City *of* Tigard

Tigard Business Meeting –Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	SEPTEMBER 6, 2022 - 6:30 p.m. Business Meeting
MEETING LOCATION:	Hybrid Meeting with some remote and some in-person participation at Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with the City of Tigard's Safety Plan related to COVID-19 and Oregon House Bill 4212, this will be a hybrid meeting where some Council, staff or public will participate in person and some remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments before noon the day of the meeting.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to three minutes.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- You may comment through video through the Teams app. Go to this link to learn how to participate by video: September 6, 2022 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/1933/372)

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2419 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 28 at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

City *of* Tigard

Tigard Business Meeting –Agenda

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MEETING DATE AND TIME: SEPTEMBER 6, 2022 - 6:30 p.m. Business Meeting

MEETING LOCATION: Hybrid meeting with some remote and some in-person participation - Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Call to Council and Staff for Non-Agenda Items

2. PROCLAMATIONS AND RECOGNITION

3. PUBLIC COMMENT

   A. Follow-up to Previous Public Comment

   B. Public Comment – Written

   C. Public Comment – In Person

   D. Public Comment – Phone-In

E. Public Comment - Video

F. Tigard Area Chamber of Commerce

4. CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES PARKING RULES BRIEFING **6:45 p.m. estimated time**

5. QUASI-JUDICIAL PUBLIC HEARING: TROJAN STORAGE COMPREHENSIVE PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT AND ADJUSTMENTS (CPA2021-00003 / ZON2021-00001 / CUP2021-00003 / ADJ2021-00023) **7:10 p.m. estimated time**

6. NON-AGENDA ITEMS

7. ADMINISTRATIVE REPORT **8:10 p.m. estimated time**

8. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

9. ADJOURNMENT **8:15 p.m. estimated time**

AIS-5002 **4.**

Business Meeting

Meeting Date: 09/06/2022

Length (in minutes): 25 Minutes

Agenda Title: Climate Friendly and Equitable Communities Parking Rules Briefing

Authored By: Schuyler Warren

Presented By: Schuyler Warren, Senior Planner

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

This item will provide a broad overview of the requirements of the Climate Friendly and Equitable Communities rules adopted by the Land Conservation and Development Commission.

ACTION REQUESTED

No Council action is requested at this time. This is a briefing and discussion of the parking-related requirement of the Climate Friendly and Equitable Communities rules adopted by the Department of Land Conservation and Development.

City teammates will return to Council in three weeks to discussed preferred approaches.

BACKGROUND INFORMATION

Governor Kate Brown issued Executive Order 20-04 in the spring of 2020, directing state agencies to reduce greenhouse gas emissions across the state. As part of this order, the Department of Land Conservation and Development was charged with updating the state's Transportation Planning Rule and other administrative rules to reduce the emissions caused by transportation and land use patterns.

Currently, the transportation sector accounts for more than a quarter of greenhouse gas emissions nationwide, and more than 40% of emission in Oregon. Despite the efforts to reduce the carbon impact of the state's transportation system over the past two decades, emissions have grown annually.

Within a few months of the issuance of this rule, the Portland Metro area suffered a devastating and deadly heat wave that cost over 100 lives. Later that summer, wildfires destroyed millions of acres of forest, taking with them entire towns, displacing thousands and resulting the deaths of 11 Oregonians and an economic impact of over $1 billion.

The impacts of climate change have arrived in force and as a result the state has mandated several actions to address their causes and consequences.

As DLCD took up the charge to modernize and update the state's transportation planning rules, they involved stakeholders from across the state. Over the course of two years, the agency engaged with community leaders, elected officials, city staff, advocacy groups, interested parties, and communities of

color. The result of their work is a sweeping set of changes to the state's administrative rules that will change the way transportation projects are planned, prioritized, and constructed. In addition, the rules mandate changes designed to discourage over-reliance on automobile transportation in the state's largest metropolitan areas.

Because Metro has already begun work to address climate change mitigation through the 2040 Concept and through the Climate Smart Strategies, cities within Metro are exempt from many of the land use-related provisions of the rules. However, there is no exemption provided to the parking reform portion of the rules.

These mandated parking reforms are required to be adopted in two phases - one by December 31, 2022, and the other by June 30, 2023.

The first phase of required reforms are fairly limited in scope are focused on reducing or eliminating parking mandates for certain types of development.

The second phase of required reforms can be summarized as:

1. Eliminating or reducing parking requirements
2. Adopting standards to ensure better parking lot design and allow retrofitting and redevelopment of existing parking lots, and
3. Adopting parking maxima

The team from Community Development will cover a broad overview of the rulemaking and the rules specific to parking in this agenda item, and will return to Council at a later date to discuss decision points in the process.

Dates of Previous and Potential Future Considerations
September 27, 2022 - Discuss preferred approach
November / December 2022 - adopt Phase 1 code changes
February / March 2023 - adopt Phase 2 code changes
May / June 2023 - adopt Phase 3 code changes if needed

Public Involvement
Public engagement efforts have not been initiated at this time.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
The code changes required under the CFEC rules will have no impact on budget, but will remove at the very least a significant portion of the current parking mandates from the Community Development Code. This is unlikely to have a dramatic community impact as the economic incentives to provide off-street parking are currently believed to be as strong or stronger than regulatory mandates.

The rules and the City's work to bring the development code into compliance with them are both in alignment with adopted policies.

- Strategic Vision - The adopted CFEC rules are the result of Governor Brown's Executive Order 20-04, requiring state agencies to reduce greenhouse gas emissions. This goal is in alignment with the City's own Strategic Vision focus on health, equity, and walkability.
- Strategic Plan - The rules are also in alignment with multiple policies of the Strategic Plan.
    - Strategic Priority 2 - Create a well-connected, attractive, and accessible pedestrian network.
    - Strategic Priority 3 - Ensure development and growth support the vision.
        - Objective 3.1 - Pursue land development that maximizes public health benefits while

increasing connection between people and community destinations.

- Objective 3.2 - Focus development-associated resources in parts of the city that have the capacity to serve, house, employ, and attract the most people with the least impact on Tigard's natural systems and the climate.
    - B. Facilitate Transit Oriented Development (TOD) that supports employment, housing, and community services.
    - E. Incorporate sustainable and low-impact building and site planning technologies into city codes and standards.
- Objective 3.5 - Plan and create in a manner that reduces climate impacts to the maximum extent practicable, especially for those most vulnerable.
    - E. Evaluate development projects for their contribution to VMT reduction, compact development form, and sustainable use of resources.
- Transportation System Plan - The adopted Transportation System Plan is focused on bringing equitable transportation opportunity and facilities to the City of Tigard, with an emphasis on Greenhouse Gas reduction. This is in alignment with the CFEC rules.
- Council Goals - Develop and implement a bold community resiliency plan.

ALTERNATIVES & RECOMMENDATION

No alternatives are proposed at this time.

ADDITIONAL RESOURCES

Attachments

Presentation

Climate Friendly and Equitable Communities

City Council

September 6, 2022

Background

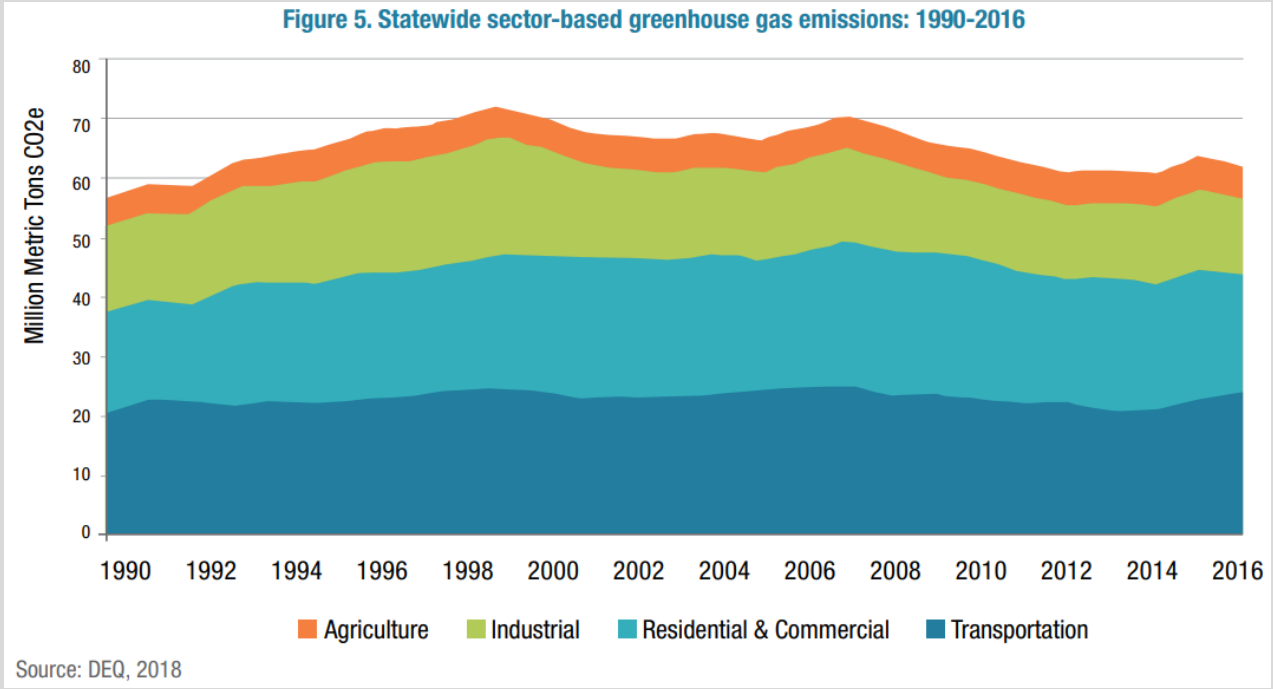
- Climate Friendly and Equitable Communities Rulemaking
- Began with Gov. Brown's Executive Order 20-04
- Goal 1: reduce Greenhouse Gas emissions
- Goal 2: promote equity in transportation and land use planning

Why Are These Rules Needed?

Nationally, transportation creates about **27%** of total U.S. greenhouse gas emissions.

From 1990 to 2020, transportation emissions increased more than any other sector.

In Oregon, transportation creates **40%** of GHG emissions.



Why Are These Rules Needed?

As a state, we are missing greenhouse gas reduction and climate mitigation targets.

