



August 30, 2024

### APPLICANT'S STATEMENT

**APPLICANT:** Bret Flory  
1913 Gardengrove Ct  
Plano, TX 75075

**OWNER:** 13705 SW Farmington Rd  
LL&F Investment & Co  
13930 S.W. Benchview Terrace  
Tiggard, OR 97223

**OWNER:** 13685 SW Farmington Rd, 4400 SW Rose Ln, 13655 SW Farmington Rd,  
Carol Kadel/CLMC LLC  
9740 S.W. Lakeside Dr  
Tiggard, OR 97244

**REQUEST:** Conditional Use Application for the existing Auto Body Shop at 3685 SW Farmington Rd, 13655 SW Farmington Rd, 4400 SW Rose Ln and for it's proposed expansion at 13705 SW Farmington Rd

### SITE LEGAL DESCRIPTION:

13705 SW Farmington Rd. -  
LADD & REED ADD TO BEAVERTON, LOT PT 7, ACRES 0.49

13685 SW Farmington Rd  
LADD & REED ADD TO BEAVERTON, LOT PT 7, ACRES 0.12

4400 SW Rose Ln  
LADD & REED ADD TO BEAVERTON, LOT PT 7, ACRES 0.59

13655 SW Farmington Rd  
LADD & REED ADD TO BEAVERTON, LOT PT 7, ACRES 0.77

### LOCATION:

Existing Auto Body Paint Shop Facility  
13685 SW Farmington Rd, 4400 SW Rose Ln, 13655 SW Farmington Rd

Proposed Expansion  
13705 SW Farmington Rd.

### LAND USE DISTRICT:

GC – General Commercial

## **I. APPLICABLE REGULATIONS**

A. City of Beaverton Comprehensive Plan

B. City of Beaverton Development Code:

Section 20.10 Commercial Land Use Districts

Section 40.03 Facilities Review Committee

Section 40.15 Conditional Use

Section 50.20 Pre-Application Conference

Section 50.30 Neighborhood Review Meeting

Section 60.30 Off-Street Parking

## **II. AFFECTED JURISDICTIONS**

Domestic Water: City of Beaverton

Drainage: City of Beaverton and Clean Water Services

Erosion Control: Clean Water Services

Fire Protection: Tualatin Valley Fire and Rescue

Parks: Tualatin Hills Park & Recreation District

Police Protection: Beaverton Police Department

Schools: Beaverton School District

Sewer: Clean Water Services

Streets: City of Beaverton

Water Quality/Quantity: Clean Water Services

## **III. BACKGROUND**

The Applicant is requesting a Conditional Use Permit for the existing Auto Body Paint & Repair Shop at 3685 SW Farmington Rd, 4400 SW Rose Ln, 13655 SW Farmington Rd and for it's proposed expansion at 13705 SW Farmington Rd that will be used for additional production spaces and offices. The subject properties are accessible from SW Farmington Rd and are zoned General Commercial. Per Beaverton Development Code, the use is considered Automotive Service, Major and would require a Conditional Use permit. No major exterior building and site updates are proposed.

All necessary utilities (i.e., power, sanitary sewer, water, etc.) are presently available to the site. No new utilities are proposed to the existing building as all services are existing. No portion of the site is impacted by wetlands or 100-year flood plain.

It is the intent of the owner and all consultants to construct a quality project within the standards set by City of Beaverton for Building and Engineering Design and to meet the requirements of the ordinance and any conditions that are set forth.

## **Details about the type of proposed operation (including hours of operation)**

All repair activities will be conducted in-doors and completely screened from public view. Public parking will be located at the front. Vehicles received for repair shall be limited to locations designated in the site plan. All parts, materials and equipment shall be stored within an enclosed building. There will be no visible equipment, parts and materials outside the building.

### **a. Facility Information:**

Expansion - 13705 SW Farmington Rd

- Site Area: 0.49 Acre Lot +/-
- Bldg SF: 5,760 SF +/-
- Hours of Operation. 7:30 a.m. – 5:30 p.m. Monday through Friday
- Total Full-Time Employees on-site: approximately 6

Existing – 13685 SW Farmington Rd & 4400 SW Rose Ln

- Site Area: 0.71 Acre Lot +/-
- Bldg SF: 11,938 SF +/-
- Hours of Operation. 7:30 a.m. – 5:30 p.m. Monday through Friday
- Total Full-Time Employees on-site: approximately 10

Existing – 13655 SW Farmington Rd

- Site Area: 0.77 Acre Lot +/-
- Bldg SF: 11,050 SF +/-
- Hours of Operation. 7:30 a.m. – 5:30 p.m. Monday through Friday
- Total Full-Time Employees on-site: approximately 10

### **b. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.**

**Noise** – The type of facility proposed shall be limited to vehicle body “prep”, parts replacement and finishing work room. Typical repairs include hood replacement, fender repair, hail damage, light interior, molding and windshield replacement. Inherently, these types of repairs are not loud enough to project recognizable sound beyond the proposed property lines. Furthermore, this facility shall operate with all exterior doors closed. The shop contains a full HVAC System that shall provide climate control year-round. With all doors closed, there should be no nuisance to neighboring properties in the way of noise.

