



Staff Report

HEARING DATE: January 23, 2019

STAFF REPORT DATE: January 16, 2019

TO: Interested Parties

FROM: Sambo Kirkman, Senior Planner

PROPOSAL: **NPD Beyond Self Storage
CU2018-0019 / DR2018-0156 / PD2018-0004**

LOCATION: The site is located at 5355 SW 107th Avenue, north of SW Allen Boulevard at the terminus of SW 107th Avenue, specifically identified as Tax Lot 1000 on Washington County Tax Assessor's Map 1S115DA.

SUMMARY: The applicant, North Point Development, LLC, requests approval of the following land use applications for the NPD Beyond Self-Storage development:

- Design Review Type Three application to construct a new three-story self-storage facility approximately 149,500 square feet in size, with associated improvements and long-term vehicle storage.
- Major Modification of a Conditional Use application to expand the use of the site as a storage facility a conditional use within the Industrial zone that was approved in 2017.
- Parking Determination application to establish the off-street parking requirements for self-storage facilities, a use that is not specified in the city's off-street parking requirements.

APPLICANT: North Point Development, LLC
Sara Wergin
4825 NW 41st Street, Suite 500
Riverside, MO 64150

APPLICANT'S
REPRESENTATIVE:

Harper, Houf, Peterson, Righellis, Inc.
Brad Kilby
205 SE Spokane Street, Suite
Portland, OR 97202

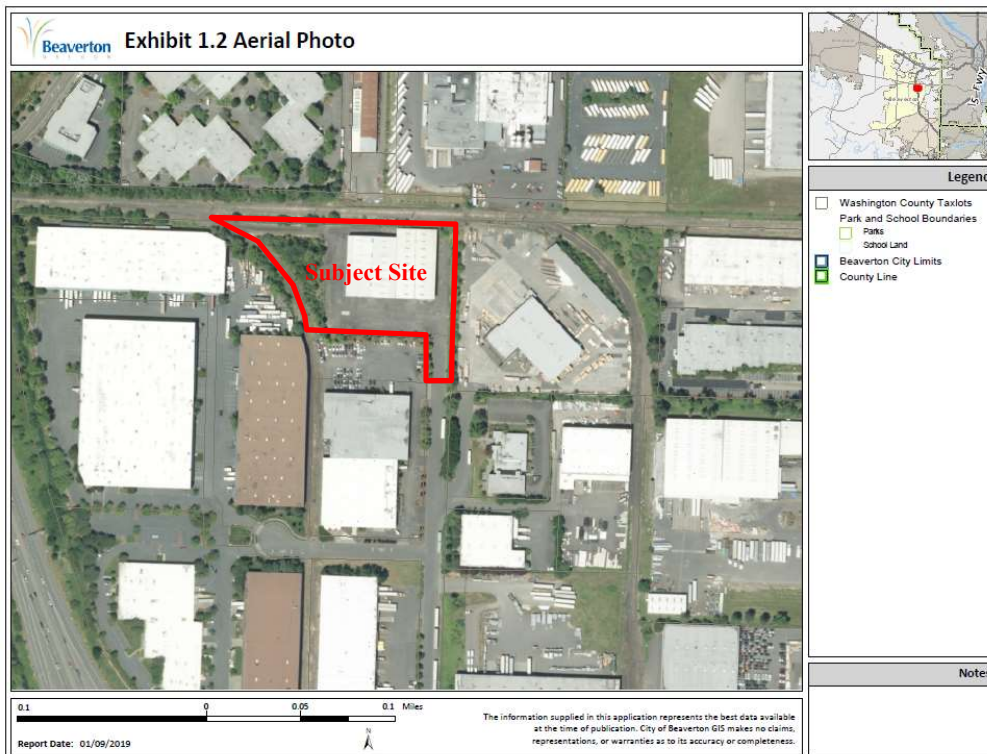
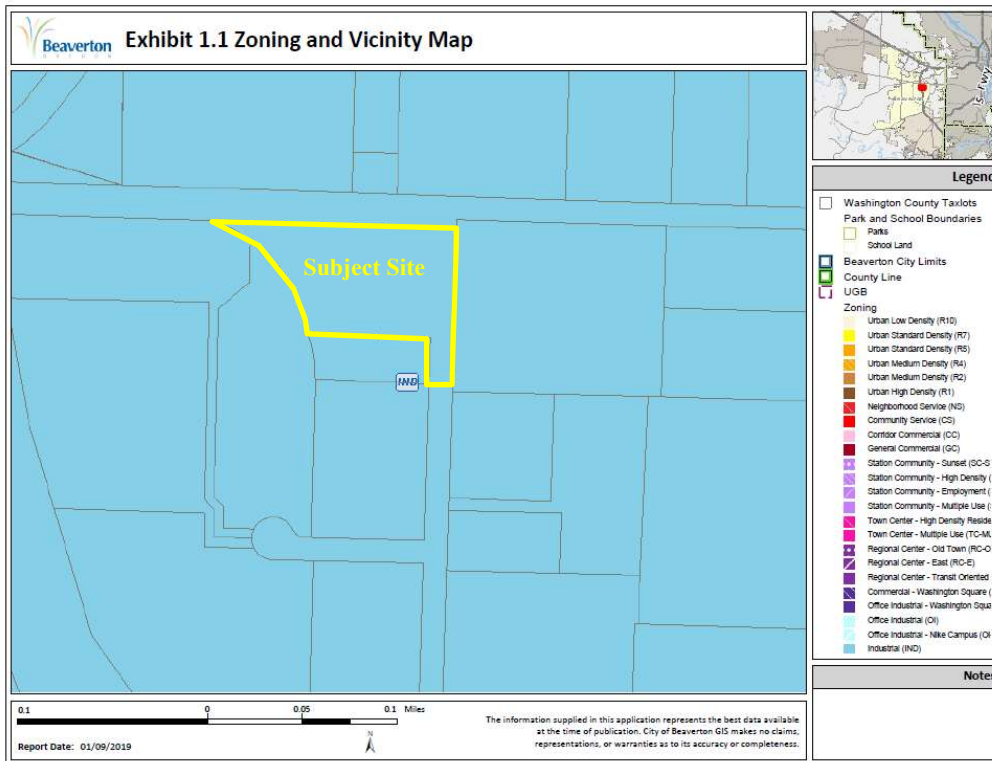
PROPERTY
OWNER:

Iron Gate Beaverton 2, LLC
Glen Aronson
305 Camino Bravado
San Clemente, CA 92673

RECOMMENDATION:

**APPROVAL of CU2018-0019 / DR2018-0156 / PD2018-0004
NPD Beyond Self-Storage**, subject to conditions identified at the
end of this report.