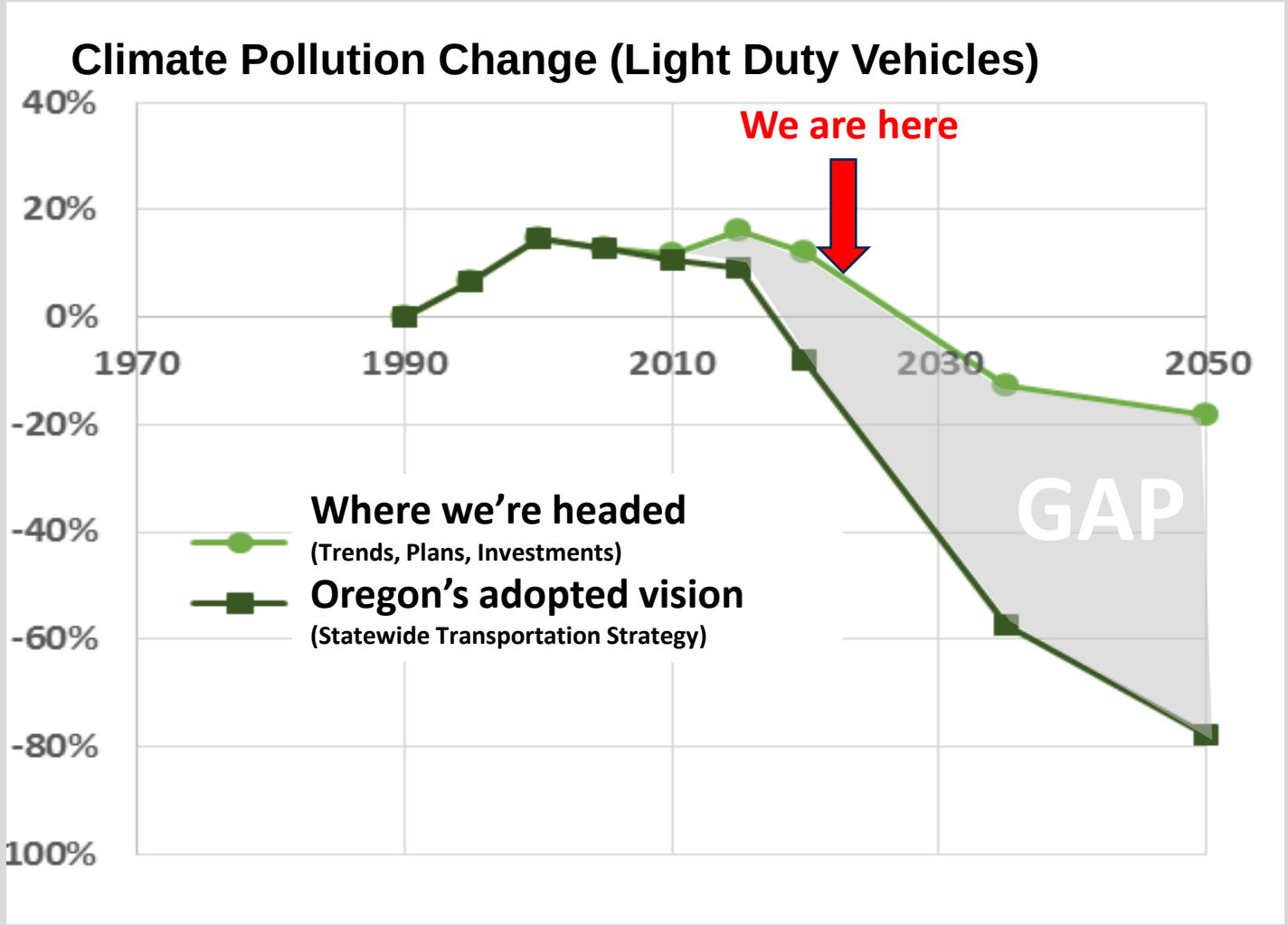
The climate crisis is worsening and acute action is needed.

CLIMATE & ENVIRONMENT >

The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

"We're just so far off track," says one co-author, calling for bolder and more urgent action from major emitters.

By Brady Dennis



Climate Impacts Are Real

2020 Oregon wildfires led to total loss of four towns, the deaths of 11 Oregonians, loss of over 5,000 homes and businesses, displacement of thousands of people in the midst of a pandemic, and destruction of over 1,200,000 acres of forest, at a total estimated cost of over $1.15 billion.

2020 flooding in Northeast Oregon led to the death of one Oregonian, hundreds of millions in damages, and the closure of one of the state's two major interstate corridors, impacting commerce and travel.

2021 heat wave lasting more than three days led to the deaths of at least 116 Oregonians in what Multnomah County officials described as a "mass casualty event".

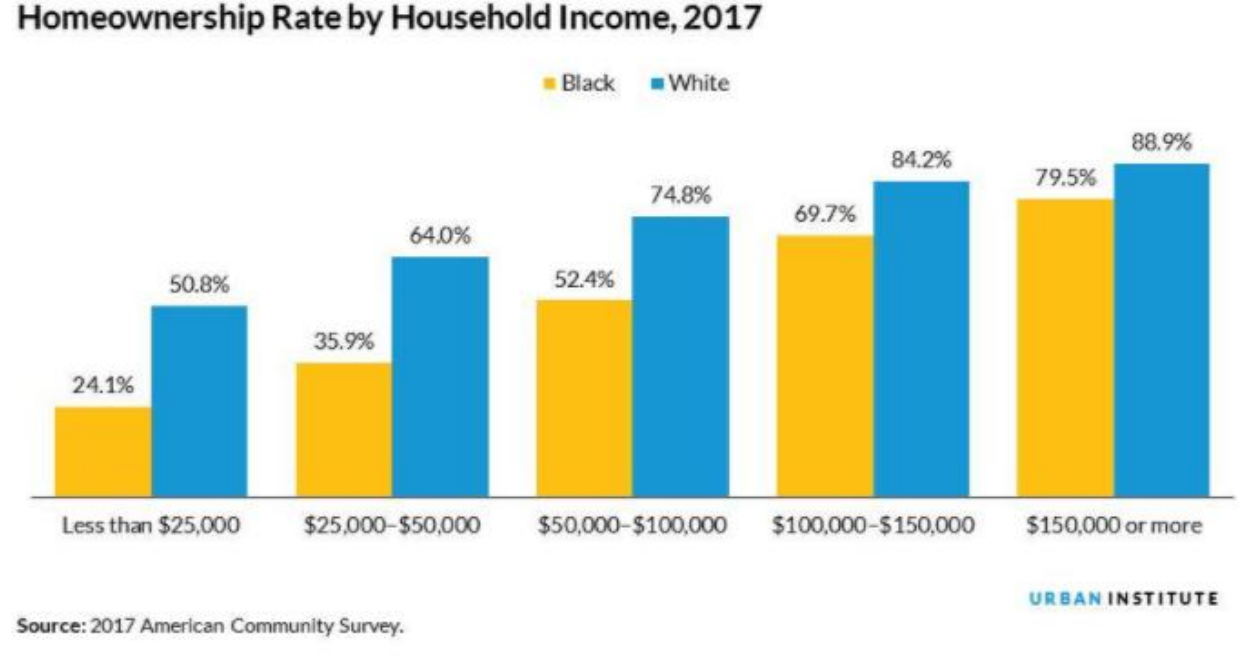




Equity Impacts

Research by Portland State University's Dr. Vivek Shandas and others shows that the impacts of extreme weather and climate change are disproportionately borne by communities of color.

Transportation systems have disproportionately impacted communities of color, displacing and dividing them, and creating unhealthy living conditions.



Nationally,
71.9% of white households own homes
41.8% of Black households own homes

Two Areas of Rulemaking

Regional plans to achieve pollution reduction targets

Land use and transportation rules reducing pollution and promoting equity

Updated Land Use and Transportation Rules

Land Use/Building

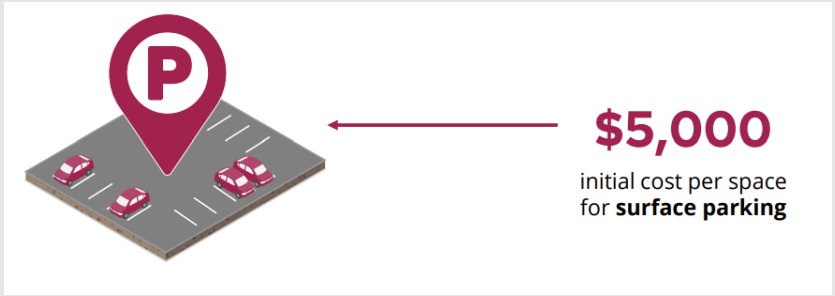
- Designate walkable climate-friendly areas
- Reform parking management
- Support electric vehicle charging

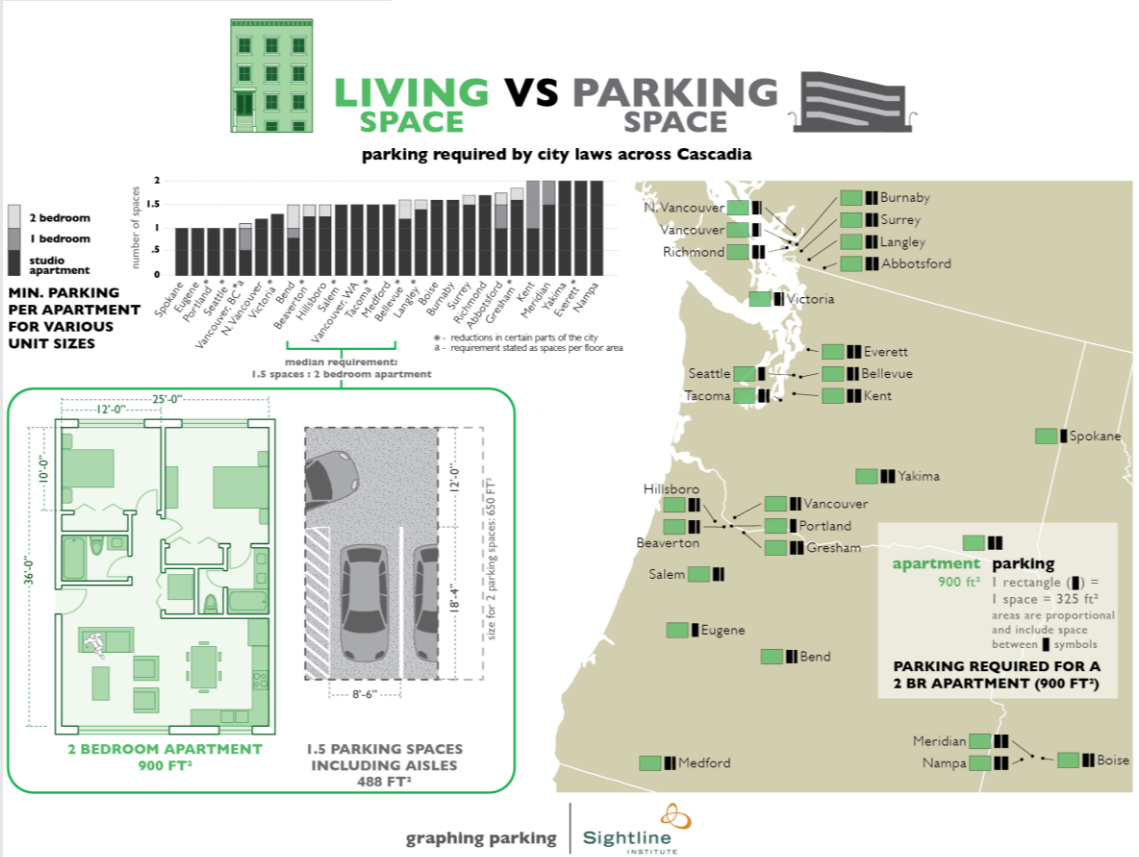
Transportation

- Plan for high quality pedestrian, bicycle, and transit infrastructure
- Remove sole focus on motor vehicle congestion standards
- Prioritize projects meeting climate/equity outcomes