**Dust** – Within the facility, light dust is to be expected. The amount of dust is akin to a classroom chalkboard. Regularly scheduled cleaning ensures control. All sanding is performed with a filtered vacuum assist sanding machine.

- Exterior – the only dust that would be on this facility would be that which blew in from adjacent properties. This facility has adequate paving, perimeter landscaping and screening walls. Nothing that occurs within the premises this site generates dust. Any dust that enters the site would likely attach to perimeter landscaping and not pass through to the adjacent properties.

### **c. Operator and Safety Guidelines:**

As a multi-state/multi-operator of Body Shops, Caliber Collision is well versed in the procedures and requirements to divert any operational hazards. Prior to opening for business, Caliber Collision will secure a Business License to operate said facility. Any

hazardous material shall be documented, handled and/or stored per local, state and federal requirements. The proposed facility (site and building) will be designed by licensed Architects/Engineers who are thoroughly versed in Body Shop Designs. Final interior designs shall be designed by same Architects/Engineers. Interior Lighting, HVAC Ventilation, and Storm Sewer oil/sand interceptors shall be properly placed to facility safe conditions within and outside the entire property. These designs shall receive City of Beaverton a Plans Review/Permit approval to ensure structural, life safety, ADA and Building Code compliance for the proposed operations. Furthermore, the operator implements specific operational and safety guidelines that secure on-going daily assurance of employee, customer, property and surrounding area safety.

The operator implements specific operational and safety guidelines that secure on-going daily assurance of employee, customer, property and surrounding area safety. These include:

**Drug Testing** – Applicants are required to pass drug screening. Once employed, Caliber reserves the right to perform both random and/or employee-specific testing. Any failure results in immediate loss of employment.

**Authorized Employment** – Applicants are required to provide proof of citizenship and/or verification that they are authorized to be lawfully employment in the US.

**Background Checks** – Applicants are required to pass a background check. This includes but is not limited to any incidents involving sexual crime, child endangerment, and other acts of violent nature.

**Facility Management** – Each facility is managed with adequate and competent staff to oversee and monitor the repair services and customer interface.

**Safety Training** – Given the nature of using automated machinery and restoration supplies, each employee is required to complete and continue ongoing safety training. All equipment used is state of the art and properly maintained. This instruction safeguards the employees, the environment, the clients, their vehicles and all neighboring facilities.

All training guidelines ensure prevention of the following:

- i. Loud noise, fumes, odors, dust, vibration, illumination
- ii. Fire, explosions, flooding,
- iii. Contamination of persons, property or nearby equipment

**Environmental Protection Agency and other Governmental Regulations** – All products used, services rendered, and disposals of waste are highly regulated to prevent unwanted affects. All products and equipment are designed to ensure compliance. Laws and limitations are monitored and enforced so that any employee, clientele and passerby may be assured of a safe environment.

#### IV. FINDINGS

##### A. CITY OF BEAVERTON COMPREHENSIVE PLAN

**Goal 3.7.1: Enhanced Commercial Centers and Corridors. The following policies apply to all Commercial Centers and Corridors.**

**Policies:**

Policy a) Over time, new development and redevelopment should improve accessibility and comfort for non-auto modes, including

- i. Improving pedestrian and bicycle connections within and between sites
- ii. Enhancing or creating multi-modal connections wherever feasible
- iii. Providing direct pedestrian connections to, and amenities near, transit stops
- iv. iv. Providing a more visually engaging and appealing street frontage through the addition of buildings adjacent to the street, enhanced landscaping, more pedestrian scale signage, etc.
- v. Providing safe and convenient paths for pedestrians within large parking areas

Policy b) Emphasize commercial and employment uses, and limit ground floor residential uses to preserve land to meet the city's employment needs.

Policy c) Allow for housing as part of an integrated mixed use development, generally behind or above commercial uses, and buffered from high-traffic roadways or uses incompatible with residential use.

**COMMENT:** The proposed Auto Body Paint & Repair Shop use will provide commercial and employment uses. No residential use is proposed on the site. This goal is satisfied.