ZONING/VICINITY MAP AND AERIAL PHOTO



BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day*
CU2018-0019	Nov 6, 2018	Dec. 4, 2018	April 3, 2019	Dec. 4, 2019
DR2018-0156	Nov 6, 2018	Dec. 4, 2018	April 3, 2019	Dec. 4, 2019
PD2018-0004	Nov 6, 2018	Dec. 4, 2018	April 3, 2019	Dec. 4, 2019

* 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	Industrial (IND)	
Current Development	The site contains an existing warehouse building that is currently vacant.	
Site Size & Location	The site is located at the northern terminus of SW 107 th Avenue, and is approximately 3.5 acres in size.	
NAC	Denney Whitford / Raleigh West Neighborhood Association Committee	
Surrounding Uses	<u>Zoning:</u> North: IND South: IND East: IND West: IND	<u>Uses:</u> North: Industrial / Bus Barn South: Industrial East: Industrial West: Industrial

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<u>Attachment B:</u> CU2018-0019 Conditional Use (Major Modification)	CU1-CU7
<u>Attachment C:</u> DR2018-0156 Design Review Three	DR1-DR14
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Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (page SR-3 of this report)

Exhibit 1.2 Aerial Map (page SR-3 of this report)

Exhibit 2. Public Comment

No comments received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Submittal Package including plans

**FACILITIES REVIEW COMMITTEE DRAFT
TECHNICAL REVIEW AND RECOMMENDATIONS**

**NPD Beyond Self-Storage
CU 2018-0019 / DR2018-0156 / PD2018-0004**

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 twelve (12) criteria are applicable to the submitted Conditional Use (CU2018-0019) and Design Review (DR2018-0156) applications as submitted.**
- 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, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Public Water, Sanitary Sewer and Storm

The water service provider for the subject site is City of Beaverton through 8-inch and 12-inch waterlines located in an easement through the southern portion of the site. Sanitary and sewer lines are available from an existing line at SW 107th Avenue and within an easement along the eastern side of the site connecting to the city's sewer system. The City of Beaverton provides storm water drainage along the south side of the property connecting to the along Highway 217 by traversing properties to the west. The applicant has provided a preliminary drainage report showing how the proposed development does not adversely impact the city's storm water drainage system. The City Engineer in review of the proposal has determined that by meeting the conditions of approval at the end of this report, this ensures that proposal does not impact the level of facilities and services available. The capacity of the existing systems are adequate to support the increase uses of these critical facilities.

Transportation

The site is located at the terminus of SW 107th Avenue which connects to SW Allen Boulevard. No additional dedication is proposed at this time. However, the applicant has identified a 29-foot wide no-build area and a 15-foot pedestrian easement that in the future could potentially extend the transportation system on SW 107th Avenue as part of a larger redevelopment project. As proposed, the surrounding transportation system can accommodate the traffic expected to be generated by the proposed development.

ODOT has provided comments in the pre-application conference notes that the fencing required between the development and the railroad line is to be placed outside the right-of-way and meet ODOT standards. The proposal includes fencing along the western and northern property lines abutting the rail lines.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). The applicant has been working with TVF&R regarding fire protection for the development. NRG Fire Consulting has provided a letter, dated September 24, 2018, addressed the needed mitigation. By meeting the mitigation outlined in this letter, TVF&R has not provided conditions of approval related to this proposal; however TVF&R requirements will be verified at the time of Site Development Permit issuance.

The Committee finds that the proposed development will provide the required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

Therefore, the Committee finds that by meeting the conditions of approval, 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 ROW. The applicant’s plans and materials were forwarded to Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and City Police Department. The applicant states that essential facilities and services will be provided prior to occupancy and will include the following:

Schools

The subject site is within the Beaverton School District boundaries. The proposal does not include additional new dwelling units. Therefore, the proposal will not generate demand for services from the applicable public school system.

Pedestrian and Bicycle Facilities

The applicant states an easement to accommodate a future 10-foot wide multi-use path is proposed. The applicant's Site Plan shows a 15-foot pedestrian easement along the eastern property line to accommodate this future multi-use path. SW 107th Avenue is a local street that is identified in the City's connectivity plan as providing a multi-modal connection to the north along the eastern property line of the subject parcel. Due to barriers from the existing railroad right-of-way and the orientation of the existing development to the north, connection to the north would be limited to the subject property at this time. In the event that a connection can be made northward, the applicant has included a 15-foot pedestrian easement along the eastern property line to allow the future extension of this multi-modal path. The subject site is located at the terminus of 107th Avenue therefore, no frontage improvements are required. The applicant has proposed driveway approach improvements, including a pedestrian walkway, connecting on-site improvements to SW 107th Avenue. Construction of a commercial driveway approach has been conditioned through this review

Police

To the date of this report Beaverton Police have not provided comments or recommendations to the Facilities Review Committee. Beaverton Police will serve the development site and any comments will be forwarded to the applicant.

Transit Improvements

Tri-Met provides transit service along Allen Boulevard via Bus Route No. 53. The No. 53-Arctic/Allen runs on a loop from and to the Beaverton Transit Center along Lombard, Beaverton-Hillsdale Highway, Griffith, 5th, Western, Arctic, Allen during the weekday morning and evening rush hours only. Bus Route No. 53 is west-bound in the morning on the north side of Allen and east-bound in the evening on the south side of Allen. The closest west-bound morning stop is at the northeast corner of the intersection of 107th and Allen Boulevard and the closest east-bound evening stop is on the south side of Allen Boulevard, between 107th and Western Avenue. The nearest stop is approximately one-third of a mile from the proposed development site. The proposed improvements to the site include pedestrian access to 107th Avenue and, thus, pedestrian access to transit service. The site is adequately served by transit and the proposal does not warrant additional transit stops.

In summary of the above, the Committee finds that the proposed development will provide required essential facilities, as conditioned.

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 to the applicable Code requirements of Chapter 20 for the Industrial zone as applicable to the above mentioned criteria. Staff has reviewed the compliance with Chapter 20 and as demonstrated in the chart at the end of this report, the development proposal meets all applicable standards of this zone.

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

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 proposal.

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60, in response to the above mentioned criteria. Staff will address Section 60.05. (Design Guidelines) to the separate findings prepared for Design Review Three.

The applicant states the proposal complies with all applicable provisions of Chapter 60. However in reviewing the applicant's parking analysis, staff recommends four additional required parking spaces. The proposal is for a self-storage facility approximately 149,500 square feet in size. When calculating the parking ratio using the Warehouse/Storage Facility parking ratio, a use closest to the self-storage use, the development would require 45-75 parking spaces. The applicant's proposal includes a Parking Determination application requesting a ratio that is more accurate to the self-storage use. The applicant proposes 10 parking spaces with only nine meeting the city's requirement. The applicant's Civil Site Plan (Sheet C2) identifies one parking space adjacent to the southern elevation of the building that does not meet city standard. The applicant has requested a parking determination to address the required number of parking spaces for the site. In reviewing the Parking Determination, for a 965 unit facility the minimum number of spaces appropriate for this type of use appears to be 13 spaces based on the ITE manual identified by the applicant's traffic memorandum dated November 6, 2018. The traffic memorandum also shows as the other storage facilities smaller than this proposal requiring up to 11 spaces. Staff recommends an additional four spaces be provided on this site that meet city standards for a total of 13 spaces, which includes replacing the one required parking space proposed adjacent to the southern elevation.

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 states that the developer of the facility intends to construct and maintain the operation of this facility under their ownership. Staff finds that the design of the development does not preclude the continued maintenance of private common facilities. Staff finds that adequate means can be provided to ensure continued and periodic maintenance.

Therefore, the Committee finds 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 vehicle drive aisles and on-site pedestrian walkways with a minimum five foot width, which connect all buildings on site and connection to the public street system.

The proposed internal pedestrian pathway system is efficient because pathways are located adjacent to building, connected to the required parking, and provided at the entrances of the building. A pedestrian connection is also provide along the flag portion of the lot also connecting the building entrance within the 15-foot wide pedestrian easement. To ensure these pedestrian walkway are clearly visible from the vehicle circulation area staff recommends a condition that all internal pedestrian pathways that cross intersections or travel lanes include unique materials, color, or pattern which differentiate the pathway from the travel lane. This visual differentiation provides for improved safety as drivers are made aware of pedestrian crossings.

The proposal includes truck turning diagrams that demonstrate trucks can enter, circulate, and exit the site without conflict with any parking, buildings or other physical improvements on site.