Parking Rules

Parking has a high cost in terms of both land usage and dollars





Average parking requirement for apartments is more than half the apartment's square footage

Phase 1 Parking Rules



Courtesy DLCD

By December 31, 2022

No parking mandates near frequent transit

No mandates for shelters, small units, affordable housing, childcare, facilities for people with disabilities

Mandates no higher than one space/unit multifamily

Phase 2 Parking Rules

By June 30, 2023

- Adopt improved parking lot standards
  - EV readiness, tree canopy, solar
- Allow redevelopment of parking
- Adopt parking maxima

Phase 2 Parking Rules

Path 1



Repeal All Parking Mandates

Path 2

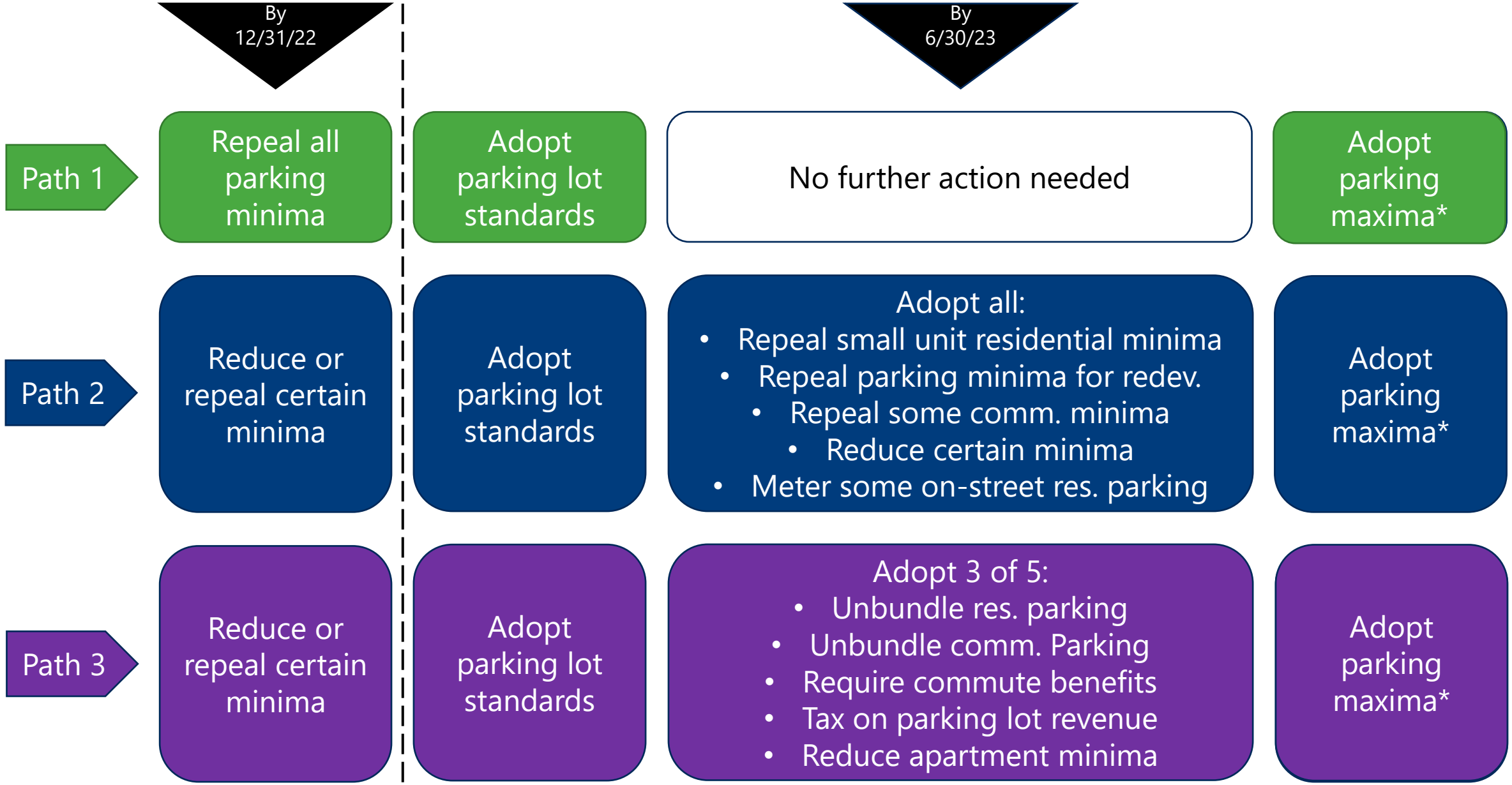


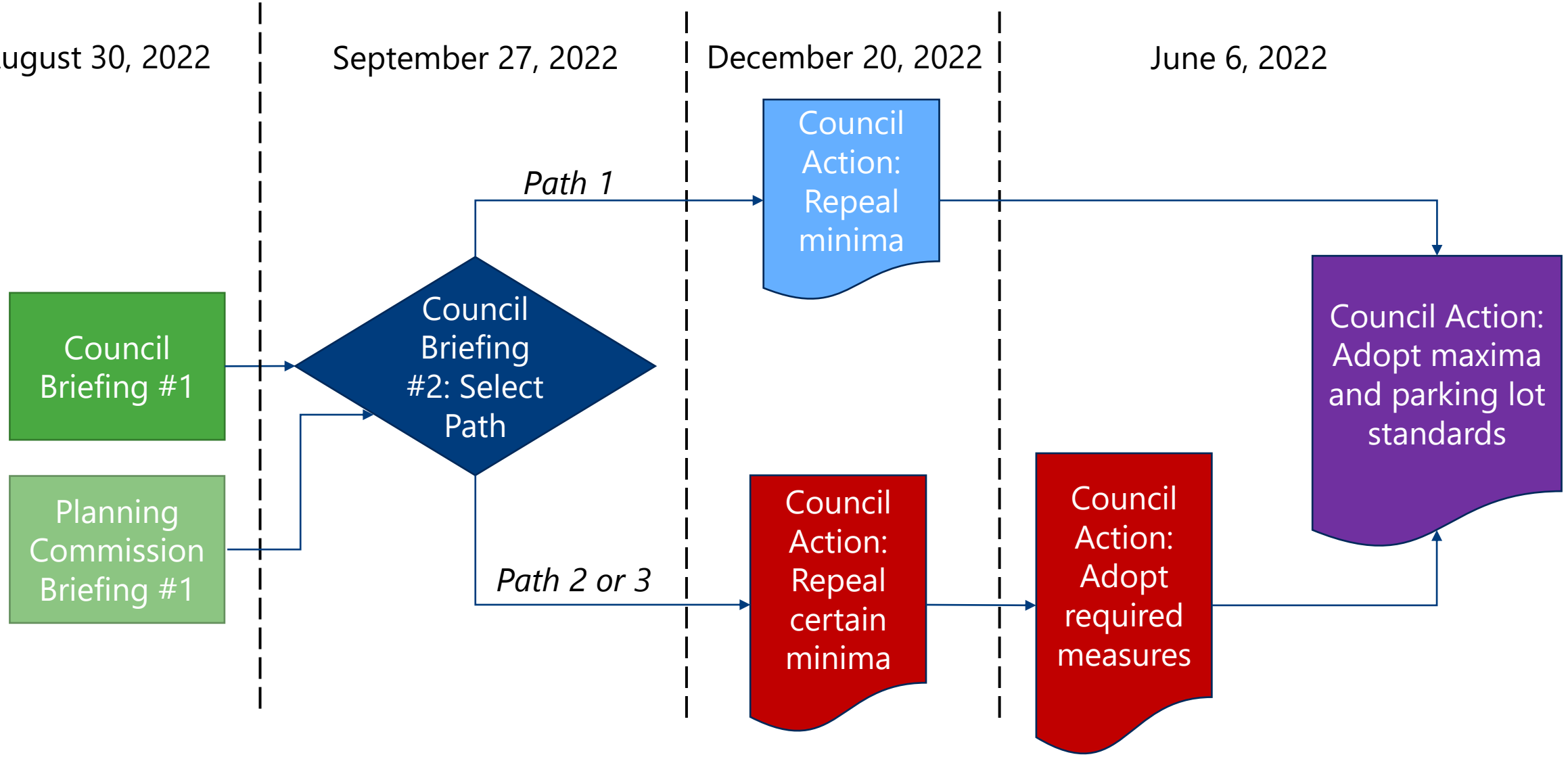
Repeal Mandates for a Large Number of Development Types

Path 3



Adopt Fair Parking and Pricing Policies


By 12/31/22
By 6/30/23
Path 1
Repeal all parking minima
Adopt parking lot standards
No further action needed
Adopt parking maxima*
Path 2
Reduce or repeal certain minima
Adopt parking lot standards
Adopt all:
• Repeal small unit residential minima
• Repeal parking minima for redev.
• Repeal some comm. minima
• Reduce certain minima
• Meter some on-street res. parking
Adopt parking maxima*
Path 3
Reduce or repeal certain minima
Adopt parking lot standards
Adopt 3 of 5:
• Unbundle res. parking
• Unbundle comm. Parking
• Require commute benefits
• Tax on parking lot revenue
• Reduce apartment minima
Adopt parking maxima*


August 30, 2022
September 27, 2022
December 20, 2022
June 6, 2022
Council Briefing #1
Planning Commission Briefing #1
Council Briefing #2: Select Path
Path 1
Path 2 or 3
Council Action: Repeal minima
Council Action: Repeal certain minima
Council Action: Adopt required measures
Council Action: Adopt maxima and parking lot standards

Thank You

Discussion and questions

Team Recommendation – Path 1

- Aligns with City policies and goals
- Cleanest pathway for code
- Simplifies code for applicants – single approach
- Allows market determination of parking amounts
- Avoids overparking
- Expands current approaches in Triangle and Downtown

AIS-4997 **5.**

Business Meeting

Meeting Date: 09/06/2022

Length (in minutes): 60 Minutes

Agenda Title: Quasi-Judicial Public Hearing: Consider Approval of Trojan Storage Comprehensive Plan Amendment, Zone Change, Conditional Use Permit and Adjustments

Authored By: Agnes Lindor

Presented By: Agnes Lindor, Associate Planner

Item Type: Motion Requested
Ordinance
Public Hearing - Quasi-Judicial

Public Hearing Legal Ad Required?: Yes

Publication Date:

Information

EXPLANATION OF ISSUE

Consider the ordinance to:

1. Amend the comprehensive plan and zoning map from Mixed Use-Central Business District (MU-CBD) to General Commercial (C-G) for properties located at 11630 and 11660 SW Warner Avenue (WCTM 1S135DD Tax Lots 01300 and 01400);
2. Approve a Conditional Use Permit (CUP2021-00003), two Adjustments (ADJ2021-00023 and ADJ2022-00008) for a new self-service storage facility; and
3. Approve a Lot Line Adjustment (LLA2022-00010) to consolidate two lots into one.

The applicant is requesting a zoning map amendment that also requires a comprehensive plan map amendment that requires a final approval by City Council. The applicant is also requesting a Conditional Use Permit, two Adjustments, and a Lot Line Adjustment application for the self-service storage facility and lot consolidation that are being processed concurrently with the comprehensive plan map and zoning map amendments. Because they are reviewed concurrently, all applications are required to come before City Council.

