

Staff Report

HEARING DATE: July 8, 2015

STAFF REPORT DATE: July 1, 2015

TO: Planning Commission

FROM: Jana Fox, Associate Planner

PROPOSAL: **West Coast Storage Expansion**
CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 /
PD2015-0003 / ZMA2015-0004

LOCATION: The site is located at 9540 SW 125th Avenue.
Tax Lots 7900 and 7901 on Washington County Tax Assessor's Map
1S127CB.

SUMMARY: The applicant, West Coast Storage, has submitted a Zoning Map Amendment (ZMA) to rezone the existing carwash property from Neighborhood Service (NS) to Urban Medium Density (R2). The applicant proposes concurrent with the Zoning Map Amendment a Conditional Use Permit for Self-Storage in the R2 zoning district. The applicant has applied for a Design Review Three application for the demolition of the existing carwash facility and primary storage buildings and construction of a 68,562 square foot self-storage facility and associated site changes. The applicant proposes Parking Requirement Determination and Loading Determination applications as the Development Code does not specify parking and loading ratios for Self-Storage Facilities. As part of the proposed development the applicant proposes to consolidate the two parcels into one parcel with a Replat One for Lot Consolidation application. The approved Wireless Communication Facility (WCF) will not be affected by this proposal as the area in which the WCF is located is not proposed to be modified.

APPLICANT: Lans Stout, Planning Consultant
33883 SW Firdale Road
Cornelius, OR 97113

PROPERTY OWNERS: West Coast Self Storage
Steve Tangney
39 Castledown Road
Pleasanton, CA 94566

PROPERTY OWNERS: Conestoga Properties LLS
 Duy Anh Tran
 14780 SW Osprey Dr #240A
 Beaverton, OR 97007

PROPERTY OWNERS: City of Beaverton
 Mayor Denny Doyle
 PO Box 4755
 Beaverton, OR 97076

RECOMMENDATION: **APPROVAL of CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 / PD2015-0003 / ZMA2015-0004 (West Coast Storage Expansion)**

BACKGROUND FACTS

Key Application Dates

| Application | Submittal Date | Application Deemed Complete | Final Written Decision Date | 240-Day* |
|--------------|----------------|-----------------------------|-----------------------------|------------------|
| CU2015-0002 | March 9, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |
| DR2015-0024 | March 9, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |
| LD2015-0010 | May 5, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |
| LO2015-0002 | March 9, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |
| PD2015-0003 | March 9, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |
| ZMA2015-0004 | March 9, 2015 | May 15, 2015 | September 12, 2015 | January 10, 2016 |

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

| | | |
|---------------------------------|--|--|
| Zoning | Urban Medium Density (R2) & Neighborhood Service (NS) | |
| Current Development | Self-Storage Facility & Car Wash | |
| Site Size & Location | The site is located at 9540 SW 125 th Avenue. The site is approximately 1.6 acres. | |
| NAC | Greenway | |
| Surrounding Uses | Zoning: <u>North:</u> R2 <u>South:</u> NS <u>East:</u> R2 <u>West:</u> R2 | Uses: <u>North:</u> Attached Residential <u>South:</u> Commercial <u>East:</u> Attached Residential <u>West:</u> Attached Residential |

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Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (page SR-4 of this report)

Exhibit 1.2 Aerial Map (page SR-5 of this report)

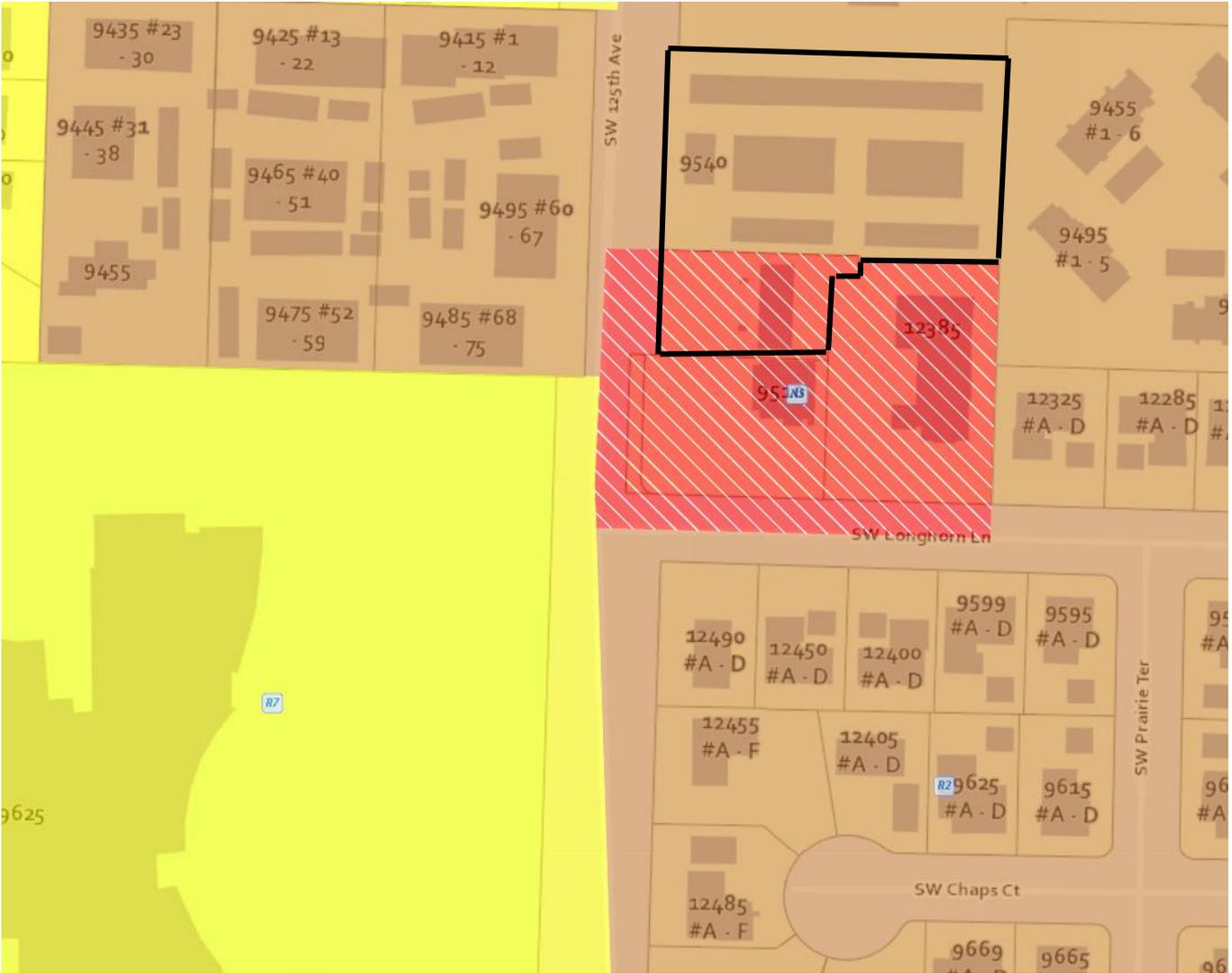
Exhibit 2. Public Comment

No Comments Received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Submittal Package including plans

Exhibit 3.2 Supplemental Design Review Responses



**West Coast Storage Expansion
CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 / PD2015-0003 / ZMA2015-0004
Vicinity Map**



West Coast Storage Expansion
CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 / PD2015-0003 / ZMA2015-0004
Aerial Map

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
West Coast Storage Expansion
CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 / PD2015-0003 /
ZMA2015-0004**

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:

- **All eleven (11) criteria are applicable to the submitted Conditional Use, Design Review Three and Replat application as submitted.**
 - **Facilities Review criteria do not apply to the Loading Determination, Parking Determination and Zoning Map Amendment applications.**
- a. ***All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.***

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services which shows compliance with stormwater requirements.

Water Service will be provided to the site by the City of Beaverton. A new connection to the public water system is proposed south of the new building location. The existing line on site will be abandoned and removed as it conflicts with the new proposed building location. Staff has determined that adequate capacity exists to serve the proposed development.