**Goal 3.7.2: Regional Commercial: Provide suitable locations for commercial uses that serve the broader region and require large sites, significant access and visibility**  
**The following policies apply to Regional Commercial areas, in addition to policies under Goal 3.7.1.**

Policies:

Policy a) Allow for the continuation of auto-oriented uses and large-format commercial uses, while encouraging a transition to more compact and pedestrian-friendly development over time.

**COMMENT:** No changes to the existing driveways and sidewalks along Rose Lane and Farmington Rd. There will be no negative impact to existing pedestrian and traffic flow and will continue to have a pedestrian-friendly environment. This goal is satisfied

Policy b) Apply development regulations that:

- i. Allow commercial uses at a range of scales, including large-format retail, to address community needs
- ii. Allow automotive services (e.g. gas stations, car wash, and car repair)
- iii. Limit new land-intensive vehicle sales and service uses and uses requiring extensive outdoor storage to areas that are over a half-mile from a high-capacity transit station and that are not heavily used by pedestrians

**COMMENT:** The existing and proposed Caliber Collision locations are suitable for the use. There are similar businesses within the area that would also benefit from its operation drawing in clients. It is the intent of the design team, tenant/owner to adhere to the development regulations set forth by the City of Beaverton.

**Goal 8.3.1: Maintain and improve Beaverton’s air quality to increase livability and quality of life.**

Policies:

Policy a) Support efforts to reduce air pollutant emissions in the City and within the AQMA.

Policy b) Comply with the EPA, DEQ, and Metro approved plans to achieve federal, state, and regional air quality standards through the adopted regional control strategies

**COMMENT:** All services including painting will be done inside the building with closed doors. Within the facility, light dust is to be expected. The amount of dust is akin to a classroom chalkboard. Regularly scheduled cleaning ensures control. All sanding is performed with a filtered vacuum assist sanding machine. Paint booths are self-contained and complies with all codes in regard to spray booths and mix rooms. The paint mixing room exhaust fan will be installed to run continuously and remain in operation at all times. They use exhaust filter material for particle emissions with an exceptional removal efficiency rating. This goal is satisfied.

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

**Policies:**

Policy a) Noise impacts shall be considered during development review processes.

Action 1: Adopt and implement appropriate design standards for development permits for all commercial, industrial, high density, mixed use and transportation projects, and others as appropriate. Development applications should be required to demonstrate compliance with applicable noise level standards. Means of meeting the design standards might include, but are not limited to:

- Use of year-round landscape elements that absorb parking lot and street noise.
- Use of underground parking.
- Use of extra-thick windows.
- Facades constructed of materials that help to absorb sounds.
- Pervious surface landscape and parking lot materials that absorb sounds.
- Use of building materials that aid in the reduction of sound traveling through common floors and walls.
- Dampers on heating and cooling equipment.

**COMMENT:** The type of facility proposed shall be limited to vehicle body “prep”, parts replacement and finishing work room. Typical repairs include hood replacement, fender repair, hail damage, light interior, molding and windshield replacement. Inherently, these

types of repairs are not loud enough to project recognizable sound beyond the proposed property lines. Furthermore, this facility shall operate with all exterior doors closed. The shop contains a full HVAC System that shall provide climate control year-round. With all doors closed, there should be no nuisance to neighboring properties in the way of noise. This goal is satisfied.

## **B. CITY OF BEAVERTON DEVELOPMENT CODE**

### **B.1 SECTION 20.10 Commercial Land Use District**

#### 20.10.10 Purpose

##### 4.General Commercial (GC)

The GC District is intended to provide businesses requiring extensive land intensive outdoor storage and/or display of merchandise, equipment, or inventory.

##### **Comment:**

This request for a conditional use application for **Automotive Service, Major**. This proposed use is compatible with the existing Auto Services in the area. The existing buildings/sites is off Highway 217.

#### 20.10.15 Site Development Standards

The minimum required parcel area for a non-residential use in the GC zone is 7,000 sf. The existing parcels ranges from 21,344 sf to 33,541 SF. The minimum lot dimensions in the GC zone are 70 feet in width and 100 feet in depth. The existing parcels has a min width of 83 feet and a depth of at least 230 feet. The existing building is proposed to remain and meets the required setbacks. No new structures are proposed. The average height of the existing building is 19 ft and therefore, is less than the maximum allowed height of 60 feet. These standards are satisfied.