ACTION REQUESTED

Staff recommends that the City Council approve the comprehensive plan map amendment (CPA2021-00003), zoning map amendment (ZON2021-00001), Conditional Use Permit (CUP2021-00003), two Adjustments (ADJ2021-00023 and ADJ2022-00008), and Lot Line Adjustment (LLA2022-00010) as recommended by Planning Commission.

BACKGROUND INFORMATION

On September 20, 2021, the applicant submitted a comprehensive plan map amendment, a zoning map amendment, a conditional use permit, two adjustments, and a lot line adjustment application. The proposal is to amend the comprehensive plan map designation and zoning map from Mixed Use-Central Business District (MU-CBD) to General Commercial (C-G), to construct a new self-service storage facility, and to consolidate two lots into one. The applicant was deemed complete on March 15, 2022. No public comments were received prior to the Planning Commission public hearing.

On August 1, 2022, The Planning Commission held a public hearing on this case; no members of the public that provided public testimony. The Commission voted unanimously to recommend approval of the proposal to City Council. There are no previous dates this proposal was considered.

ALTERNATIVES & RECOMMENDATION

Alternative actions include:
- Deny the applications;
- Amend and then approve the applications; or
- Remand the applications back to Planning Commission.

ADDITIONAL RESOURCES

Applicant Materials can be found under the "Documents" heading here :

https://www.tigard-or.gov/Home/Components/Calendar/Event/1832/424?toggle=allupcoming

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Attachments

Ordinance

Exhibit A: Comp Plan/Zoning Map

Exhibit B: PC Recommendation to CC

Staff Presentation

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 22-_____

AN ORDINANCE ADOPTING COMPREHENSIVE PLAN AMENDMENT CPA2021-00003 AND ZONE CHANGE ZON2021-00001 TO AMEND THE TIGARD COMPREHENSIVE PLAN DESIGNATIONS AND ZONING MAP FROM MU-CBD TO C-G ON TAX LOTS 1S135DD01300 AND 1S135DD01400. THE ORDINANCE ALSO APPROVES A CONDITIONAL USE PERMIT (CUP2021-00003), TWO ADJUSTMENTS (ADJ2021-00023 AND ADJ2022-00008) AND A LOT LINE ADJUSTMENT (LLA2022-00010) FOR THE CONSTRUCTION OF A SELF-SERVICE STORAGE FACILITY.

WHEREAS, Section 18.710.080 of the City of Tigard Community Development Code requires quasi-judicial amendments to be undertaken by means of a Type III-Modified procedure when a zone change application also involves a concurrent application for a comprehensive plan map amendment, as governed by Section 18.790.030; and

WHEREAS, the applicant requests an amendment to the Tigard Comprehensive Plan and Zoning Map to rezone the subject property, from MU-CBD to C-G; and

WHEREAS, the applicant also requests approval of a conditional use permit (CUP2021-00003), two adjustments (ADJ2021-00023 and ADJ2022-00008) and a lot line adjustment (LLA2022-00010) for the construction of a self-service storage facility; and

WHEREAS, on August 1, 2022, the Tigard Planning Commission held a public hearing, which was noticed in accordance with city requirements, and recommended approval of the proposed CPA2021-0000, ZON2021-00001, CUP2021-00003, ADJ2021-00023, ADJ2022-00008, AND LLA2022-00010 by motion with a 8-0 vote in favor; and

WHEREAS, on September 6, 2022, the Tigard City Council held a public hearing, which was noticed in accordance with city requirements, to consider the Commission's recommendation on CPA2021-0000, ZON2021-00001, CUP2021-00003, ADJ2021-00023, ADJ2022-00008, AND LLA2022-00010, to receive public testimony, and apply applicable decision-making criteria; and

WHEREAS, Council's decision to approve CPA2021-0000, ZON2021-00001, CUP2021-00003, ADJ2021-00023, ADJ2022-00008, AND LLA2022-00010 and adopt this ordinance was based on the findings and conclusions found in Exhibit "B" and the associated land use record which is incorporated herein by reference and is contained in land use file CPA2021-0000, ZON2021-00001, CUP2021-00003, ADJ2021-00023, ADJ2022-00008, AND LLA2022-00010.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1: Tigard City Council amends the Tigard Comprehensive Plan Map and Zoning map as shown in **Exhibit "A"**

SECTION 2: Tigard City Council adopts the findings and conclusions contained in **Exhibit "B"** in support of the Council's action and to be the basis for this ordinance.

SECTION 3: This ordinance shall be effective 30 days after its passage by the council, signature by the mayor, and posting by the city recorder.

PASSED: By _____ vote of all Council members present after being read by number and title only, this _____ day of _____, 2022.

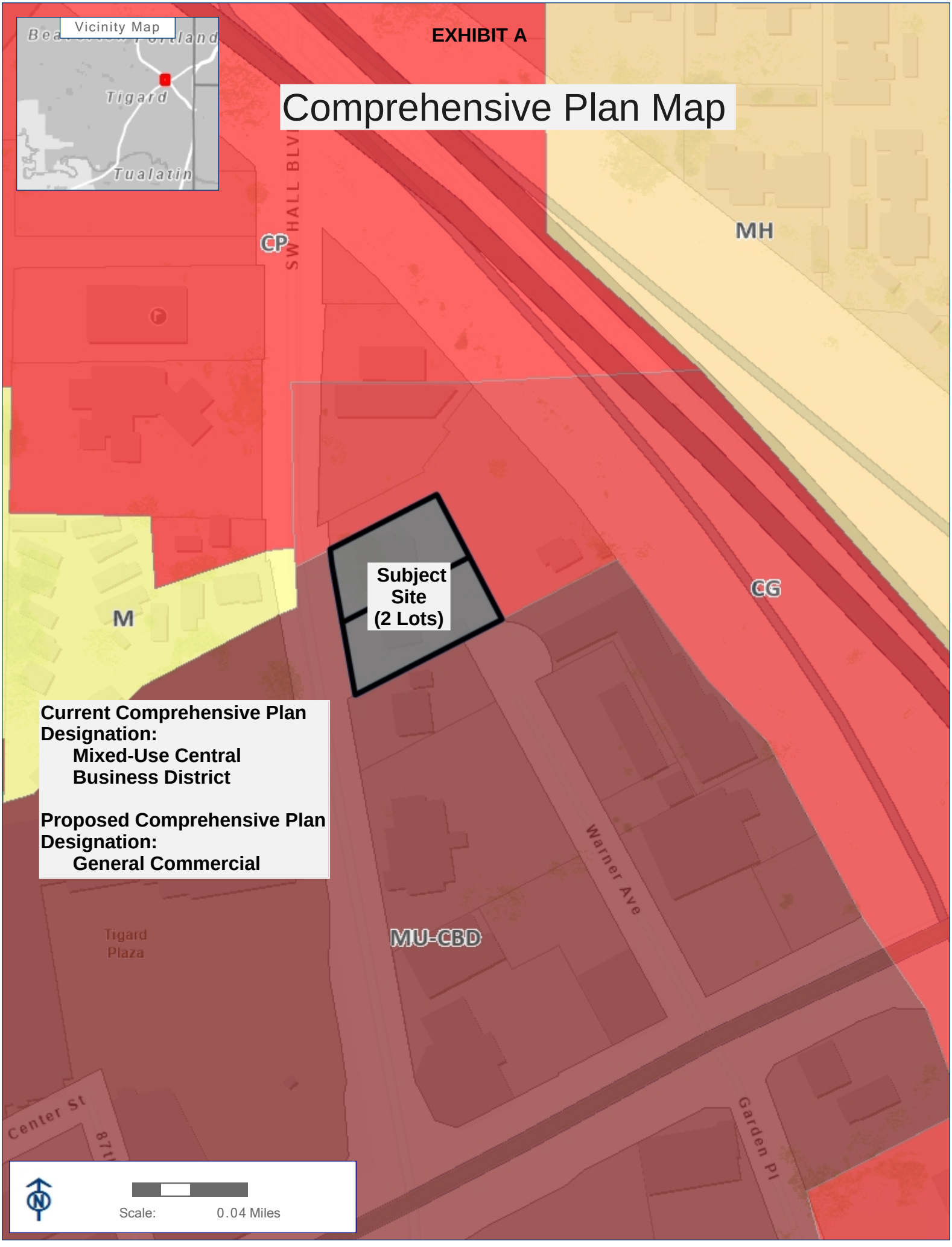
_____
Carol Krager, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2022.

_____
Jason Snider, Mayor

Approved as to form:

_____
City Attorney


Vicinity Map
Tigard
Tualatin
EXHIBIT A
Comprehensive Plan Map
SW HALL BLVD
CP
MH
Subject Site (2 Lots)
CG
M
Current Comprehensive Plan Designation:
Mixed-Use Central Business District
Proposed Comprehensive Plan Designation:
General Commercial
Tigard Plaza
MU-CBD
Warner Ave
Center St
Garden Pl
Scale:
0.04 Miles