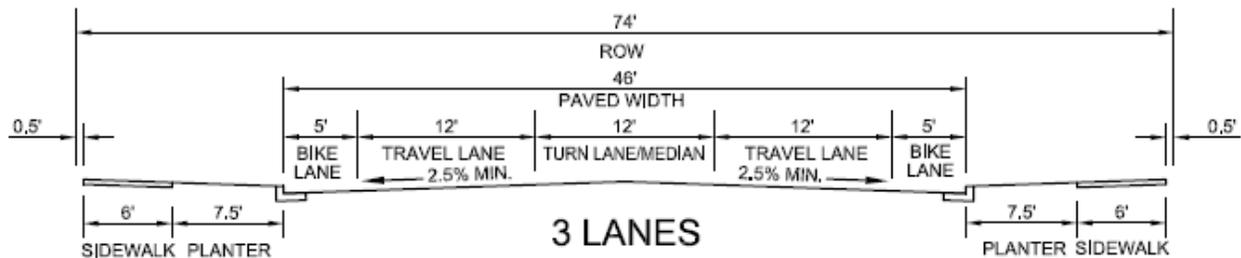
Redevelopment of the subject site proposes to maintain the current sanitary sewer connection. Adequate capacity exists to serve the proposed development.

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans. The Committee has found the report and associated utility plans to be

adequate in addressing on-site surface water management (drainage patterns, treatment and quantity control).

In order to ensure appropriate design and construction of the essential facilities and utility connections, provide access to manholes and structures, and to ensure adequate maintenance requirements, the Committee recommends conditions of approval through the Design Review application.

Critical transportation facilities for this project include the street, along with street lighting, and the right-of-way width. SW 125th Avenue is shown as a 2- or 3-lane Arterial Street on the City's Transportation System Plan. According to the Engineering Design Manual's Standard Drawing #100, an Arterial should have 37' from centerline to edge of right-of-way (ROW) as shown below:



However, this segment of SW 125th Avenue has the road improvements offset, with regard to the centerline of the ROW. The ROW on the west side of the street is 20' while the ROW on the east side is 46'. The applicant's plans show the required 14' from the face of the curb to the edge of the ROW on the back of the sidewalk providing adequate width for street facilities along SW 125th Avenue. As a Condition of Approval, the applicant will ensure that street lights are installed along the property frontage that meet the applicable lighting standards.

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention.

The Committee finds that the development will provide required critical facilities, as conditioned.

Therefore, the Committee finds that the proposal meets the criterion.

- b. ***Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five years of occupancy.***

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

The site will be served by the Tualatin Hills Park and Recreation District (THPRD) as the subject site is located within the district. This proposal will not require additional recreational facilities be provided.

The City of Beaverton Police will serve the development site.

Essential transportation facilities include the sidewalk and internal walkways, along with their light fixtures, transit facilities, and bicycle parking. The applicant’s plans show that a 7.5’ planter strip and a 6’ sidewalk will be installed along the property’s entire frontage, along with appropriate transitions to the existing non-standard sidewalks to the north and south. TriMet provides limited transit service to the site with stops for the 92 South Beaverton Express bus line located approximately 80 feet south and 280 feet north of the site, measuring walking distance from the property line to the bus stop. Warehouses do not require short-term bicycle parking, but do require long-term bicycle parking. As a Condition of Approval, the applicant shall provide plans that show where the required long-term bike parking will be located on the site.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- c. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject proposal.***

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Urban Medium Density (R2) zoning designation which is the existing zoning on Tax Lot 7900 and the proposed zoning on Tax Lot 7901. As demonstrated on the chart, the development proposal meets all applicable standards subject to approval of a Zoning Map Amendment application.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- d. ***The proposed development is consistent with all applicable provisions of Chapter 60 (Special Regulations) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Regulations), are provided or can be provided in rough proportion to the identified impact(s) of the proposal.***

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria.

60.55.15 Traffic Management Plan

The proposed development does not trigger the requirement for a Traffic Management Plan (TMP) because it is not expected to add 20 or more trips in any hour to a nearby residential street.

60.55.20 Traffic Impact Analysis

Developments which add 200 or more trips per day to the transportation system are required to conduct a Traffic Impact Analysis (TIA). Based on the letter from Rebecca Hamilton of Lancaster Engineering (dated March 4, 2015), the proposed development will result in 174 trips per day, which is actually a decrease of 46 trips per day, compared to the existing self-storage facility and car wash. Therefore, no TIA is required.

60.55.25 Street and Bicycle and Pedestrian Connection Requirements

The applicant's plans show a walkway connecting the building to the sidewalk that meets the applicable requirements. The pedestrian pathway is as direct as possible, given the site's grading

60.55.30 Minimum Street Widths

As discussed above, the site provides adequate right-of-way width and street width.

60.55.35 Access Standards

The proposal includes the continued use of a shared driveway onto SW 125th Avenue and another shared driveway onto SW Longhorn Drive. As a Condition of Approval, the applicant is to ensure that the appropriate crossover access easements are in place for both common driveways.

60.55.40 Transit Facilities

TriMet provides limited transit service to the site with stops for the 92 South Beaverton Express bus line located approximately 80 feet south and 280 feet north of the site. The site is adequately served by transit and the proposal does not warrant additional transit stops.

60.65 Utility Undergrounding

To meet the requirements of Section 60.65, staff recommends a standard condition of approval requiring that utility lines are placed underground.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- e. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.***

The applicant's narrative states that there are no common facilities on site. This is incorrect because it omits the common driveways that are shared between the subject property and the adjacent property owners. The existing maintenance agreements will remain in effect after the proposed building changes. The proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

Therefore, the Committee finds that the proposal meets the criterion.

- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.***

The proposal includes a vehicle drive aisle that is 25 to 30 feet wide and a pedestrian walkway that connects the front door of the building to the sidewalk. The applicant has provided truck turning diagrams that show that the required truck movements can be made without driving over the proposed curbs. Staff recommend as a Condition of Approval that the applicant install a wide-angle mirror on the SW corner of Building B to improve visibility for vehicles using the parking spaces on the north side of Building A.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.***

The proposal includes two existing shared driveway approaches, one on SW 125th Avenue and one on SW Longhorn Drive. No new additional driveway approaches are proposed. No obstructions are proposed within the driveway vision clearance triangles.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). TVF&R conditions of approval have been included herein and must be complied with prior to Site Development Permit issuance.

The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from hazardous conditions due to inadequate, substandard or ill-designed development.

The applicant shall be required to show a public street lighting plan prior to Site Development Permit issuance. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that the street illumination system will provide adequate protection from crime and accidents. The applicant's lighting plan will be discussed further within the Design Review staff report, as lighting relates to the private drive.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant's response to Criterion J explains that the existing grades are nearly the same as the proposed grades at the property lines. Grade changes at residential property lines are minimal and will not adversely impact the adjacent properties.

The applicant must show compliance with Site Development erosion control measures at the time of Site Development permit issuance.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

L. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the applications on March 9, 2015 and the proposal was deemed complete on May 15, 2015. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Urban Medium Density (R2) Zoning District

| CODE STANDARD | CODE REQUIREMENT | PROJECT PROPOSAL | MEETS CODE? |
|--|----------------------------------|---|-------------------|
| Development Code Section 20.05.20. Land Uses – R2 | | | |
| Use, Conditional | Self Storage Facilities | The applicant proposes a self storage facility, subject to approval of the Zoning Map Amendment and Conditional Use applications. | YES w/ COA |
| Development Code Section 20.05.15. Site Development Standards – R2 | | | |
| Land Area Minimum | 2,000 sq. ft. | 69,696 sq. ft. | YES |
| Lot Dimensions Minimum | Width – 14' Depth - None | Width: 274' Depth: 150-301' | YES |
| Yard Setbacks Minimum | Front: 10 Side: 5 Rear: 15 | Front: 20 Side: 14 Rear: 20 | YES |
| Building Height Maximum | 40' | 35' | YES |