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 a standard driveway approach to differentiate between SW 107th Avenue and the development site. A condition of approval for construction of a commercial driveway approach has been included. The approach will ensure that vehicles do not mistake the driveway as a public street. No obstructions are proposed within the driveway vision clearance triangle.

The proposal includes a 15-foot wide pedestrian easement along the eastern property line to accommodate future connectivity in this area in the event future redevelopment of the area results in a multi-use path connecting SW 107th Avenue to developments north of the subject site.

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.

The applicant states the proposed development will have adequate fire protection. Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). TVF&R have not provided conditions of approval related to this proposal; however TVF&R requirements will be verified at the time of Site Development Permit issuance. The proposal will also need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with other TVF&R standards. Removing existing structures from the properties will require a Demolition Permit.

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 crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.

The applicant states the project is designed to comply with flood plain regulations. 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. The proposed sidewalks and walkways will be adequately lighted to provide for safe pedestrian circulation.

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.

While the site is currently developed, the preliminary grading plan shows some grading for the existing site to accommodate the redevelopment of the subject site. The applicant states the proposed design will prevent adverse consequences of the grading process to protect nearby properties, public ROW, surface drainage, water storage facilities and the public storm drainage system. Grading standards are addressed in the design guidelines in Section 60.05 of the Development Review application. The applicant must show compliance with Site Development erosion control measures at the time of Site Development permit issuance. With the recommended conditions of approval, grading and contouring of the site can be designed to accommodate the proposed use and mitigate adverse effects, thereby meeting this criterion for approval.

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 states all applicable access standards of the International Building code, Fire Code and other standards as required by the American Disabilities Act (ADA) will be met. Compliance with ADA requirements are reviewed with the Site Development and Building Permit applications.

Therefore, the Committee finds the proposal meets the criterion.

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

The applicant submitted the land use applications on November 6, 2018 and was deemed complete on December 4, 2018. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements, as identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion.

**Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Industrial (IND) District**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.15.20. Land Uses			
Use, Permitted	Conditional: Self-Storage Facilities	Modification to the approved self-storage facility use on the subject site due to the applicant's request to increase the size of the use from approximately 87,500 square feet to approximately 149,500 square feet.	Refer to CU Findings
Development Code Section 20.15.15. Site Development Standards			
Minimum Parcel Area	None	Site is approximately 3.5 acres in size. No proposed modifications to parcel size.	N/A
Lot Dimensions Minimum Width Minimum Depth	None None	No proposed modifications to lot dimensions	N/A
Minimum Yard Setbacks ¹			Yes
1. Any Yard Abutting a Residential Zone	75 feet 35 feet	N / A Front: 65 feet	
2. Front	10 feet	Side: 28.9 feet (east) 115 feet (west)	
3. Side ^{1 2}	None abutting railroad spur (west)		
4. Rear ²	None	Rear: 20 feet (north)	
Building Height Maximum ³	45 feet	40feet	Yes

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05-Design Standards			
Design Review Principles, Standards, and Guidelines	Requirements for development.	Design Review guidelines will be reviewed in the Design Review portion of the staff report.	See Findings for DR2018-0156
Development Code Section 60.10 – Floodplain Regulations			
Floodplain Regulation	Requirements for properties located in floodplain, floodway, or floodway fringe.	<p>The subject site is located in the floodplain. Proposal must meet City, CWS and FEMA requirements. Per City of Beaverton Code, floor elevations must be a minimum of one foot above the flood elevation and no net loss of flood storage is allowed. Net site cuts and fills will need to be balanced to the extent that no loss of flood storage occurs at any given site elevation.</p> <p>To ensure appropriate design and construction related to applicable floodplain regulations, the Committee recommends conditions of approval through the Design Review application.</p>	Yes, as conditioned
Development Code Section 60.25 – Off-Street Loading			
Required Loading Spaces	<u>Commercial</u> 50,001 – 100,000 = 3 (B-Berth). Each additional 50,000 = 1 additional (B-Berth)	The applicant proposes a commercial storage facility approximately 149,500 square feet in size, staff concurs with the applicant commercial establishment is the appropriate category to determine the number and type of loading areas to be provided. The proposal requires four (4) B-type berths, which the applicant has provided along the southern elevation of the building meeting the B-type berth size requirement.	Yes
Development Code Section 60.30– Off-Street Parking			
Required off-street motor vehicle parking (Zone B)	<u>Storage Facility</u> Min: 0.3 space per 1,000 square feet Max: 0.5 space per 1,000 sq. ft.	Refer to Facilities Review Committee findings herein recommending an additional four required off-street parking spaces be provided on this site that meet city standards for a total of 13 spaces.	Yes, as conditioned

Required Bicycle Parking	<u>Storage</u> Short: Not Required Long: 2 spaces or 1 space per 80,000 square feet.	Based on the requirements in Section 60.30.10 the applicant proposes to provide two (2) long-term bicycle parking spaces in the Manager's Unit internal to the building.	Yes
Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	<u>60.55.15 Traffic Management Plan</u> The application does not require a Traffic Management Plan since SW 107 th Avenue is not a residential street. <u>60.55.20 Traffic Impact Analysis</u> The proposed develop is not expected to generate 300 vehicle trips or more, therefore a Traffic Impact Analysis is not needed. <u>60.55.25 Street and Bicycle and Pedestrian Connection Requirements</u> The proposal includes on-site pedestrian walkways with a five foot width, which connects the building to the required parking spaces and also provides a connection to the public street system. The Beaverton Comprehensive Plan shows that in the future, SW 107th Avenue is to be extended to the north, as shown on Figure 6.18 of the Local Connectivity Maps. Due to barriers from the existing railroad right-of-way and the orientation of the existing development to the north, connection to the north would be limited to the subject property at this time. In the event that a connection can be made northward, the applicant has included a 15-foot pedestrian easement along the eastern property line to allow the future extension of this multi-modal path. <u>60.55.30 Minimum Street Widths</u> The Beaverton Comprehensive Plan classifies SW 107 th Avenue as a Local Street, which terminates at the site. The proposal includes a standard driveway	Yes, as conditioned

		<p>approach to differentiate between SW 107th Avenue and the development site. A condition of approval for a commercial driveway approach is included. As the site is located at the terminus of SW 107th Avenue no additional frontage improvements are required.</p> <p><u>60.55.35 Access Standards</u> The proposal includes one driveway approach on SW 107th Avenue. No obstructions are proposed within the driveway vision clearance triangle.</p> <p>Therefore, with fulfillment of the recommended conditions of approval the criteria found in Chapter 60.55 are met</p>	
Development Code Section 60.60-Trees & Vegetation			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	The site contains Community Trees and Landscape Trees. The proposal includes removal of four Community Trees from the site. Per Section 40.90.10.1, up to four Community Trees may be removed within a one (1) calendar year period. No mitigation is required.	Yes
Development Code Section 60.65-Utility Undergrounding			
Utility Undergrounding		<p>The applicant states existing overhead power and telephone wires in the southeastern corner of the building will be removed and placed underground with existing overhead utilities along the eastern property line to remain in place.</p> <p>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. No utility service lines to the structures shall remain overhead on site. To meet the requirements of Section 60.65, staff recommends conditions of approval.</p>	Yes- with COA

**CU2018-0019
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL**

Section 40.03.1 Facilities Review Approval 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:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L as conditioned, and therefore meets the criterion for approval.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the facilities review approval criteria.