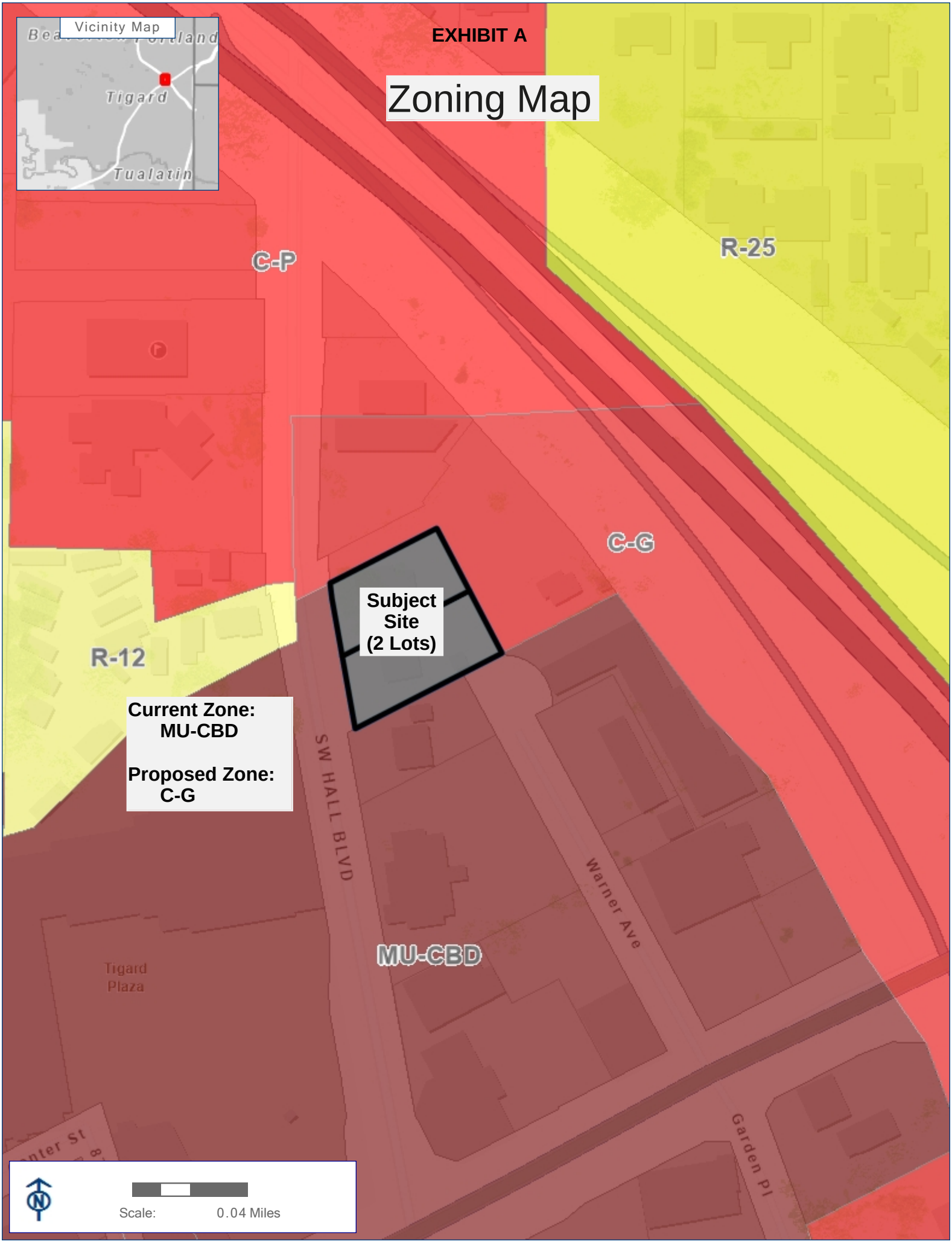

EXHIBIT A
Zoning Map
Vicinity Map
Tigard
Tualatin
C-P
R-25
C-G
R-12
Subject Site (2 Lots)
Current Zone: MU-CBD
Proposed Zone: C-G
SW HALL BLVD
Warner Ave
MU-CBD
Tigard Plaza
Garden Pl
Scale: 0.04 Miles

EXHIBIT B

Hearing Date: September 6, 2022 Time: 6:30 PM

PLANNING COMMISSION RECOMMENDATION TO CITY COUNCIL FOR THE CITY OF TIGARD, OREGON

120 DAYS = 9/11/2022 w/ 60-day extension

SECTION I. APPLICATION SUMMARY

FILE NAME:		**TROJAN STORAGE PHASE 3**
CASE NO.:	**COMPREHENSIVE PLAN AMENDMENT**	**CPA2021-00003**
	ZONING MAP AMENDMENT	**ZON2021-00001**
	CONDITIONAL USE	**CUP2021-00003**
	ADJUSTMENT	**ADJ2021-00023**
	ADJUSTMENT	**ADJ2022-00008**
	LOT LINE ADJUSTMENT	**LLA2022-00010**

PROPOSAL: The applicant is requesting approval of a comprehensive plan amendment, zone change, conditional use permit, two adjustments, and a lot line adjustment. The proposal includes:

- A comprehensive plan amendment from Mixed-Use Central Business District to General Commercial;
- A zone change from Mixed-Use Central Business District to General Commercial;
- A conditional use permit for a new self-storage facility with associated parking, landscaping, and other site improvements;
- An adjustment to the minimum parking and entrance standards; and
- A lot line adjustment to consolidate two lots into one lot.

APPLICANT: Trojan Storage of Tigard, LLC
Ingo Giani
1732 Aviation Blvd, Suite 217
Redondo Beach, CA 90278

OWNER: Trojan Storage of Tigard, LLC
Bret Henry
1732 Aviation Blvd, Suite 217
Redondo Beach, CA 90278

LOCATION: 11630 / 11660 SW Warner Avenue; WCTM 1S135DD Tax lots 01300 and 1400.

COMPREHENSIVE PLAN DESIGNATION:	EXISTING: Mixed Use Central Business District PROPOSED: General Commercial
ZONE:	EXISTING: MU-CBD PROPOSED: C-G
APPLICABLE REVIEW CRITERIA:	Tigard Community Development Code Chapters 18.120, 18.310, 18.320, 18.410, 18.420, 18.710, 18.715, 18.740, 18.810, 18.910, 18.920, and 18.930; Tigard Comprehensive Plan Goals 1, 2, 9, 11, 12, and 15; Statewide Planning Goals 1, 2, 9, 11, and 12; Metro's Urban Growth Management Functional Plan Title 1.

SECTION II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends to the Tigard City Council **APPROVAL**, subject to conditions of approval, of the Comprehensive Plan and Zoning Map Amendments, Conditional Use Permit, Adjustments, and Lot Line Adjustment as complying with all applicable comprehensive plan policies and map designations, Statewide Planning Goals, and Metro policies, and that the applicant has demonstrated adequate public services exist to serve the property at the intensity of the proposed zoning.

CONDITIONS OF APPROVAL

THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO PERMIT SUBMITTAL:

1. Prior to permit submittal, the applicant must submit an application for assignment of addresses and pay the address fee. Contact Oscar Contreras at 503-718-2678 for the submission of the Autocad file. The address fee must be assessed in accordance with the current Master Fee Schedule.

THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO COMMENCING ANY SITE WORK:

The applicant must prepare a cover letter and submit it, along with any supporting documents or plans that address the following requirements to the PLANNING DIVISION, ATTN: Agnes Lindor (503)718-2429 or AgnesL@tigard-or.gov. The cover letter must clearly identify where in the submittal the required information is found:

2. Prior to commencing any site work, the project arborist or landscape architect must perform a site inspection for tree protection measures, document compliance/non-compliance with the Urban Forestry Plan, and send written verification with a signature of approval directly to the project planner within one week of the site inspection.

3. The project arborist or landscape architect must perform semimonthly (twice monthly) site inspections for tree protection measures during periods of active site development and construction, document compliance/non-compliance with the Urban Forestry Plan, and send written verification with a signature of approval directly to the project planner within one week of the site inspection.

4. Prior to commencing any site work, the applicant must provide a tree establishment bond that meets the requirements of the Urban Forestry Manual, Section 11, Part 2. This bond amount will be for newly planted open grown trees.

5. Prior to commencing any site work, the applicant must provide a fee to cover the city's cost of collecting and processing the inventory data for the entire urban forestry plan (Urban Forestry Manual, Section 11, Part 3). This fee amount will be for newly planted open grown trees and any preserved trees.

6. Prior to commencing any site work, the applicant must submit a copy of the recorded survey map to the city.

7. Prior to commencing any site work, the applicant must submit a photometrics analysis meeting Sections 18.320.040.E and 18.410.040.H.

8. Prior to commencing any site work, the applicant must submit a plan showing a single loop bicycle rack.

THE FOLLOWING CONDITIONS MUST BE SATISFIED PRIOR TO FINAL BUILDING INSPECTION:

The applicant must prepare a cover letter and submit it, along with any supporting documents or plans that address the following requirements to the PLANNING DIVISION, ATTN: Agnes Lindor (503)718-2429 or AgnesL@tigard-or.gov. The cover letter must clearly identify where in the submittal the required information is found:

9. Prior to final building inspection, the applicant must call in for a final planning inspection.

SECTION III. BACKGROUND INFORMATION

Site Description

The project site is approximately 0.64-acres with frontage on SW Hall Boulevard to the west and a future extension of SW Warner Avenue to the south. The site consists of two lots and is currently vacant. The site is zoned Mixed-Use-Central Business District (MU-CBD) with a Mixed-Use Central Business District comprehensive plan designation. Properties to the north are developed with apartments (C-G zone); Properties to the west are developed with a mobile home park and commercial development (R-12 and MU-CBD zones); properties to the east will be developed with a self-storage facility use (C-G zone); and the property to the south is developed with commercial uses (MU-CBD zone). The site does not contain any sensitive lands.

Proposal Description
The applicant is requesting approval of a comprehensive plan amendment, zone change, conditional use permit, and two adjustments. The proposal includes:

- A comprehensive plan amendment from Mixed-Use Central Business District to General Commercial;
- A zone change from Mixed-Use Central Business District to General Commercial;
- A conditional use permit for a new self-storage facility with associated parking, landscaping, and other site improvements;
- An adjustment to the minimum parking and entrance standards; and
- A lot line adjustment to consolidate two lots into one lot.

Site History:
Staff conducted a search of City records for the subject site and found the following:

- Pre-application conferences (PRE2007-00034 / PRE2007-00051 / PRE2010-00011 / PRE2010-00023 / PRE2021-00018); and
- Zoning inquiry letter (ZIL2021-00007).

No other previous land use records were found.

Decision Process
The application is processed through a Type III-Modified procedure. The Planning Commission will make a recommendation to City Council on the proposed Comprehensive Plan and Zoning Map Amendments. The Council may approve the amendment, approve with conditions, deny the amendments, or remand the amendments back to Planning Commission.

SECTION IV. PUBLIC COMMENTS

The Tigard Community Development Code requires that property owners within 500 feet of the subject site be notified of the proposal and be given an opportunity to provide comments prior to a decision being made. The Planning Commission hearing was scheduled for August 1, 2022. Staff mailed a Type III Notice of Public Hearing regarding this application to affected parties on July 7, 2022. The notice was posted on at the project site on July 14, 2022. On August 11, 2022, a public hearing notice of the City Council public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On August 11, 2022, the proposal was posted on the City's web site. On August 17, 2022, the site was posted with a notice board. No comments were received.

On August 1, 2022, the Tigard Planning Commission held a public hearing on this case, however, there were no members of the public that provided public testimony.

SECTION V. SUMMARY OF APPLICABLE REVIEW CRITERIA

This section contains all of the applicable city, state, and metro policies, provisions, and criteria that apply to the proposed comprehensive plan and zoning map amendment.

City of Tigard Comprehensive Plan:
- **Chapter 1: Citizen Involvement**
- **Chapter 2: Land Use Planning**
- **Chapter 9: Economic Development**
- **Chapter 11: Public Facilities and Services**
- **Chapter 12: Transportation**
- **Chapter 15: Special Planning Area**

METRO Functional Plan:
- **Title 8: Compliance Procedures**

Statewide Planning Goals:
- **Goal 1: Citizen Involvement**
- **Goal 2: Land Use Planning**
- **Goal 9: Economic Development**
- **Goal 11: Public Facilities and Services**
- **Goal 12: Transportation**

The following summarizes the review criteria applicable to this decision:

18.810 Lot Line Adjustments and Lot Consolidations
18.790 Text and Map Amendments
18.740 Conditional Use Permit
18.715 Adjustments
18.120 Commercial Zones
18.310 Nonresidential General Provisions
18.320 Commercial Zone Development Standards
18.410 Off-Street Parking and Loading
18.420 Landscaping and Screening
18.910 Improvement Standards
18.920 Access, Egress and Circulation
18.930 Vision Clearance Areas

SECTION VI. APPLICABLE REVIEW CRITERIA AND FINDINGS

The following subsections address only the approval criteria applicable to this decision.

18.810 Lot Line Adjustments and Lot Consolidations

18.810.030 Approval Criteria

A. Approval criteria. The approval authority will approve or approve with conditions an application for a lot line adjustment or lot consolidation when all of the following are met:

1. An additional lot is not created by the lot line adjustment or lot consolidation, and the existing lot or lots are not reduced below the minimum lot size.