Chapter 60 Special Requirements

| CODE STANDARD | CODE REQUIREMENT | PROJECT PROPOSAL | MEETS CODE? |
|--|---|---|------------------------|
| Development Code Section 60.05 | | | |
| Design Review Principles, Standards, and Guidelines | Requirements for new development and redevelopment. | Design Review standards and guidelines will be reviewed in the Design Review portion of the staff report. | See DR Findings |
| Development Code Section 60.07 | | | |
| Drive-Up window facilities | Requirements for drive-up, drive-through and drive-in facilities. | No drive-up window facilities are proposed. | N/A |
| Development Code Section 60.10 | | | |
| Floodplain Regulations | Requirements for properties located in floodplain, floodway, or floodway fringe. | No mapped floodplains are located within the subject site. | N/A |
| Development Code Section 60.12 | | | |
| Habitat Friendly and Low Impact Development Practices | Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques. | No Habitat Friendly or Low Impact Development techniques proposed. | N/A |
| Development Code Section 60.15 – Land Division Standards | | | |
| Land Division Standards | Standards pertaining to Land Divisions | A Replat One for Lot Consolidation is proposed. | See LD Findings |
| Development Code Section 60.25 – Off Street Loading | | | |
| Loading Facilities | 69,523 sf warehouse (@ 3 type A berths* for 60,001 – 100,000 sf warehouse) *Type A berths are 60' x 12' Type B berths are 30' x 12' | 3 berths that are 26' x 11' | See LO Findings |
| Development Code Section 60.30 – Off-Street Parking | | | |
| Off-street motor vehicle parking Parking Zone A | 69,523 sf warehouse (@ 0.3 spaces / 1,000 sf) Total Required: 21 Spaces | <u>Vehicle Parking</u> 12 spaces | See PD Findings |
| Required bicycle parking | Short Term: Not Required Long Term: (Larger of 2 spaces or 1 space / 80,000 sf) Long Term Total: 2 Spaces | <u>Bicycle Parking</u> Short Term: 0 Long Term: 2, as COA | |
| Development Code Section 60.55 - Transportation | | | |

| | | | |
|--------------------------------|---|---|------------------------|
| Transportation Facilities | Regulations pertaining to the construction or reconstruction of transportation facilities. | Refer to Facilities Review Committee findings herein. | Yes- with COA |
| Development Code Section 60.60 | | | |
| Trees & Vegetation | Regulations pertaining to the removal and preservation of trees. | Only Landscape and volunteer trees are proposed to be removed which are covered by Design Review. | See DR Findings |
| Development Code Section 60.65 | | | |
| Utility Undergrounding | All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground. | To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy. | Yes- with COA |

**CU2015-0002
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL**

Section 40.15.15.3.C New Conditional Use Approval Criteria:

In order to approve a New Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The proposal satisfies the threshold requirements for a Conditional Use application.*

The applicant proposes a self-storage facility. Self-Storage is a conditional use in the R2 zoning district.

Therefore, staff finds the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant paid the required fee associated with a New Conditional Use application.

Therefore, staff finds the proposal meets the criterion for approval.

3. *The proposal will comply with the applicable policies of the Comprehensive Plan.*

The applicant's response to Criterion No. 3 states that the proposal will comply with the applicable policies of the Comprehensive Plan. The applicant has responded to the applicable sections of the Comprehensive Plan, as identified in the Pre-Application Conference notes.

Staff cites the following Comprehensive Plan policies and associated findings as applicable to this criterion:

Chapter 3 (Land Use Element)

3.13 Goal: Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.

- f. New Commercial zoning districts are not allowed within Residential Neighborhood Standard and Low Density land use designations. Existing properties with commercial zoning as shown on Figures III-2 and III-5 and listed by tax lot on said maps shall be allowed to continue in perpetuity. Expansion of the district is not allowed, but any use permitted within said district will be allowed subject to City approval through the procedures specified in the Development Code.*

The subject property is not located in a Residential Neighborhood Standard or Low Density land use designation, but is shown on Figure III-2 as part of Area 4. Changing

of the zoning designation from NS to R2 is consistent with the Neighborhood Residential Medium Density Land Use designation of the subject property, removing the inconsistency between zoning district and land use designation.

Chapter 5 (Public Facilities)

Public facilities are addressed in the Facilities Review portion of the staff report. Staff cites the Facilities Review Report, Attachment A, in response to this Comprehensive Plan section.

Chapter 6 (Transportation)

Transportation facilities are addressed in the Facilities Review portion of the staff report. Staff cites the Facilities Review Report, Attachment A, in response to this Comprehensive Plan section.

Chapter 8 (Environmental Quality and Safety)

8.4.1 Goal: Create a protective and healthy acoustical environment within the City.

The applicant states that self-storage is one of the quietest land uses because of the very low frequency of traffic and customer visits, in particular with respect to this redevelopment which is primarily inwardly oriented as customers access units through the interior of the new building.

Therefore, staff finds that by meeting the conditions of approval, the criterion is met.

4. *The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.*

In response to Criterion No. 4, the applicant states that the application package shows that it is possible to design the project to fit the site. Staff concurs that the design of the site is reasonable to accommodate the proposed use. As shown in the code conformance analysis in the Facilities Review Report and in the Design Review section of this report, the site can accommodate the proposed development. Staff finds that the site can accommodate the proposed self-storage facility.

Therefore, staff finds the proposal meets the criterion for approval.

5. *The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.*

In response to Criterion No. 5, the applicant states that the proposed Conditional Use, a self-storage facility, has been in operation on a portion of the site for many years, which shows that in general the site is appropriate for the activity. The applicant proposes to expand the self-storage use on site by demolishing a portion of the existing storage facility and expanding the use up and out. The applicant is removing a car-wash facility in order to expand the self-storage facility. The portion of the self-storage facility adjacent to the apartments to the west

is not proposed to be modified with this application, decreasing the impacts to that development. The apartment development to the north is buffered by vegetation and an open space area. The apartments are located approximately 150 feet from the proposed storage building. The second access to the site utilizes a City of Beaverton access easement from SW Longhorn Lane. The applicant proposes minor grading to a portion of this access, and the City has consented to this grading. The site, as designed, can accommodate the proposed development with minimum impacts to adjacent residential uses.

Staff finds that the size, location and functional characteristics of the proposal are reasonably compatible with and have minimal impact on surrounding uses.

Therefore, staff finds the proposal meets the criterion for approval.

6. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant submitted the application on March 9, 2015 and was deemed complete on May 15, 2015. Design Review Three, Replat One, Loading Determination, Parking Determination, and Zoning Map Amendment applications are being processed concurrently with the subject request for a New Conditional Use. The Conditional Use application is dependent upon approval of the Design Review Three, Parking Determination, Loading Determination, Replat and Zoning Map Amendment applications. Staff recommends a condition of approval which states that approval of the Conditional Use application is subject to approval of the associated applications.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **CU2015-0002 (West Coast Storage Expansion)**. Should the Planning Commission find that the application meets the approval criteria, staff has recommended conditions of approval in Attachment H.

DR2015-0024
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.20.15.3.C Approval Criteria: In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The proposal satisfies the threshold requirements for a Design Review Three application.*

The applicant proposes to expand a self-storage facility for a total floor area of 68,562 square feet, the majority of which is within a new building in the R2 zoning district. Therefore the applicant meets Threshold 2 of a Design Review Three.

1. *New construction of more than 30,000 gross square feet of non-residential floor area where the development does abuts or is located within any Residential zoning district.*

Therefore, staff finds that the criterion is met.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant paid the required fees for a Design Review Three application.

Therefore, staff finds that the criterion is met.

3. *For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response, and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met.

Therefore, staff finds the proposal will meet the criterion for approval by meeting the conditions of approval.

4. ***For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:***
- a. ***A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or***
 - b. ***The location of existing structural improvements prevent the full implementation of the applicable guideline; or***
 - c. ***The location of the existing structure to be modified is more than 300 feet from a public street.***

The proposal is an expansion of an existing self-storage facility. The applicant proposes to demolish the main storage buildings on site and rebuild one new storage building. Three small existing storage buildings will remain. The applicant proposes to meet the Design Guidelines for the proposed development, therefore this criterion does not apply.

Therefore, staff finds the criterion is not applicable.

5. ***For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.***

The applicant does not propose a DRBCP.

Therefore, staff finds the criterion is not applicable.

6. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; March 2010]***

The proposal meets application Threshold #2 and, accordingly, is not subject to Design Standards.

Therefore, staff finds the criterion is not applicable.

7. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, the proposal is consistent with all applicable provisions of Sections 60.05.15***

through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is applying to instead meet the applicable Design Guideline(s).

The proposal meets application Threshold #2 and, accordingly, is not subject to Design Standards.

Therefore, staff finds the criterion is not applicable.

8. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted all documents related to this request for Design Review Three approval. Conditional Use, Replat One, Loading Determination, Parking Determination and Zoning Map Amendment applications are being processed concurrently with the subject request for Design Review Three. The Design Review Three application is dependent upon approval of the Conditional Use, Replat One, Loading Determination, Parking Determination, and Zoning Map Amendment applications. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to approval of the previously mentioned applications.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 *Building Design and Orientation Guidelines.* *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. *Building Elevation Design Through Articulation and Variety*

B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standard 60.05.15.1.A and B)

The applicant states that the west elevation is visible from and within 200 feet of the street. The west elevation contains two types of metal panels, concrete block, windows and metal framework elements. The areas of the building extending towards the streets have windows and decorative metal elements. The office portion of the building uses metal panels running horizontally in contrast to the vertical panels on alternate portions of the building as well as additional windows.

Staff concur that the applicant does utilize a variety of window treatments, building materials, roof heights, differentiated entrances and other visual elements to provide articulation, variety and visual interest to the buildings.

Therefore, staff finds the Guideline is met.

C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)

Vertical elements are incorporated throughout the development, including articulated walls, sets of windows and alternating siding types. Staff concur that vertical elements are adequately emphasized.

Therefore, staff finds the Guideline is met.

D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B) [ORD 4531; March 2010]

The applicant provides weather protection over primary building entrances as well as window systems where pedestrians are likely to access the site, allowing views into internal areas. The applicant uses articulation and materials changes to provide visual interest to pedestrians along the street. Staff concurs that the buildings are of a

comfortable pedestrian scale.

Therefore, staff finds the Guideline is met.

E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; May 2010]

The applicant states that building elevations incorporate architectural features such as windows, off-setting walls and other design features. No undifferentiated blank walls face streets, common areas or parking areas. Staff concurs with the applicant that the variety of building materials to be used will mitigate larger building walls and meet the design aspiration of avoiding the use of undifferentiated blank walls facing streets or major parking areas.

Therefore, staff finds the Guideline is met.

2. Roof Forms as Unifying Elements

A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be highlighted. (Standards 60.05.15.2.A and B)

The applicant states that the office portion of the building along 125th Avenue has a pitched roof at 4:12 slope. The flat portions of the roof are hidden behind parapet walls or pitched roofs along the remaining elevations. The majority of the east façade has a gutter and downspout system but is internal to the site and not visible from the public right-of-way. Staff concurs that the use of differentiated roof features provides visual interest and focal points.

Therefore, staff finds the Guideline is met.

B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

The applicant states that cornice treatments are provided where flat roofs are visible. The east façade, which is not visible from the right-of-way and interior to the property, has a gutter and downspout system at the top roof line. Staff concurs that adequate cornice treatments are provided.

Therefore, staff finds the Guideline is met.

3. Primary building entrances

- A. *Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, the design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. (Standard 60.05.15.3.A)*

The applicant states that the office entry provides weather protection in the form of a roof overhang. The oversized parking spaces in the front of the building are covered by a canopy to provide weather protection. The loading spaces are tuck-under and provide protection from the elements for moving items into and out of the building.

Staff reviewed the primary building entrance design and concurs with the applicant that the design of the entrance is differentiated and provides weather protection for pedestrians.

Therefore, staff finds the Guideline is met.

- B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3.B)*

The primary building entrance is emphasized through contrasting siding materials, storefront glazing, and roof forms. Staff concurs with the applicant that the primary building entrances are emphasized.

Therefore, staff finds the Guideline is met.

4. Exterior Building Materials

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standard 60.05.15.4.A)*

The applicant states that none of the building elevations visible from the street are made of plain unfinished materials. The applicant proposes a combination of different textured metal panels, CMU, windows and metal trellis features. Staff concurs that the exterior building materials convey an impression of permanence.

Therefore, staff finds the Guideline is met.

- B. *Where masonry is used for exterior finish, decorative patterns (other than running bond pattern) should be considered, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry*

units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to developments in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)

The applicant states that the split face concrete block base has a painted band as a decorative pedestrian element at 9 feet in height. The applicant notes that landscaping is provided along the base of the building along SW 125th Avenue which provides visual screening between the building CMU base and the public right-of-way. Additionally the CMU wall base is articulated to provide visual relief and interest. A mix of metal panels are used to contrast the CMU base of the building. Staff finds that the proposed mix of materials and vegetative screening is sufficient to provide visual interest.

Therefore, staff finds the Guideline is met.

5. **Screening of Equipment.** *All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)*

The applicant states that rooftop equipment is not proposed and that ground mounted equipment will be screened from view by landscape materials. The ground mounted transformer between the building and SW 125th Avenue is surrounded by vegetation. However, the vegetation provided is slow growing and only reaches a maximum of 3 feet in height. Staff recommends a condition of approval that evergreen vegetation be provided to meet 90% opacity and one foot in height greater than the proposed unit by two years to ensure adequate screening.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

60.05.40. Circulation and Parking Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. **Connections to public street system.** *The on-site circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets. (Standard 60.05.40.1)*

The vehicular connections to the public street system are not proposed to be modified with this application. Two accesses to the site are provided through access easements on adjacent properties. Pedestrian access is provided to SW 125th Avenue via a pedestrian walkway. Appropriate connections are made to the surrounding public street system. The applicant provides pedestrian connections to SW 125th Avenue in a safe and efficient manner. The proposal can be found to adequately connect to the public transportation system.

Therefore, staff finds the Guideline is met.

2. Loading area, solid waste facilities, and similar improvements.

A. *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)*

The applicant states that the project does not include any full sized loading berths. The primary loading areas of the site are set back from the street as well as around the back of the building, away from public view. Trash areas are located within the building. Staff concurs that the loading area and trash areas are appropriately located and adequately screened from public view.

Therefore, staff finds the Guideline is met.

B. *Except in Industrial districts, loading areas should be deigned and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)*

The proposed loading areas are set back from the public street and do not detract from the surrounding area. The site is surrounded by public streets, residential apartments, and a convenience store. The location of the proposed loading areas, set back from the street and adjacent properties is sufficiently screened.

Therefore, staff finds the Guideline is met.

3. Pedestrian circulation.

A. *Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)*

The applicant provides a series of pedestrian connections and paths throughout the site connecting on-site buildings and the public street system. The pedestrian connections through the development and to adjacent streets are sufficient.

Therefore, staff finds the Guideline is met.

B. *Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)*

The applicant provides direct connections to SW 125th Avenue, as well as connections between the new storage building and the existing storage buildings at the rear of the site. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)

The applicant provides a direct pedestrian connection from street to the building entrance with a paved pathway. Staff concurs that pedestrian connections are provided to adjacent public streets.

Therefore, staff finds the Guideline is met.

D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standard 60.05.20.3.C through E)

The applicant provides a pedestrian connection from SW 125th Avenue to the primary building entrance that is separated from parking areas. Pedestrian connections in the gated area of the site are located in the drive isle area and are intended to provide visual cues to drivers crossing an area of pedestrian activity. The walkway from SW 125th Avenue is proposed to be of a differentiated paving material, while the walkways in the gated area of the site are proposed to be painted striped. Staff concurs that adequate pedestrian connections are provided.

Therefore, staff finds the Guideline is met.

E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.3.A through H)

The applicant proposes to meet the sidewalk standards along SW 125th Avenue. Pedestrian facilities are provided by the main entrance to the site. Other entrances are designed to accommodate loading to and from vehicles, and pedestrian paths are provided in these areas as well.

Therefore, staff finds the Guideline is met.

F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

Pedestrian ways are designed for safe movement and constructed with hard surface materials, including concrete sidewalks and painted asphalt. Staff concurs that the applicant has proposed hard durable differentiated surfaces for pedestrian connections.

Therefore, staff finds the Guideline is met.

4. **Street frontages and parking areas.** *Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)*

The applicant provides four parking spaces adjacent to SW 125th Avenue to the side of the storage building. Landscaping, consisting of dense shrubs, is provided between the sidewalk and parking areas.