Section 40.15.15.2.C Major Modification of a Conditional Use Approval Criteria:

In order to approve a Major Modification of a 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 to construct a new self-storage facility building approximately 149,500 in size in the Industrial (IND) zoning district. Self-Storage Facilities are a conditional use in the IND zoning district. A previous Conditional Use for the self-storage proposal was issued for multiple self-storage buildings totaling approximately 87,500 square foot facility (CU2017-0004). The current proposal meets Major Modification of a Conditional Use Threshold No. 2 which reads:

- 2. An increase in the gross floor area of an existing Conditional Use by more than 25% or in excess of 3,000 gross square feet of floor area for all properties that are not located in a Residential zoning district and are located at a distance of more than 50 feet from a Residential 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 Major Modification of a 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 satisfies 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)

3.9 Employment and Industrial Land

3.9.1. Goal: Successful employment lands.

Policies:

- a) Emphasize and prioritize employment and industrial uses – ensure that other uses allowed within these plan designations support and do not detract from the desirability of these areas for employment and industrial uses.*

The applicant states the proposed use generates a low level of traffic and would not adversely impact the industrial uses surrounding the site. The prior conditional use approval determined the use of the site as a self-storage is compatible to the area. The subject site is fully within and surrounded by properties also zoned IND. Surrounding development and uses are typical of the allowed uses within the Industrial Zone.

The applicant's request may increase the use of the site, but the impacts to the surrounding areas remains low. The proposal includes demolition of an existing vacant warehouse building to construct a larger building to accommodate a new self-storage facility. The proposed building design is consistent with an industrial, warehouse function in an industrially zoned area and compatible to the surrounding area.

- b) Encourage design features and other measures that increase the availability and desirability of non-auto transportation options for employees and visitors.*

The applicant's proposal includes amenities such as pedestrian path, bicycle parking areas, and its one-third of a mile proximity to bus lines as options for employees and visitors. The proposal is subject to Design Review Guidelines which ensure development is designed in accordance with the City's vision to ensure appropriate and attractive development that includes non-auto transportation options.

- c) Provide employment land suitable to meet long-term and short-term employment growth forecasts, including encouraging increased employment densities and the reuse of underutilized employment land.*

The applicant states the project will develop an underutilized site that is vacant and currently provides no employment to the region. The self-storage use was approved in 2017 for this site. This application is to expand this use by proposing to remove the existing structure and to design one building that efficiently provides more square footage than was previously approved, thereby better utilizing this site.

3.9.3. Goal: Industrial Areas: Accommodate industrial and manufacturing uses that may conflict with housing and uses that draw the general public.

Policies:

- a) Protect space and land for uses needing access to freight routes and facilities.*
- b) Provide suitable locations for industrial and manufacturing uses that are not compatible with sensitive uses (e.g. schools, daycares, homes) or large amounts of foot traffic.*

The proposed self-storage facility includes demolition of an existing vacant warehouse building to construct a larger building to accommodate a new self-storage facility. The proposed building design is consistent with an industrial, warehouse function in an industrially zoned area. The subject site is fully within and surrounded by properties carrying the Industrial zoning designation. Surrounding development and uses are typical of the allowed uses within the IND zoning district.

The subject site is accessed by the current terminus of SW 107th Avenue from SW Allen Boulevard which serve the site and surrounding properties. 107th Avenue and Allen Boulevard currently accommodate the movement of large vehicles and can accommodate the needs of a self-storage facility. Future connection to the north from the terminus of SW 107th Avenue is shown in the city's Transportation System Plan and Transportation Element through the subject site. The proposal includes a 15-foot wide easement to provide a future multi-use path when redevelopment in the surrounding area accommodates this connection. The site also contains a 29-foot wide no-build area ensuring structures will not interfere with future connectivity of SW 107th Avenue.

- c) Allow uses that complement industrial uses and provide an appropriate amount of retail and services needed by employees with limitations that ensure the area functions well for industry and freight.*

Surrounding properties were developed for industrial uses and are typical building construction is tilt-up concrete with parapet walls and loading docks. The proposed parapet wall for the visible south elevation of the existing buildings is in keeping with surrounding building design patterns. The applicant states the self-storage use is similar to other storage uses in the IND zone. No retail uses have been identified for this site. Use of the site as a self-storage facility were determined to be complementary to the surrounding uses with the 2017 conditional use approval

- d) In applying zoning that allows non-industrial uses outright, consider:*
 - i. the potential for interference with the operation of industrial businesses in the district;*
 - ii. the potential for interference with the efficient movement of freight along identified freight routes;*
 - iii. the safety of employees and visitors; and*
 - iv. consistency with policies in the Metro Urban Growth Management Functional Plan pertaining to land designated by Metro as Industrial.*

The applicant proposes redevelopment of the site with a new three-story building at a maximum height of 40 feet to replace an existing vacant building. The building is subject to Design Review Guidelines which ensure development is designed in accordance with the City's vision to ensure appropriate and attractive development.

- e) *The Industrial designation may be applied in areas with excellent truck route access and/or access to freight rail lines.*

The applicant states the site is located within the boundary of significant industrial areas classified by Metro's Urban Growth Boundary Functional Plan and the city has zoned the site industrial.

Chapter 5 (Public Facilities and Services) 5.4.1a/b 5.5.1a-c 5.6.1a/b

Public Facilities and Services such as stormwater, water, and sanitary sewer are addressed in the Facilities Review portion of this report, Exhibit A. The Facilities Review Report finds that by meeting the conditions of approval, all public facilities and services are provided or can be provided at the time of development.

Chapter 6 (Transportation Element)

6.2.3. Goal: A safe transportation system.

- g) *Maintain access management standards for streets consistent with City, County, and State requirement to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.*

The subject site is accessed by the current terminus of SW 107th Avenue from SW Allen Boulevard which serve the site and surrounding properties. SW 107th Avenue and Allen Boulevard currently accommodate the movement of large vehicles and can accommodate the needs of a self-storage facility. Future connection to the north from the terminus of SW 107th Avenue is shown in the city's Transportation System Plan and Transportation Element through the subject site. The proposal includes a 15-foot wide easement to provide a future multi-use path when redevelopment in the surrounding area accommodates this connection. The site also contains a 29-foot wide no-build area ensuring structures will not interfere with future connectivity.

The existing driveway location for the subject site is proposed to remain, with proposed driveway and pedestrian improvements. The location of the driveway on SW 107th coupled with the number of associated trips and improvements will preserve the functional integrity of the road system by limiting access.

- h) *Ensure that adequate access for emergency services vehicles is provided throughout the City.*

Emergency access will be from the existing driveway location. The applicant has coordinated with TVF&R and NRG Fire Consulting to ensure adequate fire protection measures have been provided with the proposal.

Chapter 8 (Environmental Quality and Safety Element

8.7 Flood Hazards

8.7.1 Goal: Maintain the functions and values of floodplains, to allow for the storage and conveyance of stream flows and to minimize the loss of life and property.

Policies:

- c) Construction within the flood fringe shall be regulated through the City's implementing ordinances, such as the City's Engineering Design Manual and Standard Drawings.*

Since the subject site is located in the floodplain, the proposal must meet City, CWS and FEMA requirements. Per City of Beaverton Code, floor elevations must be a minimum of one foot above the base flood elevation and no net loss of flood storage is allowed. Net site cuts and fills will need to be balanced to the extent that no loss of flood storage occurs at any given site elevation. To ensure appropriate design and construction related to applicable floodplain regulations, the Facilities Review Committee recommends conditions of approval to ensure compliance with city, county, and federal requirements.

Staff find the proposal meets the applicable comprehensive plans as conditioned for the expansion of the self-storage facility use.