New lots are not being proposed. The proposal is to consolidate two lots into one lot, which will increase the size of the remaining lot and there are no minimum lot size restrictions in the C-G zone. This criterion is met.

2. **The reconfigured lots and existing structures comply with all applicable development standards.**

The site is currently vacant. This criterion does not apply.

3. **The reconfigured lots comply with the following:**
   a. **Each lot intended for residential development must meet the density standard for the housing type proposed.**

The lots are not intended for residential development. This criterion does not apply.

   b. **The minimum lot width is met. The minimum lot width for residential and nonresidential development is provided in the applicable development standards chapter in 18.200 Residential Development Standards or 18.300 Nonresidential Development Standards. In the case of a flag lot, the minimum lot width and depth is 40 feet and is measured as provided in Section 18.40.080.**

The minimum lot width in the C-G zone is 50 feet. The lot width is more than 140 feet. This criterion is met.

   c. **The minimum lot size is met. The minimum lot size for residential and nonresidential development is provided in the applicable development standards chapter in 18.200 Residential Development Standards or 18.300 Nonresidential Development Standards. In the case of a flag lot, the access is not included in the lot area calculation as described in Section 18.40.080.**

There are no minimum lot size standards in the C-G zone. This criterion is met.

   d. **Each lot intended for quad, rowhouse, or single detached house development is rectilinear in shape with straight side lot lines at right angles to front lot lines, and straight rear lot lines parallel to front lot lines, except where not practicable due to location along a street radius or because of existing natural features or lot lines. Side and rear lot lines that are segmented may not contain cumulative lateral changes in direction that exceed 10 percent of the distance between opposing lot corners, as measured using the process of Subsection 18.40.060.C.**

The lot is intended for nonresidential development. This criterion does not apply.

   e. **Each lot has a minimum of 40 feet of frontage on a public or private right-of-way, except for the following types of lots:**
      i. **Flag lots and rowhouse lots have a minimum of 15 feet of frontage on a public or private right-of-way;**
      ii. **Lots with curved frontages along cul de sacs or eyebrows have a minimum of 20 feet of frontage on a public or private right-of-way as measured along the arc of the front lot line; and**
      iii. **Lots at the terminus of a private street have a minimum of 20 feet of frontage on a private right-of-way.**

The lot has more than 40 feet of street frontage on both SW Hall Boulevard and SW Warner Avenue. This criterion is met.

f. All setback requirements are met. The setback requirements for residential and nonresidential development are provided in the applicable development standards chapter in 18.200 Residential Development Standards or 18.300 Nonresidential Development Standards.

The proposed development meets all applicable setback standards are discussed later in this report. This criterion is met.

g. Lots using the density and dimensional standards for cottage cluster, courtyard unit, quad, and rowhouse development must record a deed restriction that prohibits any type of development other than the type proposed with the lot line adjustment or consolidation application. This deed restriction cannot be removed except through another land division or lot line adjustment process.

The lot will be developed with nonresidential development. This criterion does not apply.

4. With regard to flag lots:
- **a. The applicant may determine the location of the front lot line, provided that no side setback is less than 10 feet. Structures must generally be located so as to maximize separation from existing structures.**
- **b. A sight-obscuring fence must be provided along the property line of a lot where the paved access is located within 10 feet of an abutting lot.**

A flag lot is not proposed, this criterion does not apply.

5. Where a common drive is to be provided to serve more than one lot, a reciprocal easement that will ensure access and maintenance rights must be recorded with the approved lot line adjustment or lot consolidation.

A common drive is not proposed, this criterion does not apply.

6. Any access must comply with Chapter 18.920, Access, Egress, and Circulation.

All applicable access, egress, and circulation standards for this development site were addressed with Trojan Storage Phase II development (CUP2016-00005). This standard is met.

18.810.040 Recording Lot Line Adjustments and Lot Consolidations

A. <u>Recording requirements</u>. Upon approval of the proposed lot line adjustment or lot consolidation, the applicant must record the lot line adjustment or lot consolidation with Washington County and submit a copy of the recorded survey map to the city, to be incorporated into the record.

Prior to commencing any site work, the applicant must submit a copy of the recorded survey map to the city. This standard is met through a condition of approval.

FINDING: As shown in the analysis above, the lot line adjustment and lot consolidation criteria are met or can be met through conditions of approval.

18.790 Text and Map Amendments

18.790.030 Quasi-Judicial Amendments

A. Approval process.

3. A quasi-judicial zoning map amendment application that requires a comprehensive map plan amendment is processed through a Type III-Modified procedure, as provided in Section 18.710.080, which is decided by the City Council with a recommendation by Planning Commission.

The proposal is an application for a quasi-judicial zoning map amendment that requires a comprehensive map plan amendment. Therefore, the amendment is being processed through a Type III-Modified procedure.

B. Approval criteria. A recommendation or decision for a quasi-judicial zoning map amendment or quasi-judicial comprehensive plan amendment will be based on the following:

1. Demonstration of compliance with all applicable comprehensive plan policies and map designations; and

The proposal as provided below, demonstrates compliance with all applicable comprehensive plan polices and map designations.

City of Tigard Comprehensive Plan
Chapter 1: Citizen Involvement
Goal 1.1
Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2 **The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.**

Policy 5 **The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.**

Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the planning process. Several opportunities for participation are built into the Comprehensive Plan amendment process, including public hearing notification requirements pursuant to Chapter 18.710 of the Tigard Community Development Code.

The applicant held a neighborhood meeting on June 16, 2021. On July 7, 2022, a public hearing notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On July 7, 2022, the proposal was posted on the City's web site. On July 14, 2022, the site was posted with a notice board. On July 25, 2022, the staff report was made available.

On August 11, 2022, a public hearing notice of the City Council public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On August 11, 2022, the staff report was posted on the City's web site. On August 17, 2022, the site was posted with a notice board.

On August 1, 2022, the Tigard Planning Commission held a public hearing on this case, however, there were no members of the public that provided public testimony. The Commission voted unanimously to recommend approval of the proposal to City Council.

These policies are met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 1.1 Policies 2 and 5 are met.

Chapter 2: Land Use Planning
Goal 2.1
Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative basis of Tigard's land use planning program.

Policy 8 The City shall require that appropriate public facilities are made available, or committed, prior to development approval and are constructed prior to, or concurrently with, development occupancy.

As detailed in the findings below, Engineering finds that all public facilities and services are available to and have adequate capacity to serve the subject site.

Stormwater – City of Tigard Public Works Department. City storm sewer infrastructure either currently exists adjacent to the proposed development or can be made available to the subject site. There is an existing storm sewer main along the property frontage within SW Hall Boulevard and a storm sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, stormwater systems must be designed and constructed meeting CWS Design and Construction Standards for surface water management systems, including runoff treatment and control. City storm sewer facilities have adequate capacity to serve the subject site.

Water – Tualatin Valley Water District. The subject properties are located within the water service area for Tualatin Valley Water District. Tualatin Valley Water District reviewed the applicants' materials and responded with no objections to the proposal. Prior to commencing any site work, the applicant must obtain approvals and permits from Tualatin Valley Water District for all proposed and/or extensions of public water lines, hydrants, and water services prior to issuance of city permits.

Sewer – City of Tigard Public Works Department. City sanitary sewer infrastructure either currently exists adjacent to the proposed development site or can be made available to the subject site. There is an existing sanitary sewer main along the property frontage within SW Hall Boulevard and a sanitary sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, sanitary sewer systems must be designed and constructed meeting CWS Design and Construction Standards. City sanitary sewer facilities have adequate capacity to serve the subject site.

Streets – City of Tigard Engineering Division. The subject property has frontage on SW Hall

Boulevard (an arterial under the jurisdiction of the Oregon Department of Transportation (ODOT)) and SW Warner Avenue (a local street under the jurisdiction of the City of Tigard)., Upon development of the property, street improvements will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. This policy is met.

Policy 15. In addition to other Comprehensive Plan goals and policies deemed applicable, amendments to Tigard's Comprehensive Plan/Zone Map shall be subject to the following specific criteria:

A. Transportation and other public facilities and services shall be available, or committed to be made available, and of sufficient capacity to serve the land uses allowed by the proposed map designation;

B. Development of land uses allowed by the new designation shall not negatively affect existing or planned transportation or other public facilities and services;

The site is already served by all necessary public facilities and services, which can accommodate the proposed amendments, as detailed under Goal 2.1 findings, above. The subject property has frontage on SW Hall Boulevard (an arterial under the jurisdiction of ODOT) and SW Warner Avenue (a local street under the jurisdiction of the City of Tigard). The applicant submitted a Transportation Planning Rule (TPR) analysis. Engineering staff reviewed the analysis and agreed with the applicant's findings. The TPR analysis states that the proposed zone change is expected to increase the potential trip generation by 136 trips in the AM peak hour and 108 trips in the PM peak hour (a total of 1,568 daily trips). The report concluded that the proposed zone change will not degrade or negatively affect the performance of any existing or planned facility below standards.

Upon development of the property, street improvements will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. This policy is met.

C. The new land use designation shall fulfill a proven community need such as provision of needed commercial goods and services, employment, housing, public and community services, etc. in the particular location, versus other appropriately designated and developable properties;

The applicant's narrative stated that the proposed zone change will fulfill a proven community need in this particular location. The proposed zone change is necessary to accommodate the Phase III self-storage facility proposal. Self-storage facilities are not an allowed use in the MU-CBD zone but are allowed as a conditional use only in the C-G zone. The Phase III self-storage facility proposal is an expansion of the approved Phase I and Phase II self-storage facilities located adjacent to the site. Therefore, the zone change will allow for this Phase III expansion of the overall self-storage facility. The C-G zone is appropriate for the site given that the site is adjacent to properties zoned C-G and are also developed with self-service storage facilities. The proposal is consistent with zoning in the immediate surrounding area.

There is a growing demand for more self-storage facilities in general and in the City, as evident by the applicant's proposal to expand the Phase I and Phase II self-storage facilities. Based on the applicant's market analysis of the surrounding area using industry standard metrics, there is currently a shortage of approximately 225,000 square feet of self-storage space within a three-mile radius of the site and a shortage of approximately 825,000 square feet of self-storage space within a five-mile radius of the site. This demand for self-storage facilities has continued to grow for residents, businesses, and government entities as a result of rising housing and property prices and related factors. The demand for self-storage has been even further exasperated by COVID-19, as the number of people working from home has significantly increased. Offices downsizing and use of personal storage to make room for home offices has increased the use of self-storage over the past few years. This policy is met.

D. Demonstration that there is an inadequate amount of developable, appropriately designated, land for the land uses that would be allowed by the new designation;

There is an inadequate amount of developable, appropriately designated land for the Phase III self-storage facility the proposed zone change is intended to accommodate. The Phase III self-storage facility proposal is an expansion of the Phase I and Phase II self-storage facilities located adjacent to the site. Self-storage facilities are not an allowed use in the MU-CBD zone but are allowed as a conditional use only in the C-G zone. Therefore, the proposed zone change will allow for this Phase III expansion of the overall self-storage facility. There are no other C-G zoned sites adjacent to the Phase I and Phase II self-storage facilities that can accommodate this expansion. The property to the north, zoned C-G, is developed with apartment development. This policy is met.