Therefore, staff finds the Guideline is met.

5. **Parking area landscaping.** *Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standard 60.05.20.5.A through D)*

The applicant proposes landscape islands containing trees and ground cover.

Therefore, staff finds the Guideline is met.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

3. **Minimum landscaping for conditional uses in Residential districts and for developments in Multiple Use, Commercial, and Industrial Districts.**

A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.3.A, B, and D)*

The applicant's landscape plan shows significant landscape materials between SW 125th Avenue and the building elevation, which softens the look of the structure. Limited vegetation is provided along a portion of the east foundation as well, where it is visible from adjacent properties. Landscape materials are also provided in parking areas to provide interest to and soften the building facades.

Therefore, staff finds the Guideline is met.

C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standard 60.05.25.3.A and B)*

The applicant states that plant materials along the north side of the building are native plants and are incorporated into the planting requirements for the storm water facility. Douglas fir trees are used for buffering along the east property line. In addition, Creeping Mahonia is added to the existing landscape areas along the northeast corner of the site along the eastern property line buffer planting area. Additionally the applicant states that the non-native plants used in the landscaping plan require low amounts of water.

Therefore, staff finds the Guideline is met.

D. *Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development.* (Standard 60.05.25.3.A and B)

The applicant states that the existing Douglas fir trees along the northern property line and along the northwest edge of the property will remain. The building is set back from the street in order to preserve the existing fir trees. The existing maple trees in the southwest corner of the property are also to be preserved.

Therefore, staff finds the Guideline is not applicable.

E. *A diversity of tree and shrub species should be provided in required landscaped areas.* (Standard 60.05.25.3)

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species.

Therefore, staff finds the Guideline is met.

6. ***Retaining Walls.*** *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material.* (Standard 60.05.25.5)

The applicant proposes one small retaining wall at the northern end of the site between the existing Building B and the new Building A. The retaining wall is less than 4 feet in height and 50 feet in length. Landscape and water quality facilities are provided between the retaining wall and adjacent properties.

Therefore, staff finds the Guideline is met.

7. ***Fences and Walls***

A. *Fences and walls should be constructed of attractive, durable materials.* (Standard 60.05.25.6)

The applicant proposes a six foot tall solid wood panel fence as part of the required B-3 buffer. The proposed fence is constructed of durable and attractive materials.

Therefore, staff finds the Guideline is met.

8. ***Changes to existing on-site surface contours at residential property lines.*** *The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight.* (Standard 60.05.25.10)

The applicant states that the north and east sides of the site are zoned for residential uses. On the north side, minor grading is proposed between the building and property line to accommodate improvements to the existing swale to meet CWS standards. Minor grading is proposed along the east side as well, less than one foot of change within five feet of the property line. Staff concurs that the changes in grade adjacent to residential property lines are design to avoid conflicts with abutting properties.

Therefore, staff finds the Guideline is met.

- 9. *Integrate water quality, quantity, or both facilities.*** *Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)*

The applicant states that the existing stormwater facility will be upgraded as part of this proposal. The stormwater facility is located along the north property line and is integrated into the landscape area. Staff concurs that the stormwater facility is adequately integrated into the site landscaping.

Therefore, staff finds the Guideline is met.

- 11. *Landscape buffering and screening.***

A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should be applicable along property lines where existing natural features such as floodplains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)

The applicant states that the 20 foot, B-3 buffer width is met to the north of the building, but cannot be met on the east and south portions of the site due to the existing structures and drive aisles which are not proposed to be modified. The buffer to the east provides trees every 30 feet on center, as well as large shrubs and a 6' foot fence. The buffer area to the north meets the width standard but does not provide sufficient trees to meet the screening requirements. Staff suggests a condition of approval that the applicant provide a plan showing compliance with the B-3 buffer planting standards along the northern property line prior to site development permit issuance.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial

use abutting an industrial use, less dense landscape screening and narrow buffer width is appropriate. (Standard 60.05.25.13)

The buffer area to the north meets the width standard, but does not provide sufficient trees and fencing to meet the screening requirements. Staff suggests a condition of approval that the applicant provide a plan showing compliance with the B-3 buffer planting standards prior to site development permit issuance.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)

The applicant proposes dense bushes, trees, and a solid wood fence along the eastern property line to provide sufficient buffering. The vegetation is not proposed to be modified along the south property line as no modifications are proposed in that area. The buffer area to the north meets the width standard, but does not provide sufficient trees to meet the screening requirements. Staff suggests a condition of approval that the applicant provide a plan showing compliance with the B-3 buffer planting standards prior to site development permit issuance.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E)

The applicant states that the use is very low intensity and has been active on the site since 1991 with no complaints from adjacent neighbors with minimal buffering. The proposed buffer along the east property line, closest to adjacent residential uses, will be improved with this application. Additionally, the adjacent residential development provides buffering between the apartments and self-storage facility. Staff concurs that adequate buffer widths are proposed to meet the intent of the buffer standards.

Therefore, staff finds the Guideline is met.

60.05.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts. (Standard 60.05.30.1 and 2)*

- 1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaries.*

The applicant states that lighting has been prepared in accordance with the Technical Lighting Standards and utilizes wall mounted and low level freestanding light fixtures to

light the site with minimal impacts to the neighbors. The applicant has not provided lighting details for the existing structure. Staff recommends a condition of approval that the applicant provides lighting details for all drive isles meeting the Technical Lighting Standards prior to Site Development permit issuance.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

2. *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building.*

The pedestrian areas are adequately lit in conformance with the Technical Lighting Standards. The majority of lights are wall-mounted in this development. One pole mounted luminaire is used adjacent to the parking closest to SW 125th Avenue. Wall-mounted lights are of an industrial nature, which is consistent with the design of the building.

Therefore, staff finds the Guideline is met.

3. *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens-shields, shades or other measures to screen the view of light sources from residences and streets.*

The applicant's proposed lighting fixtures contain shields in order to direct lighting downward and decrease impacts to surrounding properties.

Therefore, staff finds the Guideline is met.

4. *On-site lighting should comply with the City's Technical Lighting Standards.*

The applicant provides a photometric plan which shows minimal areas of light shed of greater than 0.5 foot candles over the property line. Where light sheds over the property line, it sheds only onto a shared access easement.

Therefore, staff finds the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2015-0024 (West Coast Storage Expansion)**, subject to the applicable conditions identified in Attachment H.

**LD2015-0010
ANALYSIS AND FINDINGS FOR
REPLAT ONE**

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.2.C Approval Criteria

In order to approve a Replat One application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The application satisfies the threshold requirements for a Replat One.*

The applicant proposes to consolidate two parcels into one parcel, meeting the threshold for a Replat One for Lot Consolidation below.

- 1. The reconfiguration of lots, parcels, or tracts within a single existing plat that decreases or consolidates the number of lots, parcels, or tracts in the plat.*

Therefore, staff finds that the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant has paid the required application fee for a Replat One application.

Therefore, staff finds that the proposal meets the criterion for approval.

3. *The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.*

The subject site currently contains a self-storage facility and car wash. The applicant proposes to remove the main self-storage structures and car wash facility in order to expand the self-storage building onto both lots. The lot consolidation will allow the entire site to become one parcel. The proposed application will not affect or modify any current or previous land use approvals.

Therefore, staff finds that the proposal meets the criterion for approval.

4. *Oversized parcels (oversized lots) resulting from the Replat shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In*

addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be provided to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.

Oversized lots are defined by the Beaverton Development Code as lots which are greater than twice the minimum lot size allowed by the subject zoning district. The R2 zoning district has a minimum lot size of 2,000 square feet. Both existing lots are considered oversized. The lot size is reasonable to accommodate a self-storage use and should that use cease and be removed from the site, future redevelopment and/or subdivision would be possible.

Therefore, staff finds that the proposal meets the criterion for approval.

5. *Applications that apply the lot area averaging standards of Section 20.05.15.D shall demonstrate that the resulting land division facilitates the following:*

a) Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,

b) Complies with minimum density requirements of [the Development] Code, provides appropriate lot size transitions adjacent to differently zoned properties, and where a street is proposed provides a standards street cross section with sidewalks.

The proposal does not apply the lot area averaging standards.

Therefore, staff finds that the criterion for approval does not apply.

