three of the driveway approach criteria in TDC 75.020.5: "(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity; (h)

The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and (i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets."

PLANNING GOALS

The Tualatin Comprehensive Plan 2040 asks us to "Consider transportation options that make the best use of the existing network." (Goal 8.7) Leveton Drive has a massive amount of unused capacity available and is currently under-utilized especially during peak traffic times. The highest and best use for Leveton Drive is to carry ALL of Lam's added site trips. It is unreasonable to put more strain on Tualatin Road (and its residents) when Leveton is sitting there mostly empty.

SCOPE OF IMPACT

The full impact of an expanded 108th access would extend well beyond the TUX project. Lam's latest site plan shows an abundance of open space available for future development, and based on current trends, Lam will continue to expand and build out their campus.

It is also common for semiconductor facilities to run multiple shifts, in order to double or triple their production capacity without expanding the physical plant. Adding shifts (and the accompanying traffic volume) would not require an Architectural Review, Industrial Master Plan update, or Conditional Use Permit. The potential for significantly increased intensity of use should be anticipated now and addressed during the current land use review cycle.

The Tualatin Planning Commission was advised to not consider ANY traffic or noise impacts during their IMP hearing, and was told that these concerns would be handled by the Architectural Review Board.

When measuring the traffic impact of Lam's proposed entrance, it is appropriate and justified to look at not only the impact from Lam's TUX project, but also look at the total anticipated impact from future developments that could use this entrance. At the IMP hearing, one of Lam's advocates mentioned that "this project has been part of Lam's master plan for quite some time." In order to evaluate the full impact of Lam's current proposal, it would be helpful to see how this entrance would interact with future projects, and how it fits into Lam's overall campus master plan.

ROAD SAFETY

An expansion at 108th would provide Lam's north parking lots with access to Tualatin Road. The intersection of 108th and Tualatin Road already has an elevated crash rate, and adding more traffic here would increase the risk of injury, not only for those who choose to turn here, but also for each person who travels along this section of Tualatin Road.

STUDENT SAFETY

The proposed expansion on 108th would also add traffic to 115th Avenue, which many students cross on foot each day going to and from school. Compared to existing conditions, the current TUX proposal represents a decrease in student safety, and that is a step in the wrong direction.

Lam's traffic study also does not identify the locations of school bus routes or the potential impacts to school bus traffic. Student safety is one of the most important issues in our community, but so far it has been ignored in this process.

JUSTICE AND EQUITY

Although the negative traffic impacts from 108th would be felt along the entire length of Tualatin Road, these impacts would be most concentrated between 108th and 124th Avenues, an area which includes more than 600 high-density housing units, traditionally disadvantaged demographics, and income-limited apartments. Putting more traffic stress on these populations is not equitable, especially when a better alternative is available on the other side of Lam's campus.

PUBLIC FUNDS

Lam Research received \$22 million in taxpayer-funded CHIPS Act grant funds to help pay for the TUX expansion. Any project built with taxpayer funds should be designed so that it does not harm the community.

ECONOMIC IMPACT

The total value of residential real estate located between the Tualatin River and Tualatin Road is well over \$500 million. This tax base must be protected. The best economic solution would be for Lam to grow in a way that does not interfere with surrounding residential land uses. The current decision before you does not need to be a conflict between Lam and the surrounding community. With good site design and smart planning, this project can be a win-win.

Keeping the 108th north access in its current configuration and utilizing Leveton for all of Lam's new site trips is a solution that will allow Lam's campus to grow long into the future while protecting the quality of life and property values of the taxpayers who live along Tualatin Road.

Thank you for your consideration,
Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Friday, September 5, 2025 6:38 AM
To: Keith Leonard; Lindsey Hagerman
Cc: Council; Ext - Planning
Subject: Lam Off-Site Noise Video
Attachments: [LamOffSiteNoise.pdf](#)