E. Demonstration that land uses allowed in the proposed designation could be developed in compliance with all applicable regulations and the purposes of any overlay district would be fulfilled;

The proposal does include an application for development. The development as proposed complies with all applicable regulations except where adjustments are proposed. Compliance with applicable regulations is discussed later in this report. There are no overly districts affecting the properties. This policy is met.

F. Land uses permitted by the proposed designation would be compatible, or capable of being made compatible, with environmental conditions and surrounding land uses; and

The proposed designation and zone would allow for a variety of land uses that are compatible with environmental conditions and surrounding land uses. The land uses permitted in the proposed C-G zone would be compatible, or capable of being made compatible, with environmental conditions and surrounding land uses. The site is currently zoned MU-CBD, which is a mixed-use downtown zone that allows a wide variety of commercial uses, and therefore the site is deemed to be appropriate for commercial uses. However, this site is disconnected from the downtown core by Pacific Highway and also abuts Highway 217 and Hall Boulevard. The site is also adjacent to properties zoned C-G therefore, the proposed change would allow this site to be consistent with zoning in the immediate surrounding area. The overall surrounding area is zoned commercial and is predominately occupied by commercial uses. The C-G zone would allow commercial uses at a scale that is compatible with the surrounding commercial uses. The adjacent properties include the existing Phase I and the entitled

Phase II self-storage facilities, and therefore self-storage facilities are compatible with the surrounding land uses.

The site does not include any city-designated sensitive lands, but does contain one large native tree, an Oregon White Oak. The proposal includes preservation of the existing native tree and integrates the tree into the overall design of the project. The application includes an arborist report from Teragan and Associates, Inc. addressing adequate protection measures. This policy is met.

G. Demonstration that the amendment does not detract from the viability of the City's natural systems.

The site has slopes less than 10 percent and does not contain any designated Sensitive Lands. However, the site does contain one large native tree, an Oregon White Oak, which is considered part of the City's natural systems under this policy. The proposal includes preservation of the existing native tree and integrates the tree into the overall design of the project. The application includes an arborist report from Teragan and Associates, Inc. addressing adequate protection measures to protect and preserve the tree. With the preservation of the oak tree, the proposed amendments would not detract from the viability of the City's natural systems. This policy is met.

Policy 16. The City may condition the approval of a Plan/Zoning map amendment to assure the development of a definite land use(s) and per specific design /development requirements.

This application includes a conditional use permit for a self-service storage facility. Conditions of approval will be included with the decisions. This policy is met.

Policy 17. The City may allow concurrent applications to amend the Comprehensive Plan/Zoning Map(s) and for development plan approval of a specific land use.

This application includes a conditional use permit, an adjustment, and a lot line adjustment as concurrent applications for the self-service storage facility. This policy is met.

Policy 21. The City shall require all development to conform to site design/development regulations.

This application includes a conditional use permit for a self-service storage facility and compliance with all applicable design and development regulations is discussed later in this report. This policy is met.

Policy 23. The City shall require new development, including public infrastructure, to minimize conflicts by addressing the need for compatibility between it and adjacent existing and future land uses.

The Phase III self-storage facility development proposed for the site will minimize conflict and is compatible with the adjacent existing and future uses. The site is currently zoned MU-CBD, which is a mixed-use downtown zone that allows a wide variety of commercial uses. The adjacent properties are either zoned C-G or MU-CBD, both allow commercial uses, and both contain existing commercial development. Based on this, the site is deemed to be compatible with the surrounding area. The site is

located adjacent to the existing Phase I self-storage facility and entitled Phase II self-storage facilities, therefore the proposed development is compatible with the surrounding land uses. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 2.1 Policies 8, 15, 16, 17, 21, and 23 are met.

Goal 2.3
To balance the diverse and changing needs of the City through well-designed urban development that minimizes the loss of existing trees to create a living legacy for future generations.

Policy 6. The City shall, in order to preserve existing trees and ensure new trees will thrive, allow and encourage flexibility in site design through all aspects of development review.

The site does contain one large native tree, an Oregon White Oak. The proposal includes preservation of the existing native tree, which through flexibility in the proposed site design, integrates the tree into the overall design of the project. The application includes an arborist report from Teragan and Associates, Inc. addressing adequate protection measures. The proposal also includes the planting of new trees and the arborist report provides a planting plan as well as recommendations to ensure the new trees will thrive. Through the preservation and planting of new trees, the site will provide an effective canopy of 83%, well in excess of the required minimum 33% effective canopy. This policy is met.

Policy 7. The City shall require all development, including City projects, to prepare and implement a tree preservation and landscaping plan, with the chosen trees and other plant materials appropriate for site conditions.

The applicant submitted an arborist report from Teragan and Associates, Inc. that includes a tree preservation and landscaping plan in compliance with the Urban Forestry Manual. The proposal includes preservation of the one existing native tree and integrates it into the overall design of the project. The arborist report and landscape plans show trees and other plant material that are appropriate for the site conditions. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 2.3 Policies 6 and 7 are met.

Chapter 9: Economic Development
Goal 9.1
Develop and maintain a strong, diversified, and sustainable local economy.

Policy 5. The City shall promote well-designed and efficient development and redevelopment of vacant and underutilized industrial and commercial lands.

The property was previously developed with detached houses and is currently vacant. The Phase III self-storage facility project is a well-designed and efficient development of vacant commercial lands. The project incorporated existing natural features into the design, pedestrian amenities, the continuation of SW Warner Avenue, as well as many pedestrian-oriented building elements. The buildings will also utilize state-of-the-art design and materials that will enhance and compliment the surrounding area. The

extension of the existing Phase I and entitled Phase II self-storage facilities is the most efficient use and development for the site. This policy is met.

Policy 12. The City shall assure economic development promotes other community qualities, such as livability and environmental quality that are necessary for a sustainable economic future.

The Phase III self-storage facility will promote other community qualities, such as livability and environmental quality that are necessary for a sustainable economic future. The project incorporates existing natural features into the design as well as pedestrian amenities and many pedestrian-oriented building elements. The buildings will also utilize state-of-the-art design and materials that will enhance and livability in the surrounding area. The project is well designed and will preserve one existing oak tree and integrate it into the overall design of the project, promoting environmental quality. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 9.1 Policies 5, 6, and 12 are met.

Chapter 11: Public Facilities and Services
Goal 11.1
Develop and maintain a stormwater system that protects development, water resources, and wildlife habitat.

Policy 1. The City shall require that all new development:
A. construct the appropriate stormwater facilities or ensure construction by paying their fair share of the cost;
B. comply with adopted plans and standards for stormwater management; and
C. meet or exceed regional, state, and federal standards for water quality and flood protection.

City storm sewer infrastructure either currently exists adjacent to the proposed development or can be made available to the subject site. There is an existing storm sewer main along the property frontage within SW Hall Boulevard and a storm sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, stormwater systems must be designed and constructed meeting CWS Design and Construction Standards for surface water management systems, including runoff treatment and control. City storm sewer facilities have adequate capacity to serve the subject site. This policy is met.

Policy 7. The City shall encourage low impact development practices and other measures that reduce the amount of, and/or treat, stormwater runoff at the source.

Upon development of the site, stormwater systems shall be designed and constructed meeting CWS Design and Construction Standards for surface water management systems, including runoff treatment and control. City storm sewer facilities have adequate capacity to serve the subject site. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 11.1 Policies 1 and

7 are met.

Goal 11.2
Secure a reliable, high quality, water supply to meet the existing and future needs of the community.

Policy 8. The City shall require all new development needing a water supply to:
- **A. connect to a public water system;**
- **B. pay a system development charge and other costs associated with extending service;**
- **C. ensure adequate pressure and volume to meet consumption and fire protection needs; and**
- **D. extend adequately sized water lines with sufficient pressure to the boundaries of the property for anticipated future extension.**

The subject properties are located within the water service area for Tualatin Valley Water District. Tualatin Valley Water District reviewed the applicants' materials and responded with no objections to the proposal. Prior to commencing any site work, the applicant must obtain approvals and permits from Tualatin Valley Water District for all proposed and/or extensions of public water lines, hydrants, and water services prior to issuance of city permits. System development charges will be collected with building permits. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 11.1 Policy 8 is met.

Goal 11.3
Develop and maintain a wastewater collection system that meets the existing and future needs of the community.

Policy 1. The City shall require that all new development:
- **A. connect to the public wastewater system and pay a connection fee;**
- **B. construct the appropriate wastewater infrastructure; and**
- **C. comply with adopted plans and standards for wastewater management.**

City sanitary sewer infrastructure either currently exists adjacent to the proposed development site or can be made available to the subject site. There is an existing sanitary sewer main along the property frontage within SW Hall Boulevard and a sanitary sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, sanitary sewer systems must be designed and constructed meeting CWS Design and Construction Standards. City sanitary sewer facilities have adequate capacity to serve the subject site. System development charges will be collected with building permits. This policy is met. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 11.3 Policy 1 is met.

Goal 11.4
Maintain adequate public facilities and services to meet the health, safety, education, and leisure needs of all Tigard residents.

Policy 4. The City shall require that all new development:

A. can be provided fire and police protection;
B. provide Tigard Police, Tualatin Valley Fire and Rescue, and the school districts the opportunity to comment on the proposal;
C. have sufficient fire hydrants and fire flow;
D. have a street layout and design that is accessible by emergency vehicles; and
E. have buildings that meet fire and building code requirements

The proposal was routed to Tualatin Valley Fire and Rescue (TVF&R), Tigard Tualatin School District, and Tigard Police for review. Tualatin Valley Fire and Rescue submitted written comments on April 19, 2022. Tualatin Valley Fire and Rescue currently provides fire protection and emergency medical services to the site, which will not change upon development of the site. Prior to commencing any site work, the applicant must provide written approval from TVF&R for fire flow, hydrant placement, and emergency vehicular access and turn around. Compliance with fire and building code requirements will be reviewed at time of building permits. Tigard Tualatin School District, and Tigard Police did not provide any comments on the proposal. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 11.4 Policy 4 is met.

Goal 11.5
Private utilities provide the needed energy and communication services for the community.

Policy 1. The City shall require that all new development:
A. secure the required energy and communication utilities;
B. place new utilities underground, when feasible, or pay an in-lieu-of fee when crossing or adjacent to a public right-of-way; and
C. provide necessary easements for energy and communication services.

Policy 2. The City shall require the placement of existing services underground, when feasible, or pay an in-lieu-of fee during redevelopment or street construction.

All applicable public improvements standards for this development were addressed with the approval of the Trojan Storage Phase II development (CUP2016-00005). The applicants' narrative has indicated intent to comply with the requirement for all existing overhead utilities along the project frontage and proposed new utilities to be placed underground. A fee-in-lieu of undergrounding was not proposed by the applicant. Prior to final building inspection for Phase II development, the applicant must place all existing and proposed utilities underground.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 11.4 Policies 1 and 2 are met.

Chapter 12: Transportation
12.3
Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 9. The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plan.