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

- 4. *The existing use has been approved as a Conditional Use as governed by the regulations in place when the use was established and complies with the applicable conditions of the Conditional Use approval unless the applicant has received or is concurrently requesting one or more conditions be removed or modified as part of the current application.***

The site contains a vacant warehouse building. Prior development approvals on the site included a conditional use permit (CU2017-0014) for a self-storage facility in 2017. The applicant's modification request is to expand the use from approximately 87,500 square feet to 149,500 square feet. The applicant has requested modification of Condition No. 63 of a previous design review land use decision associated with the 2017 conditional use application. Staff find this request is not needed with this application as those conditions are not part of the conditional use approval. Condition No. 63 applies to the design proposed for the buildings approved 2017 and not the proposed design associated with this conditional use permit. The applicant's current request for design review approval on the 149,500 building will include conditions that are specific to this design and not the conditions proposed in 2017. The currently proposed Design Review would supersede the previously approved Design Review (DR2017-0012). For this criterion, CU2017-0014 included the following conditions of approval:

1. *Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period.*
2. *The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit.*
3. *This staff report and accompanying land use order shall be recorded with the Washington County Recorder's Office.*

Staff finds the applicant's request for a major modification of the conditional use approval to allow a larger self-storage facility on the site will not modify these conditions.

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.***

The subject site is approximately 3.5 acres at the current terminus of the SW 107th Avenue, a local street. The site obtained conditional use approval in 2017. This request is to expand the size of this use from the 87,500 square feet within multiple buildings to one three-story building approximately 149,500 square feet in size. The three-story self-storage building can be accommodated on the site. The site as well as the parcels surrounding are zoned Industrial, with uses that meet the purpose of this district as described in Development Code Section 20.15.10. The proposed size of the building and the overall development are such that the proposal is reasonably compatible with and will have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.

Self-Storage is a low trip generation commercial use and the traffic generated from this use provides less than 300 daily trips and not expected to create an adverse impact to SW 107th Avenue. It would be reasonable to expect a mix of personal vehicles and moving trucks accessing the site. As a mix of vehicles from small personal vehicles to large distribution tractor trailers use SW 107th Avenue to access the various uses surrounding the subject site, the mix of vehicles associated with the proposed self-storage use is reasonably compatible to the surrounding area of the subject site.

Staff find that the location, size, and functional characteristics of the proposal are such that the proposed expansion of the use remains reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.

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

6. *The proposal will not modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6. of the Development Code.*

Staff cite the findings in Criterion No. 4 as applicable to this criterion. The applicant's request for a major modification of the conditional use approval to allow a larger self-storage facility on the site will not modify the conditions of approval adopted with the prior conditional use permit (CU2017-0014).

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

7. *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 November 6, 2018 and was deemed complete on December 4, 2018. Design Review Three and Parking Determination applications are being processed concurrently with the subject request for a Conditional Use. The Conditional Use application is dependent upon approval of the Design Review Three. Staff recommends a condition of approval which states that approval of the Conditional Use application is subject to approval of the associated Design Review application.

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 **CU2018-0019 (NPD Beyond Self-Storage Conditional Use)**. Should the Planning Commission find that the application meets the approval criteria staff has recommended conditions of approval in Attachment E.

**DR2018-0156
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Section 40.03.1 Facilities Review Approval 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:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, as conditioned, and therefore meets the criterion for approval.

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

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 construct a new three-story storage facility approximately 149,500 square feet in size, with associated improvements and long-term vehicle storage on a 3.5 acre parcel zoned IND. Staff concurs the proposal meets Criterion No. 1 which reads:

1. *New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.*

Therefore, staff find 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 find 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 applicable Guidelines with 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 as is met. The Design Guideline Analysis identifies recommended conditions needed for the proposed development to comply with these guidelines.

Therefore, staff find 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 project proposal is a new development. Therefore, this criterion, which pertains to additions or modification of existing development, does not apply.

Therefore, staff find 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 states the proposal does not include phases; therefore DRBCP does not apply.

Therefore, staff find 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]***
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 applicant states the proposal meets application Threshold No. 1 and, accordingly, has addressed the applicable design guidelines. Staff sites the Design Guidelines Analysis below identifying how the proposed development can meet the applicable design guidelines.

Therefore, staff find criteria nos. 6 and 7 are 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 submitted the application on November 6, 2018 and was deemed complete on December 4, 2018. Minor Modification of a Conditional Use and Parking Determination applications are being processed concurrently with the subject request for a Design Review Three approval. This application is dependent upon approval of the Minor Modification of a Conditional Use and Parking Determination. Staff recommends a condition of approval which states that approval of the Design Review application is subject to the approvals of the associated Minor Modification of a Conditional Use and Parking Determination applications.

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

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have 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 subject site is located on a flag lot at the terminus of SW 107th Avenue with rail lines abutting the northern and western property lines. Limited pedestrian use is expected on the site. The applicant states that the building provides visual interest using eight different exterior material that vary in color and type. The main materials used are metal panels in varying colors and white metal trim that breaks up the massing of the building. The design also includes two heights for the parapet walls, thereby breaking up the roofline. Differentiation in the colors and materials including glazing are emphasized on the western elevation, visible from 217 and the southern and portion of the eastern elevation where pedestrian traffic is likely.

Therefore, staff find 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)*

The applicant states the features at the southeast corner of the building containing the entrance and the office area have accent trim and a sun shade awning to provide cover to pedestrian accessing the site and to delineate the office area. White metal panels are placed vertically along the southern, western, and eastern elevations creating a higher parapet wall to add variation to the roofline. The addition of glazing on building elevation effectively breaks up the horizontal features. Staff concur that vertical elements are adequately emphasized.

Therefore, staff find 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)*

Staff concurs with the applicant that the subject site is zoned industrial and proposes to use the site as a self-storage facility. Therefore this guideline does not apply.

Therefore, staff find the Guideline is not applicable.

- 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 subject site is a flag lot at the terminus of the SW 107th Avenue. The applicant states the building is approximately 198 feet north of the street, making the southern elevation of the building visible from the street applicable to this guideline. The applicant states the southern elevation has variation through wall articulation, material finishes, a canopy at the entrance of the building, and window glazing from the glass overhead door. Staff concur that building elevations visible from the public street and adequately articulated.

Therefore, staff find 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 the building is designed with a flat roof and parapet. The height of the parapet is between 35 to 40 feet to provide variety to the roofline. With an emphasis on taller corners at the northeast, southwest and southeast of the building, taking into consideration the view of the roofline from highway 217 and SW 107th Avenue. Staff concur that the proposed roof forms provide a variety of detail and create visual interest when viewed from the street.

Therefore, staff find the Guideline is met.

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

The proposal includes a flat roof with a parapet wall that includes a white metal trim as the decorative cornice treatment. The applicant states the modern line of the metal trim is consistent with the overall design of the building as compared to a more traditional decorative cornice. Staff concur that the proposal provides a cornice treatment that will accent the roofline.

Therefore, staff find 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 while the guideline does not apply since the site is located within the IND zone and the proposed use is a self-storage facility, the design includes building entrances that includes awnings at the pedestrian doors. Staff concurs that while the guideline may not apply, the design does provide pedestrian protection from the rain.

Therefore, staff find the Guideline is not applicable.

- 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 applicant state the proposed building design emphasizes the building entrance using awnings and changes in mass and materials. The applicant states a storefront window system and changes in material and color will contribute to an attractive building entrance. Staff concurs that the primary entrance is attractive and functional.

Therefore, staff find 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 proposed building utilizes the following exterior materials: three colors of insulated metal panel, white aluminum composite panels, fiber cement boards to simulate the look of wood, and a 10-foot tall storefront window system. The applicant states the materials selected are durable and attractive and are in character to the surrounding industrial area. Staff concur that the proposed materials convey a sense of durability and has included some windows designed to emphasize the entrance of the facility.

Therefore, staff find 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 does not propose to use masonry for the exterior of the building.