Follow Up Flag: Follow up
Flag Status: Completed

Dear Keith and Lindsey,

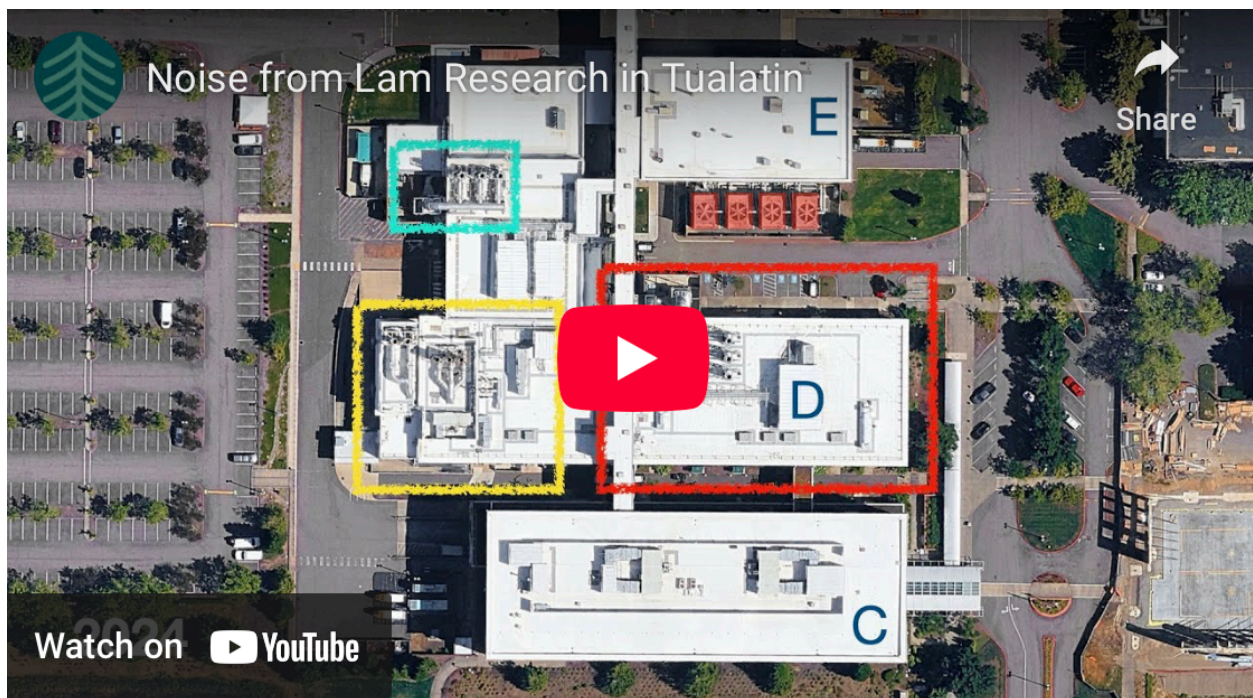
When my public comment "Lam Off-Site Noise Video" email was added to the ARB TUX hearing packet, it looks like YouTube link was converted by your internal security software into a Mimecast link, making it inaccessible to users and devices who are not enrolled in Mimecast. In order to remedy this, I've created a one-page PDF file for the packet. This should preserve the link and make it accessible to all users. Please add this email (and the attached PDF file) to the public record.

Thank you. -Brett Hamilton

Dear Tualatin Architectural Review Board,

In order to save time at the upcoming Lam TUX hearing, and to prevent technical difficulties, I've converted my off-site noise presentation into a video and posted it on YouTube to be part of the public record. I would ask that this email be included in the hearing packet.

<https://youtu.be/lyzioqzFeXw>



Sincerely,
Brett Hamilton

From: Brett Hamilton <brett@simple.be>
Sent: Monday, September 8, 2025 11:52 AM
To: Ext - Planning; Keith Leonard
Cc: Council; Outreach
Subject: Lam TUX Public Records Issue
Attachments: [EmailChainPRR.pdf](#)

Dear City of Tualatin,

Over the past year during the TUX land use process, there have been a number of occasions where it was difficult for the public to get timely and accurate information from the City regarding Lam's application and/or hearings, due to misinformation, unnecessary delays in releasing information, and, in this latest example, staff claiming that the requested information did not exist when in fact the city already had custody of the document for 20 days. Please add this email (and the attached PDF file) to the public record.

Sincerely,
Brett Hamilton

Initial Public Records Request:

Submitted at 05:45am on July 15, 2025
by Brett Hamilton

Document Information:
Lam's latest revised land use application for TUX project

City Response:

From: "Nicole J. Morris" <NMorris@tualatin.gov>
Subject: RE: Public Records Request- Hamilton
Date: July 15, 2025 at 11:16:57 AM PDT
To: "brett@simple.be" <brett@simple.be>

Brett,

There are no new application materials that have been submitted at this time. Once the submittal has been made the project page on the city's website will be updates with them.

Thanks,

Nicole Morris, MMC
Deputy City Recorder/
Records Manager
Phone: 503.691.3011

First Request for Clarification:

From: Brett Hamilton <brett@simple.be>
Sent: Tuesday, July 15, 2025 11:28 AM
To: Mike McCarthy <mmccarthy@tualatin.gov>
Cc: Nicole J. Morris <NMorris@tualatin.gov>
Subject: Re: Public Records Request- Hamilton

Dear Mike,

After the City Council meeting last night I thought you said that Lam had submitted an updated site plan, and that you had seen it? Did I misunderstand something?

Thanks, -Brett

City's Response:

From: "Nicole J. Morris" <NMorris@tualatin.gov>
Subject: RE: Public Records Request- Hamilton
Date: July 15, 2025 at 12:13:47 PM PDT
To: Brett Hamilton <brett@simple.be>,
Mike McCarthy <mmccarthy@tualatin.gov>

Brett,

I double checked and you misunderstood. We do not have any new submittals.