#### 20.10.20 Site Land Uses

**Comment:** Per the table in this section **Automotive Service, Major** use is a Conditional Use. This application is a Conditional Use application (Type 3)

### **B.2. SECTION 40.03 Facilities Review Committee**

Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The

applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable: [ORD 4265; October 2003][ORD 4404; October 2006] [ORD 4487; August 2008]

1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

**Comment:** The existing building is proposed to remain on the site and no exterior additions or changes to the building are proposed. The site is currently served by all critical facilities and services and will continue to be served with the proposed new use. This criterion is satisfied.

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its 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 (5) years of occupancy.

**Comment:** The existing building is proposed to remain on the site and no exterior additions or changes to the building are proposed. The site is currently served by all essential facilities and services and will continue to be served with the proposed new use. This criterion is satisfied.

C. The proposed development 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 application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).

**Comment:** The existing site and building are consistent with all of the applicable provisions of Chapter 20, as addressed above. This criterion is satisfied.

D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as 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 proposed development.



**Comment:** The proposal is consistent with the applicable provisions of Chapter 60. Off-street parking and bicycle parking are addressed below. The site has adequate vehicular parking in the existing parking lot. Bicycle parking will be added to the site upon approval of the conditional use. This criterion is satisfied.

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 facilities, 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.

**Comment:** The owner/tenant maintains the existing building and site facilities (i.e., landscaping, parking lot, etc.). This criterion is satisfied.

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

**Comment:** The proposed conditional use for Automotive Services, Major is on a site that is already developed with parking lot and sidewalks to the entries. There is also an existing sidewalk along the site's frontage of SW Farmington Rd and Rose Ln. The existing vehicular and pedestrian circulation pattern are proposed to remain and are safe and efficient for the use of the site. This criterion is satisfied.

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.

**Comment:** No new structures or public facilities are proposed. The existing building and site improvements are proposed to remain. The existing parking lot and access from SW Rose Lane provides adequate fire protection access to the site. This criterion is satisfied.

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

**Comment:** No new structures or public facilities are proposed. The existing building and site improvements are proposed to remain. The site has lighting that provides protection from crime and accidents. There are no existing hazardous conditions on the site due to inadequate, substandard or ill-designed development. This criterion is satisfied.

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.

**Comment:** The existing building and site improvements are proposed to remain. There is no grading or contouring proposed. Therefore, this criterion is not applicable.

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.

**Comment:** The existing building and site improvements are proposed to remain. There are ADA parking spaces provided right at the entrances of the buildings. This criterion is satisfied.

L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]

**Comment:** The required application materials have been submitted as part of the Conditional Use application to the City. This criterion is satisfied.

### **B.3 SECTION 40.15: CONDITIONAL USE**

#### 40.15.10 Applicability

The uses listed in Chapter 20 (Land Uses) for each zoning district as a Conditional Use shall be subject to the provisions of this section.

**Comment:**Automotive Service, Major is listed as a conditional use in the GC zone in Chapter 20. Therefore, a conditional use application is required and this section is applicable.

#### 40.15.15 Application

There are seven (7) Conditional Use applications which are as follows: Interim Washington County Use Type I, Minor Modification of a Conditional Use, Interim Washington County Use Type II, Major Modification of a Conditional Use, New Conditional Use, Planned Unit Development, and Modification of a Nonconforming Use. [ORD 4782; April 2020]

**Comment:** The proposal is for a new conditional use.

#### 40.15.15.5. New Conditional Use Approval Criteria

An applicant for a Conditional Use shall address compliance with all of the following Approval Criteria as specified in 40.15.15.5.C.1-8 of the Development Code:

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

**Comment:** The proposed use is Conditionally permitted in the underlying zoning district (GC-General Commercial) and a prior Conditional Use approval for the proposed use is not already in effect. [ORD 4332; January 2005] [ORD 4473; March 2008]

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

**Comment:** All fees have been submitted

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

**Comment:** The proposed development promotes sustainable redevelopment by reusing the existing building to a functional facility, this proposal contributes to the revitalization of the area while providing advantages to both residents and existing businesses

4. The size, dimensions, configuration, and topography of the site and natural and manmade features on the site can reasonably accommodate the proposal.

**Comment:** No proposed changes to the site that will affect size, dimensions, configuration, and topography of the site and natural and manmade features. The proposed use will be within the existing building/s on the site. The proposed use will have a minimal impact on livability of properties in the surrounding area. This criterion is satisfied.

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

**Comment:** No proposed changes to the existing building square footage and exterior of the buildings.

6. The proposed residential use located in the floodway fringe meets the requirements in Section 60.10.25.

**Comment:** The proposal does not include a residential use. This criterion is not applicable.

7. For parcel(s) designated Interim Washington County, the proposed use, identified in the land use designation previously held for the subject parcel(s), meets the use requirements identified in Washington County's Development Code.