Therefore, staff find the Guideline is not applicable.

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 proposes ground-mounted equipment to be located near the southern and northern elevation of the building not visible from the adjacent public street. Staff find screening is not necessary as the applicant is not proposing roof or wall mount equipment.

Therefore, staff find 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 applicant states the proposal include a public easement to accommodate a future multi-use trail. Staff cite the findings in the facilities review approval criteria G and H as applicable to this criterion. By meeting the conditions identified by the facilities review committee, the proposal will accommodate safe vehicular and pedestrian circulation patterns and adequately connects to the public street system.

Therefore, staff find 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)*

On-site loading areas, outdoor vehicle storage, and trash enclosure are located within the building or behind a site-obscuring fence located along a portion of the southern property line screening these uses from SW 107th Avenue. Staff concur that the storage areas, loading area and trash enclosure are appropriately located and adequately screened from public view.

Therefore, staff find the Guideline is met.

- B. *Except in Industrial districts, loading areas should be designed 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)*

This guideline does not apply since the subject site is located in the IND zoning district. However the applicant's proposal includes four loading areas in which three are located internal to the building and the fourth is located adjacent to the southern elevation located behind a site obscuring fence. Staff concur while the guideline does not apply the proposal provides adequate screening of these ancillary uses.

Therefore, staff find the Guideline is not applicable.

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 states a raised 5-foot concrete sidewalk is proposed along the southern elevation of the building to ensure connection between pedestrian entrances. An asphalt walkway is proposed along a portion of the eastern elevation connecting SW 107th to the entrance of the facility. The applicant states ADA striping is provided from the pedestrian path to the ADA parking spaces along the southern property line. However, staff cite the findings in the facilities review criterion F as applicable to this guideline in which the facilities review committee recommends pedestrian pathways that cross intersections or travel lanes include unique materials, color, or pattern which differentiate the pathway from the travel lane to ensure safe pedestrian connections. Staff finds the pedestrian connections through the development and to adjacent streets are sufficient as conditioned.

Therefore, staff find that by meeting the conditions of approval, 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)*
- C. *Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)*

The applicant states the proposed pedestrian path connecting SW 107th Avenue to the building entrance along the eastern property line provides pedestrian connections from the public street to the on-site facility. The proposal also includes a 15-foot easement along the entire eastern elevation to accommodate a future pedestrian connection to the north when issues of grading, a railroad crossing, and exiting industrial buildings to the north have been addressed. Staff concur that the proposal provides sufficient pedestrian connections to adjacent streets and pedestrian facilities from the building entrances.

Therefore, staff find the Guidelines are 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 on the southern property line a pedestrian pathway connecting the required parking area to the main entrance of the building. Staff cite the findings in the facilities review criterion F as applicable to this guideline in which the facilities review committee recommends pedestrian pathways that cross intersections or travel lanes include unique materials, color, or pattern which differentiate the pathway from the travel lane to ensure safe pedestrian connections. Staff find that adequate pedestrian connections are provided as conditioned.

Therefore, staff find that by meeting the conditions of approval, 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)*

This guideline does not apply since the site is zoned IND and is proposed to be used as a self-storage facility.

Therefore, staff find the Guideline is not applicable.

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

The applicant states that the pedestrian walkways are designed for safe movement and constructed to be at a minimum width of 5 feet. The walkways are to be made of concrete and asphalt. Staff concurs that the applicant has proposed hard durable surfaces for pedestrian connections.

Therefore, staff find 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 states the guideline is not applicable since public parking space are not proposed along public streets. Staff concur with the applicant's finding.

Therefore, staff find the Guideline is not applicable.

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 a parking area containing 10 parking spaces and a vehicle storage area secured behind a chain-link fence. The landscape areas proposed for both in the vehicle storage area and the required parking spaces includes landscape islands. The project area includes 10 landscape islands with seven trees and for additional trees installed around the perimeter of the vehicle area. The landscape islands and surrounding vegetation are designed to mitigate the impact of the parking areas.

Therefore, staff find the Guideline is met.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. .

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 states that landscape plantings will be provided both at the interior and exterior of parking lots and around the site perimeter to include a combination of trees, shrubs, and groundcover. Trees will have groundcover surrounding its base. Staff

concur that the proposed landscaping softens the edges of buildings and parking areas and adds aesthetic interest.

Therefore, staff find the Guideline is met.

- B. *Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete.* (Standard 60.05.25.3.C)

The applicant states that the proposal does not include common areas or plaza as they are not compatible to the use of the site as a self-storage facility. Staff concur that development of a common area or plaza are not warranted.

Therefore, staff find the Guideline is not applicable.

- 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 plants and trees were primarily selected that are hardy, low maintenance and have minimal watering required for this climate.

Therefore, staff find 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 only four community trees are to be removed, with 17 to remain and will be protected during the construction. To ensure these trees are not harmed during the development of the site, staff recommend standard conditions requiring mitigation measures prior to construction. By meeting the condition of approval, staff find the existing trees will be adequately protected.

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

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

The applicant describes a variety of trees, shrubs, grasses and groundcover are proposed. The landscape plan shows use of two tree species at different sizes, and six different species of shrubs of varying mature heights. The landscaping will be finished with four types of groundcover. Staff concur that a variety of trees and shrub species will be provided.

Therefore, staff find 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 states that no retaining walls are being proposed that are greater than six feet in height or greater than fifty feet in length.

Therefore, staff find the Guideline is not applicable.

7. Fences and Walls

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

The proposed plan includes a six-foot tall black vinyl coated chain link fencing along the eastern and northern property line compliant with the requirements of ODOT for fencing adjacent to railroad lines. Portion of the fencing will include slats along the southern property line to ensure the outdoor storage areas is not visible. Staff concur that the proposed fence and walls will be constructed of durable material consistent with the industrial uses in the area and the requirements of ODOT.

Therefore, staff find the Guideline is met.

- B. *Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.6)*

No new fences or walls are proposed along the front yard adjacent to SW 107th Avenue.

Therefore, staff find the Guideline is not applicable.

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 site is surrounded by parcels with IND zoning and does not abut any residential properties.

Therefore, staff find the Guideline is not applicable.

9. Integrate water quality, quantity or both facilities.

Aboveground 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 proposal does not include an aboveground stormwater detention facility.

Therefore, staff find the Guideline is not applicable.

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 not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)*
- 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 narrower buffer width is appropriate. (Standard 60.05.25.13)*
- 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 neighborhoods. (Standard 60.05.25.13)*
- 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 subject property is zoned IND and is surrounded by other industrial zoned properties or railroad right-of-way. A landscape buffer is not required for the subject site.

Therefore, staff find the Guidelines are not applicable.

60.05.50. Lighting Design Guidelines. (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 the lighting was designed to uniformly illuminate building entrances and vehicular and pedestrian circulation area. Staff recommend standard conditions of approval to ensure that while adequate lighting is provided on the site, the design does not result in adverse impact to the abutting properties due to glare.

Therefore, staff find 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 applicant states that pedestrian areas will be lit with a combination of wall mounted lights at a height of 13 feet to illuminate the pedestrian walkways internal to the site and along the eastern elevation. The proposed wall lights were chosen to compliment the modern design of the building. The pole mounted lights are to be a height of less than 30 feet and are consistent with the industrial nature of the area and the limited pedestrian use of the area. The lighting details appear to be architecturally appropriate for the design of the building.

Therefore, staff find 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 states that fixtures will have down lights with shaded backgrounds to minimize direct and indirect glare. Staff recommend standard conditions of approval to ensure that while adequate lighting is provided on the site, the design does not result in adverse impact to the abutting properties due to glare..