6. *Applications that apply the lot area averaging standards of Section 20.05.15.D do not require further Adjustments or Variance for the Land Division.*

The proposal does not apply the lot area averaging standards.

Therefore, staff finds that the criterion for approval does not apply.

7. *If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.*

The applicant does not propose to phase the development

Therefore, staff finds that the criterion for approval does not apply.

8. *The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties.*

The applicant states that access to the site and utilities will be modified to accommodate the proposal, but will not eliminate pedestrian, utility service, or vehicle access to the affected properties. The existing sidewalk system will remain and internal walkways will be provided for pedestrians. Additionally, staff cites the Facilities Review findings in Attachment A as they relate to this criterion.

Therefore, staff finds that the proposal meets the criterion for approval.

9. *The proposal does not create a parcel which will have more than one (1) zoning designation.*

Tax Lot 7900 is currently zoned R2 and Tax Lot 7901 is currently zoned NS. The applicant has applied for a Zoning Map Amendment to rezone Tax Lot 7901 to R2. Should the ZMA be approved, both properties would be zoned R2 and no split zoning designation would be created. As such, staff recommends a condition of approval that the Replat is subject to approval of the ZMA application.

Therefore, staff finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

10. *Applications and documents related to the request requiring further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted this Replat One application and the New Conditional Use, Design Review Three, Loading Determination, Parking Determination and Zoning Map Amendment for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all six (6) applications at once. This Replat One application is dependent upon approval of the Zoning Map Amendment in order to avoid a split zoned parcel.

Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion for approval.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **LD2015-0010 (West Coast Storage Expansion)**, subject to the applicable conditions identified in Attachment H.

Land Division Standards Code Conformance Analysis

| CODE STANDARD | CODE REQUIREMENT | PROJECT PROPOSAL | MEETS CODE? |
|---|--|--|-------------|
| Grading Standards | | | |
| 60.15.10.1 Applicability | Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review. | The proposal is subject to the grading standards contained herein. | Yes |
| 60.15.10.2.A-C Exemptions | Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way. | The entire development is adjacent to existing public streets, however the finished grade is not below the elevation of the public right-of-way. | N/A |
| 60.15.10.3.A 0-5 Feet From Property Line | Maximum of two (2) foot slope differential from the existing or finished slope of the abutting property. | All grading will comply with this standard. | Yes |
| 60.15.10.3.B 5-10 Feet From Property Line | Maximum of four (4) foot slope differential from the existing or finished slope of the abutting property. | All grading will comply with this standard. | Yes |
| 60.15.10.3.C 10-15 Feet From Property Line | Maximum of six (6) foot slope differential from the existing or finished slope of the abutting property. | All grading will comply with this standard. | Yes |
| 60.15.10.3.D 15-20 Feet From Property Line | Maximum eight (8) foot slope differential from the existing or finished slope of the abutting property. | All grading will comply with this standard. | Yes |
| 60.15.10.3.E 20-25 Feet From Property Line | Maximum ten (10) foot slope differential from the existing or finished slope of the abutting property. | All grading will comply with this standard. | Yes |
| 60.15.10.3.F Pre-development slope | Where a pre-development slope exceeds one or more of the standards in subsections 60.15.10.3.A-E, the slope after grading shall not exceed the pre-development slope | The applicant does not propose to exceed the standards of 60.15.10.3.A-E. | N/A |
| Significant Trees and Groves | | | |
| 60.15.10.4 Significant Trees and Groves | Standards for grading within 25 feet of significant trees or groves. | There are no significant trees or groves on site. | N/A |

**LO2015-0002
ANALYSIS AND FINDINGS FOR
LOADING DETERMINATION APPROVAL**

Section 40.50.05 Loading Determination Application; Purpose

The purpose of a Loading Determination is to establish mechanism to determine or modify the required number of off-street loading spaces or modify the off-street loading space dimensions in advance of, or concurrent with, applying for approval of an application, development, permit, or other action.

Section 40.50.15.1.C Loading Determination Approval Criteria:

In order to approve a Loading Determination application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

- 1. The proposal satisfies the threshold requirements for a Loading Determination application.**

The applicant proposes to reduce the number of loading berths required for the West Coast Self Storage Expansion. The Development Code does not have specific loading requirements for self-storage facilities, the most closely related use is ‘warehouse,’ which requires three type A loading berths for developments greater than 60,000 square feet in size. The applicant proposes to provide smaller loading spaces to meet the needs of self-storage customers, meeting Threshold 2 for a Loading Determination application:

Threshold 2: A request to modify the total number of off-street loading spaces from the required number listed in Section 60.25 (Off-Street Loading) of this code.

Therefore, staff finds that the criterion is met.

- 2. All City application fees related to the application under consideration by the decision making authority have been submitted.**

The applicant paid the required fee associated with a Loading Determination application.

Therefore, staff finds that the criterion is met.

- 3. The determination will not create adverse impacts, taking into account the total gross floor area and the hours of operation of the use.**

The applicant states that the nature of self-service storage is that patrons access their storage units using passenger cars and light trucks. Large semi-trucks are not generally used for small self-storage facilities. The applicant provides three

smaller loading spaces which can accommodate the smaller rental moving truck sizes driven by storage patrons. The applicants states that providing loading commensurate with the actual needs of the patrons will minimize adverse impacts to the neighborhood. The proposed loading berths are located interior to the site and are screened from adjacent properties by existing storage buildings and the main storage facility.

Staff concurs that given the unit makeup of the facility and size of the proposed loading spaces can adequate serve the proposed development without adverse impacts.

Therefore, staff finds that the criterion is met.

4. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.*

Staff cite the Facilities Review approval Criteria F and G which respond to this criterion in detail. Staff finds that the application provides safe and efficient vehicular and pedestrian circulation patterns.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

5. *The proposal will be able to reasonably accommodate the off-street loading needs of the structure.*

The applicant states that customers for this business do not rely on large trucks, but rather cars and light trucks. Therefore, smaller parking/loading spaces meet the needs of the business. The oversized parking spaces in front of the building and three tuck under loading spaces on the east side of the main building provide for adequate loading and maneuvering for moving trucks and other vehicles reasonably expected to be driven by customers of a self-storage unit.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

6. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that the improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

Staff cite the Facilities Review approval Criterion D which responds to this criterion in detail. Staff finds that the application complies with Chapter 60 or can be made

to comply through conditions of approval which are roughly proportional to the identified impacts of the proposal.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

7. ***Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to periodic maintenance by the City or other public agency.***

The applicant states that the site will be maintained as required. Staff finds nothing in the design or layout of the common facilities that would preclude adequate maintenance of the site.

Therefore, staff finds that the criterion is met.

8. ***The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.***

The applicant has submitted all documents related to this request for Loading Determination approval. The application was submitted on March 9, 2015 and deemed complete on May 15, 2015.

Therefore, staff finds that the criterion is met.

9. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in proper sequence.***

The applicant has submitted all documents related to this request for Loading Determination approval. New Conditional Use, Design Review Three, Replat One, Parking Determination and Zoning Map Amendment applications are being processed concurrently with the subject request for a Loading Determination. The Loading Determination application is dependent upon approval of the Design Review Three application. Staff recommend a condition of approval which states that approval of the Loading Determination application is subject to upon approval of the New Conditional Use, Design Review Three, and Zoning Map Amendment applications.

Therefore, staff finds that by meeting the conditions of approval the criterion is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LO2015-0002 (West Coast Storage Expansion)**, subject to the applicable conditions identified in Attachment H.

PD2015-0003
ANALYSIS AND FINDINGS FOR
PARKING REQUIREMENT DETERMINATION

40.55.05 Parking Determination Purpose

The purpose of a Parking Determination is to establish required number of parking spaces for uses which do not have a parking ratio requirement listed in the Development Code. The Parking Determination application is established for determining the required number of off-street parking spaces in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.

Section 40.55.15.1.C. Approval Criteria

In order to approve a Parking Determination application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Parking Determination application.

Section 40.55.15.1.A of the Development Code lists the threshold for a Parking Determination Type Two application as one that requests establishment of, “an off street parking ratio or requirement for a use not listed or substantially similar to a use listed in Section 60.30 (Off Street Parking) of this Code.” The proposal requests establishment of a parking requirement for the proposed use of the subject site, a self-storage facility. Therefore, the proposal satisfies the threshold for a Parking Determination application.