Nicole Morris, MMC
Deputy City Recorder/
Records Manager
Phone: 503.691.3011

Second Request for Clarification:

From: Brett Hamilton brett@simple.be
Subject: Re: Public Records Request- Hamilton
Date: July 15, 2025 at 12:22 PM
To: Nicole Morris NMorris@tualatin.gov
Cc: Mike McCarthy mmccarthy@tualatin.gov

Thanks Nicole,

That's really strange. I asked Mike last night if I could request a copy of this new site plan via public records request and he answered in the affirmative. He said the city was just waiting on a revised traffic study.

Does the city have **any** updated version of a proposed site plan from Lam? Maybe not an official submittal but like a rough draft or outline? Mike also mentioned a "scoping document". Does that exist? Mike mentioned that the Lab building will be smaller but that it does not change the number of employees.

Does the City have anything in writing from Lam or MacKenzie regarding a new site plan? The latest thing I have is an email from Suzannah Stanley dated April 24, 2025.

-Brett

Subsequent Public Records Request:

Submitted at 09:34am on July 21, 2025
by Brett Hamilton

List of all email messages (including Date / Time / Subject) to and/or from sstanley@mcknze.com from April 23, 2025 to July 21, 2025. This is not a request for the message content (Body or Attachments). Thank you.

City's Response:

From: "Nicole J. Morris" <NMorris@tualatin.gov>

Subject: Follow-Up

Date: July 23, 2025 at 10:50:48 AM PDT

To: Brett Hamilton <brett@simple.be>

Brett,

I wanted to follow-up on some questions you have last week. The new materials are available now. Our planning division sent me the below. Mike also sent me the attached email regarding the traffic scoping that I thought you may want. I did receive your request for the email list and I am still working on that and will be in touch soon.

IMP 24-0001 - <https://www.tualatinoregon.gov/planning/lam-research-industrial-master-plan-imp24-0001>

Updated items include:

- Applicant Narrative
- Plan Set and Elevations
- IMP Proposed Modifications
- Supporting Documents (title report)

AR 24-0002 - <https://www.tualatinoregon.gov/planning/lam-research-tux-development-ar24-0002>

Updated items include:

- Applicant Narrative
- Plan Set and Elevations
- Traffic Impact Analysis
- Preliminary Stormwater Report
- Tree Assessment Report
- Supporting Documents (TVF&R review and title report)

Nicole Morris, MMC
Deputy City Recorder/
Records Manager
Phone: 503.691.3011



Mail Attachment.eml



Mail Attachment:

From: Brent Ahrend

Subject: Tualatin Exp Lab/CUB/Bldg H

Date: June 25, 2025 at 1:23:51 PM PDT

To: Mike McCarthy, Steve Koper, Kim McMillan, Abby McFetridge, Tony Doran, Hayden Ausland

Cc: Bill Bezio, Mike Rueter, Nicole Burrell, Suzannah Stanley, Megan Diaz, Clara Layton, "Majid, Jen Otterness", Michael Halvorson, "McEvers, Stefanie", "Nonamaker, Danielle", "Roessler, Paul", "Fosler, Todd", Joel Rabinovitz, Garth Appanaitis

Mike,

Please see the attached scoping letter for the updated Lam TUX site plan. Our traffic analysis will be based on this updated scoping.

We understand you will forward this to Washington County and ODOT staff for their review and input.

Let us know if you have any questions.

Thanks,
Brent Ahrend PE
Transportation Planning
D 971-346-3781 C 503-705-7554
Associate Principal
Professional Licenses & Certifications

Mackenzie.
ARCHITECTURE § INTERIORS § STRUCTURAL ENGINEERING
CIVIL ENGINEERING § LAND USE PLANNING § LANDSCAPE ARCHITECTURE
Disclaimer PORTLAND, OR | VANCOUVER, WA | SEATTLE, WA |
SACRAMENTO, CA

Attachment:

00LTR-City of Tualatin-LAM SMP Update TIA Scoping-250625.pdf

From: Brett Hamilton <brett@simple.be>
Sent: Friday, October 31, 2025 10:21 AM
To: Council
Cc: Keith Leonard; Ext - Planning
Subject: Video Evidence
Attachments: [VideoEvidence.pdf](#)

Dear Tualatin City Council, In preparation for the upcoming Lam TUX hearing, attached please find two new videos regarding traffic and noise for your review. Thank you for your consideration. -Brett Hamilton

Video Evidence

Traffic Volume Comparison

Relative traffic volumes on Tualatin Road and Leveton Drive

https://youtu.be/-hor8y_fL6Q



Lam Noise Recording

Audio recording of noise signatures from Lam Research

<https://youtu.be/JfeCwxXmQbc>