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

- 4. On-site lighting should comply with the City's Technical Lighting Standards. Where the proposal does not comply with the Technical Lighting Standards, the applicant should describe the unique circumstances attributed to the use or site where compliance with the standard is either infeasible or unnecessary.*

The applicant provides a photometric plan which complies with the required property lighting.

Therefore, staff find the Guideline is met.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2018-0156 (NPD Beyond Self-Storage Design Review)** subject to the applicable conditions identified in Attachment E.

**PD2018-0004
ANALYSIS AND FINDINGS FOR
PARKING 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 Requirement 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 Requirement Determination application.*

Section 40.55.15.3.A of the Development Code lists the threshold for a Parking Requirement Determination as one that requests that "... *the Director establish, in writing, 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 applicant requests that the minimum parking requirements for self-storage facility be 10 spaces since this use is not specifically identified in the off-street parking table. Therefore, the proposal satisfies the threshold for a Parking Requirement 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 4 of Metro's Regional Transportation Functional Plan.*

The applicant states Title 4 of Metro's Regional Transportation Functional plan does not list self-storage facilities in their Parking Table (Table 3.08-3), with policies that state jurisdictions cannot require minimum parking requirements greater than the ratio established in Metro's table. The applicant's request for a

minimum requirement of 10 spaces would result in a ratio of 0.07 spaces per 1,000 square feet of building, less than the 0.3 spaces per 1,000 square feet, required with the Warehouse or 1.6 spaces per 1,000 square feet required with the Light Industrial, industrial uses closes to the proposed use. Thereby consistent with Metro's Parking Management policies.

Staff concur that Metro's table does not provide specific parking ratios for self-storage facility and provides cities the opportunity to utilize categories and standards that demonstrates similar outcomes to the Metro's standards. The applicant has provided a Technical Memorandum from Lancaster Engineering dated November 6, 2018 that addresses parking generation. The memorandum identified the parking generation rates identified by the Institute of Transportation Engineers (ITE) that identified the peak parking demand for 965 self-storage units as 13 parking spaces, resulting in a parking ratio of 0.09 spaces per 1,000 square feet. Staff find that utilization of the ITE's rates would be consistent with Metro's policy allowing the cities to utilize other standards while not exceeding Metro's parking ratio. Since the applicant's facility will result in 962 new units the minimum requirement of 13 spaces ensures a ratio established by a technical resource like ITE. The table provided in the applicant's narrative (page 21 of 59) shows a lower ratio provided in facilities both locally and nationally. In reviewing the list of local facilities provided, the sites appears to be generally one-story facilities with separate access points for each unit and drive aisles that accommodate customers loading and unloading at their units. The current proposal provides only two main access points to the building shared by the 962 units proposed. While low traffic volumes are expected on the site, the minimum requirements identified by ITE requires a slightly higher ratio that may address the potential need for these parking spaces especially as there is not on-street parking in close proximity to the entrances of the building. Therefore staff recommends the proposal be required to provide 13 off-street parking spaces.

Therefore, staff finds that by meeting the condition of approval, 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.

Staff cite the findings in the Facilities Review Committee Criterion D as applicable to this criterion. The applicant states that the proposed 10 required parking spaces can accommodate the uses on the site. However the Facilities Review Committee determined the location of the parking space abutting the southern elevation does not meet the parking design standards established in Section 60.30. Further the ratio proposed by the applicant of 0.07 spaces per 1,000 square feet addresses traditional storage facilities that provide customers space to park in front of each individual unit. The proposed design of this facility provides two main entrances to the building. While the trip generation are low for self-storage facility, staff recommends utilizing the ITE recommendation of 13 spaces, to ensure adequate parking spaces are provided on site. Therefore staff

recommends that four additional parking spaces be shown on the site plan as required off-street parking for a total of 13 spaces. The site identifies 46 long-term parking stall in which four parking spaces can be converted into required parking without changes to the parking circulation on the site.

Therefore, staff finds that by meeting the conditions of approval, 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 has submitted all documents related to this request for Parking Determination approval. The applicant submitted the application on November 6, 2018 and was deemed complete on December 4, 2018.

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 has submitted all documents related to this request for Parking Determination approval. A Conditional Use and Design Review Three applications are being processed concurrently with the subject request for a Parking Determination. The Parking Determination application is not dependent upon approval of the Design Review Three or Major Modification of a Conditional Use applications.

Therefore, staff finds that the criterion is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **PD2018-0004 (NPD Beyond Self-Storage Parking Determination)** subject to the applicable conditions identified in Attachment E.

**CONDITIONS OF APPROVAL
NPD Beyond Self-Storage Facility**

CU2018-0019 Major Modification of a Conditional Use

1. Ensure that the Design Review Three (DR2018-0165) application has been approved and is consistent with the submitted plans. (Planning/SNK)
2. Ensure that the Parking Determination (PD2018-0004) application has been approved and is consistent with the submitted plans. (Planning/SNK)
3. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period. (Planning/SNK)
4. The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit. (Planning/SNK)
5. This staff report and accompanying land use order shall be recorded with the Washington County Recorder's Office. (Planning/SNK)

DR2018-0156 Design Review Three

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period. (Planning/SNK)

A. Prior to issuance of the site development permit, the applicant shall:

2. Ensure that the Conditional Use (CU2018-0019) application has been approved and is consistent with the submitted plans. (Planning/SNK)
3. Ensure that the Parking Determination (PD2018-0004) application has been approved and is consistent with the submitted plans. (Planning/SNK)
4. Submit a narrative that responds to all applicable conditions of approval and discusses how each condition has or will be satisfied prior to issuance of the Site Development Permit. (Site Development Div./JJD)
5. Contact Building Department at (503)350-4079 or (503)526-2409 to obtain a Plumbing Permit from the Building Department for the proposed onsite utilities. Submit the Plumbing Permit application concurrently with the Site Development Permit application. (Site Development Div./TDM)
6. 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)

7. 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 the City Engineering Design Manual and Standard Drawings (City EDM), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (April 2017, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
8. 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 the City EDM; 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)
9. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality) facilities, all site work in the floodplain, 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)
10. As part of the Side Development Permit submittal, submit the required waterline and pedestrian easements and any 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./TDM)
11. Provide a 5-foot wide pathway along the easterly property line for pedestrian access. (Site Development Div./TDM)
12. Submit plans that show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all water quality and flow control structures or otherwise as specifically approved by the City Engineer. (Site Development Div./TDM)
13. Submit plans that include details of the proposed bicycle parking spaces. Racks are to be at least 30 inches wide by 36 inches tall, centered within an area that is 6 feet by 4 feet, and at least 2 feet from any building. Inverter U-type and staple racks are the preferred option for bicycle parking. (Site Development Div./TDM)
14. Submit a vehicle simulation for Tualatin Valley Fire and Rescue District approved fire truck and the developer approved truck using an AutoTURN or another approved software program by the City Engineer. (Site Development Div./TDM)
15. 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)
16. 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)