Therefore, staff finds that the proposal meets the criterion for approval.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

The applicant submitted the required fee associated with the Parking Determination application.

Therefore, staff finds that the proposal meets the criterion for approval.

3. The determination is consistent with Title 2 of Metro’s Urban Growth Management Functional Plan.

Title 2 of Metro’s Urban Growth Management Functional Plan (UGMFP) was repealed and replaced by Metro Code Section 3.08.410 (Title 4: Regional Parking Management) effective September 8, 2010. Both sections address the Transportation Planning Rule (TPR) to assist in the preservation of quality of life of the region.

Title 4 requires cities to place no less than the minimum and no greater than the maximum parking ratios as established in the Regional Parking Ratios of Table 3.08-3. The City of Beaverton's Off-Street Parking Requirements, Development Code Section 60.30.10.5, has been determined to be in compliance with Metro's Regional Parking Ratios. Neither Metro nor the City of Beaverton Parking Requirement Tables identify specific parking requirements for self-storage. Metro table 3.08-3 shows the parking requirement for "Storage Warehouse" to be similar to the City's "Storage Warehouse" requirement. This shows the City's intent to comply with the TPR and the Regional Transportation Functional Plan within the "Storage Warehouse" category.

Title 4 states, "Cities and counties may use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table." As described in response to Section 40.30.1.D of the Facilities Review Analysis, the applicant has provided a Parking Analysis. The applicant provided an analysis of six other self-storage facilities run by West Coast Self-Storage. These facilities average 0.13 parking spaces per 1,000 square feet. Using this ratio, nine (9) parking spaces would be required for the proposed self-storage facility. The applicant proposes 15 parking and loading spaces, which is less than the 21 required using the storage warehouse parking ratio. The proposal satisfies the parking requirement based upon the parking demand analysis provided by the applicant.

Staff finds that requiring 21 parking spaces, per Section 60.30.10.5 of the Development Code, would exceed the expected demand, per the applicant's Parking Generation analysis, 15 spaces would reasonably accommodate the needed parking and loading for the site

Therefore, staff finds that the proposal meets the criterion for approval.

4. *The determination will not create adverse impacts, taking into account the total gross floor area, number of employees, potential customer volume, and the hours of operation of the use.*

The proposal includes 15 parking spaces inclusive of one (1) ADA space, nine (9) standard spaces, two (2) over sized parking spaces, and three (3) loading spaces. The parking analysis from Lancaster Engineering states:

"The average parking demand for mini-warehouse storage facilities from the Parking Generation manual is 1.39 vehicles per 100 storage units. This peak parking demand typically occurs between 11:00 AM and 12:00 PM on a weekday. Weekend peak parking demands were found to be lower than peak demands during the late morning weekday hours. Based on the parking data, the projected peak parking demand at the redeveloped West Coast Self Storage site is seven to eight vehicles (actual calculated value is 7.65 vehicles). This represents the total parking demand for the site, including both the office and loading areas."

Total Gross Floor Area

The development proposes a total of 68,562 square feet of floor area and 551 storage units. Storage units range in size from 25 square feet to 200 square feet.

Number of Employees

The applicant proposes office hours of 9:00 AM to 5:00 AM and gate hours of 7:00 AM to 7:00 PM daily. No more than 1-2 employees will be working during office hours.

Potential Customer Volume

The Parking Analysis by Lancaster Engineering includes a section regarding Trip Generation and Distribution. As stated above, the peak parking generation for the site is 8 cars, which can be adequately accommodated by the proposed parking.

Given the low traffic volumes created by the proposal, in combination with the proposed parking and loading design, it is not expected to create adverse impacts, taking into account the total gross floor area, number of employees, potential customer volume, and the hours of operation of the use

Therefore, staff finds that the proposal meets the criterion for approval.

5. *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.*

The applicant provided applicable submittal requirements as specified in Section 50.25.1 of the Development Code.

Therefore, staff finds that the proposal meets the criterion for approval.

6. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant submitted the application on March 9, 2015 and was deemed complete on May 15, 2015. New Conditional Use, Design Review Three, Replat One, Loading Determination, and Zoning Map Amendment are being processed concurrently with the subject request for a Parking Determination. The Parking Determination application is dependent upon approval of the New Conditional Use, Design Review Three, and Zoning Map Amendment applications. Staff recommends a condition of approval which states that approval of the Parking Determination application is subject to approval of the associated applications.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **PD2015-0003 (West Coast Storage Expansion)** subject to the applicable conditions identified in Attachment H.

**ZMA2015-0004
ANALYSIS AND FINDINGS FOR
ZONING MAP AMENDMENT**

Section 40.97.15.1.C Approval Criteria

In order to approve a Quasi-Judicial Zoning Map Amendment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.

1. *The proposal satisfies the threshold requirements for a Quasi-Judicial Zoning Map Amendment application.*

The threshold identified in Section 40.97.15.1 of the Development Code states the following:

1. *The change of zoning designation for a specific property or limited number of specific properties.*

The applicant requests that the property at 9540 SW 125th Avenue (Map and Tax Lot 1S127CB07901) be rezoned from NS (Neighborhood Service) to R2 (Urban Medium Density) to allow for the expansion of the West Coast Self-Storage Facility.

Therefore, staff finds that the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant has paid the required fee for a Zoning Map Amendment.

Therefore, staff finds that the proposal meets the criterion for approval.

3. *The proposal conforms with applicable policies of the City's Comprehensive Plan.*

Staff has identified the following Comprehensive Plan criteria as applicable to the proposed Zoning Map Amendment.

3.13.4 Goal: Establish Medium Density Residential areas to allow for single family attached and detached, and multiple-family developments.

The subject site is an existing car wash facility. Policy 3.13.4.a states that zoning districts should be applied as shown in the Comprehensive Plan and Zoning District Matrix. The subject site has a Land Use Designation of NR-MD (Neighborhood Residential-Medium Density). The implementing zones for the NR-MD designation are R2 and R4. The applicant proposes to change the zoning designation from NS to R2. The current zoning of the site, NS, is not an implementing zoning district of the NR-MD Land Use Designation. The proposed R2 designation is consistent with the Comprehensive Plan and Zoning

District Matrix. The subject site is surrounded by properties that are zoned R2, except for the property to the south which is zoned NS. The R2 zoning designation is consistent with the surrounding development.

Therefore, staff finds that the proposal meets the criterion for approval.

4. *All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.*

The subject site is located within a network of improved roadways, utilities and other critical facilities. The site currently contains a car wash facility, which is proposed to be removed and replaced with an expanded self-storage facility under the concurrently processed land use applications. Critical facilities are evaluated in the Facilities Review section of this staff report, see Attachment A above. The Facilities Review Committee found that all critical facilities are available or can be made available to the subject site.

Therefore, staff finds that the proposal meets the criterion for approval.

5. *Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.*

The subject site is located within a developed neighborhood. The site currently contains a car wash facility, which is proposed to be removed and replaced with an expanded self-storage facility under the concurrently processed land use applications. Essential facilities are evaluated in the Facilities Review section of this staff report, see Attachment A above. The Facilities Review Committee found that all essential facilities are available or can be made available to the subject site.

Therefore, staff finds that the proposal meets the criterion for approval.

6. *The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).*

The subject parcel (Map and Tax Lot 1S127CB07901) is proposed to be zoned from NS to R2. The proposed removal of the carwash facility and expansion of the self-storage facility meets the applicable site-development standards of Chapter 20, as evaluated in the Facilities Review report, Attachment A. The applicant proposes a Conditional Use application to allow the expansion of the existing self-storage facility on the subject site, which will be evaluated concurrently with this Zoning Map Amendment. The Zoning Map Amendment is not dependent upon approval of the Conditional Use permit as other uses are permitted in the R2 zoning district.

Therefore, staff finds that the proposal meets the criterion for approval.