**Comment:** The site is not designated in Interim Washington County. Therefore, this 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.

**Comment:** All applications and documents related to the conditional use request will be or have been submitted to the City. Any documents will be submitted to the City in the proper sequence. This criterion is satisfied

#### **B.4. SECTION 50.20: PRE-APPLICATION CONFERENCE**

1. With the exception of City initiated or Wireless Facility applications, a pre-application conference shall be required for all proposals which require Type 2, Type 3, or Type 4 applications. An applicant may choose to forgo the required pre-application conference for a Type 2 application upon completion of a form for that purpose provided by the Director. A pre-application conference is optional for an applicant for proposals which require only Type 1 applications. [ORD 4702; January 2017]

**Comment:**

A pre-application conference was held for the proposed conditional use on April 17, 2024. This standard is satisfied

#### **B.5. SECTION 50.30: NEIGHBORHOOD REVIEW MEETING**

1. The purpose of the Neighborhood Review Meeting is to allow neighbors, representatives from the Neighborhood Association Committee (hereinafter referred to as NAC), and interested persons an opportunity to become familiar with the proposal and to identify any associated issues. The Neighborhood Review Meeting is intended to assist in producing applications that are responsive to neighborhood concerns, and to reduce the likelihood of delays and appeals. The City expects an applicant to take into consideration the reasonable concerns and recommendations of the neighborhood when preparing an application. The City expects the neighbors and NAC to work with the applicant to provide reasonable concerns and recommendations.

2. Prior to submittal of an application subject to a Type 3 procedure, the applicant shall provide an opportunity to meet with neighboring property owners, residents and businesses (hereinafter collectively referred to as “neighbors”) as well as representatives from the NAC within whose boundaries the site is located or within the notice radius to review the proposal. The applicant shall not be required to hold more than one Neighborhood Review Meeting provided such meeting is held within six months prior to submitting an application for one specific site. This requirement does not apply to applications required by Design Review Three threshold number 7 (Section 40.20.15.3.A.7.) or applications for Quasi-Judicial Zoning Map Amendment (Section 40.97.15.1.), Discretionary Annexation Related Zoning Map Amendment (Section 40.97.15.4.). [ORD 4332; January 2005] [ORD 4483; June 2008] [ORD 4584; June 2012]

**Comment:**

A neighborhood meeting was held on June 3, 2024 for this proposed conditional use. The meeting was part of the NAC meeting on this date. All procedures for setting up the meeting and providing meeting minutes were followed. Documentation for the neighborhood meeting is included with the application. This standard is satisfied.

## **B.6. SECTION 60.30: OFF-STREET PARKING**

### 60.30.05 Off-Street Parking Requirements

Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.

1. Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.
2. Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.
3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for all multi-family residential developments of four units or more, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006]

#### **Comment:**

The owner/applicant will continue to maintain the existing parking lot. Bicycle parking will be added to the site upon approval of the conditional use and will be maintained by the owner of the site. Adequate vehicular and bicycle parking will be provided on the site.

### 60.30.10 Number of Required Parking Spaces

Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:

1. Parking Calculation. Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.
2. Parking Categories.
  - A. Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted

number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the Regional Center which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

1. Minimum number of required parking spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.

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

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

**Comment:**

Per Table 60.30.10.5.A, 3.9 vehicle parking spaces per 1,000 square feet of building is required in the CS zone for medical/dental clinics. The maximum allowed vehicle parking is 5.9 spaces per 1,000 square feet as the site is in Zone B. The required number of vehicle spaces for the existing 10,882 sq. ft. building is 43 spaces. The allowed maximum number of vehicle parking spaces is 65 spaces. The existing parking lot has 52 spaces (44 standard and 8 ADA spaces). Therefore, adequate parking exists on the site.

B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100

feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.

2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover longterm bicycle parking.

3. Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings. [ORD 4302, June 2004]

**Comment:**

This New Conditional Use is just a formal recognition of an existing use and no physical development is occurring. We would like to request that staff consider this as a continuation of an existing use and bike parking will remain as proposed.

60.30.15 Off-Street Parking Lot Design

All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:

**Comment:**

The existing parking lot is to remain in its current configuration. The parking lot has a combination of 60 degree and 90 degree parking spaces. The existing drive isles provides circulation through the site.

**V. SUMMARY AND CONCLUSIONS**

Based upon the findings of this report and the submitted supplemental graphics material, the applicant has demonstrated compliance with the requirements of the relevant sections of the Beaverton Development Code and the Comprehensive Plan for the requested conditional use for Automotive Service, Major in the GC zone. Therefore, the request should be approved.