17. 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)
18. 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 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
19. Use best efforts to submit to the City a copy of any approval documentation or other construction impact authorization as needed from the Union Pacific Railroad Company for the work in or near the railroad spur track corridor. (Site Development Div./JJD)
20. Submit a copy of issued permits or other approvals needed from ODOT Rail for any work performed in or near the railroad spur track corridor. (Site Development Div./TDM)
21. Provide final construction plans and a final detailed drainage report prepared by a professional engineer meeting the standards set by the City Engineer and demonstrating compliance with CWS Resolution and Order 2007-020 in regard to water quality treatment (Chapter 4) for the proposal.. 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 in addition to any mapped FEMA flood plains and flood ways. (Site Development Div./JJD)
22. Provide final construction ready plans showing a proprietary Stormfilter system (for treatment of the site's surface water runoff) with a minimum of 3.0 cartridges per tributary impervious acre. Plans shall also show an oil and sediment trap for any auxiliary inlet structures (ex: sumped, lynch-type catch basin, trench drain with trap, or other City of Beaverton approved equivalent) located in front any Stormfilter unit. (Site Development Div./JJD)
23. 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 to another lot area shall not be considered a direct plumbing service. (Site Development Div./TDM)
24. Submit a revised grading plan showing that the lot has a minimum building pad elevation that is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities and show a safe overflow route. A minimum finish floor elevation shall established for the proposed building based on **service provision needs and whichever of the following three is highest in elevation: 1)** at least two feet higher than the rim elevation of the downstream public sanitary sewer manhole; **2)** two feet higher than the rim/overflow of the storm facility; and **3)** as necessary to provide adequate fall per engineering and plumbing code standards to the furthest service point. (Site Development Div./JJD)
25. Provide a final engineering analysis of the grading and construction work proposed within the 100-year floodplain as necessary to allow for a public notice to be published in a local newspaper by the City Engineer. The public notice and a 10 day appeal period shall occur after final approval of the site development permit AND building permit plans

by the City Engineer, City Building Official, and Planning Director. The site is encumbered by the FEMA-designated 100-year floodplain Zone 'A'. Additional information was found via more recent Beaverton flood studies that determined that the 100-year flood is at 184.7 feet NGVD-29 (equals 188.2' NAVD-88). The regulated lowest finish floor or building flood-proofing elevation is 185.7 feet NGVD-29 (equals 189.2' NAVD-88). The Zone 'A' building flood-proofing elevation is 4.0 feet above existing surrounding grade. Any development or building permit application will need to document how the proposal will comply with each applicable floodplain restriction. The flood conveyance and storage of the project area at each 1 foot contour must be preserved or enhanced with cut/fill balance and a zero-rise certification by a registered professional engineer. For a new building and substantial building improvements anticipated, the plans or other submittals must document how the buildings are elevated or entire structures are dry-flood proofed per Federal Emergency Management Agency (FEMA) definitions. The floodplain regulations are found in Chapter 60 of the City Development Code, Chapter 9.05 of the City Code, and Chapter 5, Section 5.10 of CWS Resolution and Order 2017-05. No designated vehicle long-term parking, or equipment storage can occur at or below 1' below the 100-year floodplain; only short term parking is allowed; and recreational vehicle storage must meet the same standards as manufactured homes, 1' above the 100-year elevation or higher. (Site Development Div./TDM)

26. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor (this can be with or shown on the submitted building plans). The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces on the site. In addition, specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel or pervious pavement surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, modified existing impervious, the new impervious surface area created, and total final impervious surface area on the entire site after completion. (Site Development Div./TDM)
27. Pay a storm water system development charges (overall system conveyance and for storm quantity, water detention) for any net new impervious area proposed for the entire project. (Site Development Div./JJD)
28. 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), an on-site lighting plan, 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)
29. Obtain the City Building Official's review approval of the proposed private fire service mains (fire line), vault, backflow prevention and Fire Department Connection (FDC). (Site Development Div./JJD)
30. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./JJD)

31. Provide plans showing a City standard commercial driveway apron at the intersection of any private driveway and a public street. (Site Development Div./JJJ)
32. Provide a commercial driveway approach at SW 107th Avenue per Beaverton Engineering Design Manual Standard Drawings. (Transportation/JK)
33. Identify four additional required parking spaces to be located outside the proposed fenced area. (Planning / SK)
34. Fencing to be placed between the development and the railroad shall not be located within the railroad right-of-way and will be designed to meet Oregon Department of Transportation's (ODOT) standards. (Planning/SK)
35. Ensure that internal pedestrian connections are provided with appropriate demarcation that differentiates these areas for pedestrians and motor vehicle operators. (Planning/SK)
36. Provide a revised site lighting plan that includes lighting along the pedestrian walkway and driveway leading to SW 107th Avenue which meets the applicable Technical Lighting Standards of Section 60.05.30. (Planning/SK)
37. 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 /SNK)
38. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning /SNK)
39. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning /SNK)
40. Ensure all landscaping approved by the decision making authority is installed. (Planning /SNK)
41. 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 /SNK)
42. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, and has been completed. 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 /SNK)
43. All mechanical units, roof or ground mounted, must be screened from view of public streets and adjacent properties. (Planning /SNK)

44. Provide tree protection fencing in accordance with the standards of Section 60.60.20 of the Development Code. Any alternatives to the standards in 60.60.20 must be approved by the City Arborist. (Planning /SNK)

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

45. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
46. 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 either elevated or flood proofed as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05, and as determined by the City Engineer and City Building Official to at least (189.2 feet NAVD-88; 185.7 feet NGVD-29) one foot above the base flood elevation (188.2 feet NAVD-88; 184.7 feet NGVD-29). These are NOT the currently published 2005 FEMA official elevations for flood insurance purposes but rather the elevations for Beaverton Creek floodplain regulation contained in a new study (AKA Community Determined) which is the best available information. (Site Development Div./JJD)
47. 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)

C. Prior to final occupancy permit issuance of any building permit, the applicant shall:

48. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
49. Have a professional engineer or surveyor submit record documents (as-builts) and a Federal Emergency Management Agency (FEMA) standard form (elevation certificate), to the City Building Official (with a copy to the City Engineer), verifying that all at-risk elements of the new construction are either elevated or flood proofed as appropriate per City Code and FEMA requirements, and as determined by the City Engineer and City Building Official at permit issuance, to at least (**189.2 feet NAVD-88; 185.7 feet NGVD-29**) one foot above the base flood elevation (188.2 feet NAVD-88; 184.7 feet NGVD-29). These are NOT the currently published 2016 FEMA official elevations for flood insurance purposes but rather the **elevations for Beaverton Creek floodplain regulation contained in a new study (AKA Community Determined) which is the best available information.** (Site Development Div./JJD)
50. 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)
51. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are damaged during the construction of the site. (Site Development Div./JJD)
52. 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)

53. 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)
54. 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). No occupancy permit (including temporary occupancy) will be issued until all improvements are complete. (Planning/SK)
55. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). No occupancy permit (including temporary occupancy) will be issued until all improvements are complete. (Planning/SK)
56. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). No occupancy permit (including temporary occupancy) will be issued until all improvements are complete. (Planning/JF)
57. Ensure all landscaping approved by the decision making authority is installed. (Planning/ SK)
58. 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/ SK)
59. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Trees planted within the landscape buffer shall have a minimum height of 6 feet at the time of planting. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning/ SK)
60. Ensure all exterior lighting satisfies the applicable requirements of Section 60.05.30 and that all fixtures are installed and operational. Illumination from light fixtures, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. (Planning/ SK)
61. Ensure all required bicycle parking facilities are provided and installed. (Planning/ SK)

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

62. 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)

63. Submit, if needed, any required on-site easements not already dedicated on a survey of record, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. Ensure that no structures including the building roof eaves can encroach into the easements. (Site Development Div./TDM)
64. Provide a post-construction cleaning, system maintenance, and filter recharge/replacement inspection report from a manufacturer-qualified maintenance provider for the site's proprietary storm water treatment system. Additionally, another servicing report from the manufacturer-qualified maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)

PD2018-0004 Parking Determination

1. Identify four additional required parking spaces to be located outside the proposed fenced area for a total of 13 off-street parking spaces. (Planning / SK)
2. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period. (Planning/SNK)