- 7. The proposal shall include a Traffic Impact Analysis that meets the requirements of 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.**

Developments which add 200 or more trips per day to the transportation system are required to conduct a Traffic Impact Analysis (TIA). Based on the letter from Rebecca Hamilton of Lancaster Engineering (dated March 4, 2015), the proposed development will result in 174 trips per day, which is actually a decrease of 46 trips per day when compared to the existing self-storage facility and car wash. The R2 zoning designation is consistent with the Land Use Designation for the site, NR-MD. Therefore, no TIA is required.

Therefore, staff finds that the proposal meets the criterion for approval.

- 8. As an alternative to 40.97.15.1.C.8, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.**

Developments which add 200 or more trips per day to the transportation system are required to conduct a Traffic Impact Analysis (TIA). Based on the letter from Rebecca Hamilton of Lancaster Engineering (dated March 4, 2015), the proposed development will result in 174 trips per day, which is actually a decrease of 46 trips per day when compared to the existing self-storage facility and car wash. The R2 zoning designation is consistent with the Land Use Designation for the site, NR-MD. Therefore, no TIA is required.

Therefore, staff finds that the proposal meets the criterion for approval.

- 9. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.**

All submittal requirements identified in Section 50.25.1 of the Development Code are contained in the submittal package.

Therefore, staff finds that the proposal meets the criterion for approval.

- 10. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.**

The applicant has submitted the required application materials for review of a Zoning Map Amendment application in the proper sequence. Conditional Use, Design Review Two, Replat One, Loading Determination, and Parking Determination applications have been filed concurrently. No other applications are required with the proposed zone change.

Therefore, staff finds that the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **ZMA2015-0004 (West Coast Storage Expansion)** subject to the applicable conditions identified in Attachment H.

**CONDITIONS OF APPROVAL
West Coast Storage Expansion**

CU2015-0002 / DR2015-0024 / LD2015-0010 / LO2015-0002 / PD2015-0003 / ZMA2015-0004

CU2015-0002-New Conditional Use

1. Ensure that all associated applications, including Design Review Three, Replat One, Loading Determination, Parking Determination and Zoning Map Amendments have been approved and are consistent with the submitted plans. (Planning Division/JF)

DR2015-0024-Design Review Three

A. Prior to any work beginning on-site and issuance of a Site Development Permit, the applicant shall:

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, facility plantings, emergency vehicle access and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
7. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer (meeting the standards set by the City Engineer as specified in the Engineering Design Manual

Chapter 6, 610.L). The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)

8. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
9. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the 2006 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
10. Provide final construction ready plans and a full design storm water report for treatment and on-site detention as generally depicted on the submitted preliminary utility plan, landscaping plan, and drainage report that demonstrate full compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to development water quality treatment. The final plans shall including reshaping and replanting of the existing on-site storm water management facility. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event. On all plan sheets that show grading and elevations, the 100 year inundation level and path of system overflow shall be identified (Site Development Div./JJD).
11. When or as required, have obtained the City Building Official's courtesy review approval of the proposed site utility plan for private plumbing needed to serve the development including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
12. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./JJD)
13. Submit to the City a certified impervious surface determination of the proposed project by the applicant's engineer, architect, or surveyor. The certification shall include an analysis and calculations of all impervious surfaces as a total for the development and for each proposed final lot. Specific types of impervious area totals, in square feet, shall be given for buildings, parking lots/driveways, sidewalk/pedestrian areas, storage areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on each lot. (Site Development Div./JJD)
14. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed for the entire project. (Site Development Div./JJD)
15. Provide plans for street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works

Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD & Transportation/ KR)

16. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
17. Provide plans that show the installation of at least 2 long bicycle parking spaces. These spaces may be located within the building, if adequate signage is provided, or outside of the building if covered and lighted. (Transportation / KR)
18. AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) Aerial access roads require a minimum width of 26 feet; revise plans to show the location and minimum width. (TVF&R/JF)
19. AERIAL APPARATUS OPERATIONS: At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) Show location of aerial access on the plans that complies with these minimum requirements. (TVF&R/JF)
20. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) Painted curbs and/ or no parking signs will be required for this project. (TVF&R/JF)
21. FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS: Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1) Revise plans to show a 26 foot wide fire department access at the hydrant location. (TVF&R/JF)
22. SURFACE AND LOAD CAPACITIES: Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) Document this minimum requirement on the plans. (TVF&R/JF)

23. GATES: Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6): An electronic Knox switch will be required for the proposed gate. (TVF&R/JF)
24. COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW: The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. Provide fire flow calculations.
- Note: Appendix B, Section B106, Limiting Fire-Flow is also enforced, save and except for the following:
- In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
 - In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1 (TVF&R/JF)
25. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in (OFC Table C105.1) Fire flow calculations indicated in the Item above, will specify the minimum number of fire hydrants required. (TVF&R/JF)
26. FIRE DEPARTMENT CONNECTIONS: A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13) Specify the proposed location of the FDC on the plans. FDC's must be remote from the buildings that they serve. (TVF&R/JF)
27. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) A Knox box, in addition to the electronic Knox switch for the gate, will be required for this building. (TVF&R/JF)
28. Ensure that all associated applications, including Conditional Use, Design Review, Replat, Loading Determination, Parking Determination and Zoning Map Amendment have been approved and are consistent with the submitted plans. (Planning Division/JF)
29. Provide a plan showing screening of the ground mounted utility structures with evergreen plants meeting a minimum height of one foot greater than the structure and a minimum opacity of 90% within two years of planting. (Planning Division/JF)
30. Provide a plan showing compliance with B-3 buffer planting standards for the northern property boundary. (Planning Division/JF)
31. Provide a lighting plan showing lighting compliance with the Technical Lighting Standards for all drive isles within the site. (Planning Division/JF)

32. Ensure that all associated applications, including Conditional Use, Replat One, Loading Determination, Parking Determination and Zoning Map Amendments have been approved and are consistent with the submitted plans. (Planning Division/JF)

B. Prior to building permit issuance, the applicant shall:

33. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)

34. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)

35. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all at-risk elements of the new construction are at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water conveyance and management facilities. The overflow elevation and one-foot-higher minimum finished floor elevation shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. (Site Development Div./JJD)

36. Have submitted the paper copies of the draft final plat needed for City review and to the County Surveyor to begin processing. (Site Development Div./JJD)

C. Prior to Final Plat approval, the applicant shall:

37. Have commenced construction of the site development improvements to provide minimum critical public services (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./JJD)

38. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. Additionally, the application shall submit quit-claim deeds and exhibits as needed to release prior easements on the site for previous encumbrances not being retained to allow recording prior to or concurrently with the final plat. (Site Development Div./JJD)

39. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording at Washington County Records concurrent with the final plat. (Site Development Div./JJD)

40. Ensure that appropriate crossover access easements are provided for the two shared driveways. (Transportation / KR)

D. Prior to Occupancy, the applicant shall:

41. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
42. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
43. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
44. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
45. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
46. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div./JJD)
47. Install a wide angle mirror on the SW corner of Building B to improve visibility for patrons using the parking and loading spaces on the north side of Building A. (Transportation / KR)
48. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning Div./JF)
49. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning Div./JF)
50. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./JF)
51. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning Div./JF)
52. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Deciduous trees shall have straight trunks and be fully branched, with a minimum caliper of 1-1/4 inches and a minimum height of 8 feet at the time of planting, except that dwarf and compact varieties may be may be approved at any size. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning Div./JF)
53. All mechanical units, roof or ground mounted, must be screened from view of public streets and adjacent properties. (Planning Div./JF)

E. Prior to release of performance security, the applicant shall:

54. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
55. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment/replacement of the vegetation and restoration of full function within the private surface water management facility area, as determined by the City Engineer. If the plants are not well established or the facility not properly functioning (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Div./JJD)

LD2015-0010-Replat One-Lot Consolidation

1. Ensure that the Zoning Map Amendment has been approved for Tax Lot 7901 of Map 1S127CB. (Planning Division/JF)

LO2015-0002-Loading Determination

1. Ensure that all associated applications, including Conditional Use, Design Review Three, Replat One, Parking Determination and Zoning Map Amendments have been approved and are consistent with the submitted plans. (Planning Division/JF)

PD2015-0003-Parking Determination

1. Ensure that all associated applications, including Conditional Use, Design Review Three, Replat One, Loading Determination, and Zoning Map Amendments have been approved and are consistent with the submitted plans. (Planning Division/JF)