All applicable public improvements standards for this development were addressed with the approval of the Trojan Storage Phase II development (CUP2016-00005). The subject property has frontage on SW Hall Boulevard (an arterial under the jurisdiction of ODOT) and SW Warner Avenue (a local street under the jurisdiction of the City of Tigard)., Upon development of the property, street improvements will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. Sidewalks will be constructed along SW Hall Boulevard and SW Warner Avenue. This policy is met.

Policy 11. The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.

The subject property has frontage on SW Hall Boulevard (an arterial under the jurisdiction of ODOT) and SW Warner Avenue (a local street under the jurisdiction of the City of Tigard)., Upon development of the property, street improvements will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. Sidewalks will be constructed along SW Hall Boulevard and SW Warner Avenue, and a bicycle lane will be constructed along the development frontage on SW Hall Boulevard in accordance with the City's TSP. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 12.3 Policies 9 and 11 are met.

Goal 12.4
Maintain and improve transportation system safety.

Policy 3. The City shall require new development to provide safe access for all modes to and from a publicly dedicated street.

Upon development of the property, street improvements, including driveway access to SW Warner Avenue, will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. The policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 12.4 Policy 3 is met.

Chapter 15: Special Planning Areas
Goal 15.1.1
The City will promote the creation of a vibrant and active urban village at the heart of the community that is pedestrian oriented, accessible by many modes of transportation, recognizes natural resources as an asset, and features a combination of uses that enable people to live, work, play, and shop in an environment that is uniquely Tigard.

The proposed amendments and development are consistent with the goal of providing a development that is pedestrian-oriented, accessible by many modes of transportation, recognizes natural resources as an asset, and features a use that is supportive of the surrounding community.

Although it is not required under the proposed C-G zone, the applicant is incorporating pedestrian-oriented design elements into the proposed buildings. The buildings will be located within 10 feet of the street property line on SW Warner Avenue and include pedestrian-oriented features including windows, articulation, entrances, and weather protection. The proposed design will complement the surrounding commercial uses and provide an active pedestrian environment.

The site does contain one large native tree, an Oregon White Oak. The proposal includes preservation of the existing native tree and integrates it into the overall design of the project.

The development includes an extension of SW Warner Avenue through to SW Hall Boulevard. The extension will provide safe and convenient pedestrian access from public sidewalks abutting the site to all building entrances as shown on the site plan. There is a pedestrian path that provides access from public sidewalks abutting the site to the building entrances and a public bench provided along SW Hall Boulevard. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 15.1.1 is met.

Goal 15.1.3
Develop and Improve the Open Space System and Integrate Natural Features into downtown.

Policy 1. Natural resource functions and values shall be integrated into downtown urban design.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 15.1.3 Policy 1 is met.

Goal 15.1.4
Develop comprehensive street and circulation improvements for pedestrians, automobiles, bicycles, and transit.

Policy 5. Streetscape and public area design shall focus on creating a pedestrian friendly environment without the visual dominance by automobile-oriented uses.

The applicant is incorporating pedestrian-oriented design elements into the proposed buildings. The buildings will be located within 10 feet of the street property line on SW Warner Avenue and include pedestrian-oriented features including windows, articulation, entrances, and weather protection. The proposed design will complement the surrounding commercial uses and provide an active pedestrian environment.

The development includes an extension of SW Warner Avenue through to SW Hall Boulevard. The extension will provide safe and convenient pedestrian access from public sidewalks abutting the site to all building entrances as shown on the site plan. There is a pedestrian path that provides access from public sidewalks abutting the site to the building entrances and a public bench provided along SW Hall Blvd. This policy is met.

FINDING: As shown in the analysis above, the Tigard Comprehensive Plan Goal 15.1.4 Policy 5 is met.

METRO Urban Growth Management Functional Plan

Title 8: Compliance Procedures

The purposes of this chapter are to establish a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements.

This title has been met by complying with the Tigard Development Code notice requirements set forth in Section 18.710.080 (Type III-Modified Procedure). On July 7, 2022, public hearing notice of the Planning Commission public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On July 7, 2022, the proposal was posted on the City's web site. On July 14, 2022, the site was posted with a notice board. On July 25, 2022, the staff report was made available. On August 11, 2022, a public hearing notice of the City Council public hearing was sent to the interested parties list and all property owners within 500 feet of the subject parcels. On August 11, 2022, the proposal was posted on the City's web site. On August 17, 2022, the site was posted with a notice board. On August 11, 2022, the staff report was made available.

On August 1, 2022, the Tigard Planning Commission held a public hearing on this case, however, there were no members of the public that provided public testimony.

A public hearing will also be held before the City Council September 6, 2022), providing an additional opportunity for public input to be provided. This title is satisfied.

FINDING: As shown in the analysis above, Metro's Urban Growth Management Functional Plan Title 8 is met.

Statewide Planning Goals

Goal 1 – Citizen Involvement:

This goal outlines the citizen involvement requirement for the land use planning process, including the adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Goal 2 – Land Use Planning:

This goal outlines the land use planning process and policy framework.

Goal 9 – Economic Development

This goal outlines how cities and counties must plan to ensure that they have enough land available to realize economic growth and development opportunities.

Goal 11 – Public Facilities and Services:

This goal outlines the planning and development timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Goal 12 – Transportation

This goal outlines each city must develop a transportation system plan that considers all modes of transportation.

The proposed amendments and development comply with Statewide Planning Goals 1, 2, 9, 11, and 12 through the implementation of the City of Tigard Comprehensive Plan, which is acknowledged by the State (June 23. 2022) The applicable City Comprehensive Plan goals and polices have been addressed in this report.

FINDING: Based on the above analysis, all of the statewide goals have been fully met.

2. **Demonstration that adequate public services exist to serve the property at the intensity of proposed zoning. Factors to consider include the projected service demands of the property, the ability of the existing and proposed public services to accommodate the future use, and the characteristics of the property and development proposal, if any.**

As detailed in the findings below, Engineering finds that all public facilities and services are available to and have adequate capacity to serve the development.

Stormwater – City of Tigard Public Works Department. City storm sewer infrastructure either currently exists adjacent to the proposed development or can be made available to the subject site. There is an existing storm sewer main along the property frontage within SW Hall Boulevard and a storm sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, stormwater systems must be designed and constructed meeting CWS Design and Construction Standards for surface water management systems, including runoff treatment and control. City storm sewer facilities have adequate capacity to serve the subject site.

Water – Tualatin Valley Water District. The subject properties are located within the water service area for Tualatin Valley Water District. Tualatin Valley Water District reviewed the applicants' materials and responded with no objections to the proposal. Prior to commencing any site work, the applicant must obtain approvals and permits from Tualatin Valley Water District for all proposed and/or extensions of public water lines, hydrants, and water services prior to issuance of city permits.

Sewer – City of Tigard Public Works Department. City sanitary sewer infrastructure either currently exists adjacent to the proposed development site or can be made available to the subject site. There is an existing sanitary sewer main along the property frontage within SW Hall Boulevard and a sanitary sewer main stub at the existing terminus of SW Warner Avenue. The City of Tigard Engineering Division reviewed the applicants' development proposal and had no objections. Upon development of the site, sanitary sewer systems must be designed and constructed meeting CWS Design and Construction Standards. City sanitary sewer facilities have adequate capacity to serve the subject site.

Streets – City of Tigard Engineering Division. The subject property has frontage on SW Hall Boulevard (an arterial under the jurisdiction of ODOT) and SW Warner Avenue (a local street under the jurisdiction of the City of Tigard)., Upon development of the property, street improvements will be constructed by the applicant along the property frontages on SW Hall Boulevard and SW Warner Avenue in accordance with Tigard Municipal Code 18.910, the City of Tigard Public Improvement Design Standards and the ODOT Highway Design Manual standards, and the City of Tigard Public Improvement Design Standards. The Washington County Transportation Development Tax (TDT) and City's Transportation System Development Charges will be assessed at time of building permit.

Parks – City of Tigard Public Works Department. Any system wide impacts will be offset by the payment of Park SDC fees.

FINDING: Based on the above analysis, all of the text and map amendments criteria have been fully met.

18.715 Adjustments

18.715.050 Approval Criteria

The approval authority will approve or approve with conditions an adjustment application when all of the criteria in either Subsection 18.715.050.A or B are met.

A. Criteria for demonstrating substantial compliance.

1. **The proposed adjustment results in development that is generally consistent with the purpose of the development standard to be adjusted; and**
   a. **Has only minor impacts on surrounding properties or public facilities, or**
   b. **Addresses a site constraint or unusual situation, or**
   c. **Utilizes innovative design or results in sustainable development;**

The applicant is requesting two adjustments. One for entrance standards and a second for minimum vehicle parking standards.

Entrance Standards (18.320.050.A)

Each building must provide an entrance that is visible from the public street, angled not more than 45 degrees from the street, and must have weather protection. The development includes two buildings; the main office building at the corner of SW Hall Boulevard and SW Warner provides an entrance that faces SW Warner Ave and meets the entrance standards. The building (Building C) that contains storage units will not meet the entrance standards. The purpose of the entrance standard is to promote quality development and enhance the livability, walkability, and safety of the community. Building C contains two entrances on each side of the building that are not visible from the street and are angled approximately 90 degrees from the street. The adjustment addresses an unusual situation due to the nature of a self-storage facility; this building entrance needs to be located in a more secure location not directly accessible to the public. The front façade that faces SW Warner does provide large windows and a faux door that provides the appearance of an entrance, therefore, meeting the purpose of the development standard by contributing to the pedestrian environment. In addition, weather protection is being provided on all entrances.

Minimum Vehicle Parking Standards (18.410.070)

Self-service storage uses must provide a minimum of one vehicle parking space per four storage units. The proposal includes 106 storage units and must provide 27 vehicle parking spaces. The applicant is providing four parking spaces. The adjustment is generally consistent with the development standard to be adjusted, which states that the vehicle parking standard is to ensure that parking areas have adequate capacity. The applicant submitted a parking study prepared by Howard Stein; a Transportation Engineer from CTS Engineers. The study concluded that based on the ITE Parking Generation Report, self-service storage facilities have an average rate of 0.16 per 1,000 gross square feet or 1.39 vehicles per 100 storage units. Based on this, the development will need approximately 3.7 parking spaces per 100 storage units, exceeding the minimum provided in the parking report. This adjustment is necessary to address a site constraint given the size of the site as well as the proposed preservation of the large native Oak tree. There in not sufficient room to accommodate the required

parking spaces on the site. Additionally, Phase I and Phase II of the self-storage facility were also granted a reduction to the minimum parking standards at a rate of 1.53 spaces per 100 storage units.

As proposed the adjustment is consistent with the development standard being adjusted and results in no impacts to surrounding properties and public facilities. This criterion is met.

2. **The proposed adjustment does not have a greater impact on city-designated sensitive lands than would otherwise occur if the adjustment was not approved; and**

The site does not contain any City-designated sensitive lands therefore, the adjustments will not have any impact on a city-designated sensitive lands. This criterion is met.

3. **If the proposed adjustment addresses a site constraint or unusual situation, utilizes innovative design, or results in sustainable development, any impacts from the proposed adjustment are mitigated to the extent practicable; and**

The proposed adjustments address an unusual situation as well as a site constrain. Each building must provide an entrance that is visible from the public street, angled not more than 45 degrees from the street, and must have weather protection. The development includes two buildings; the main office building at the corner of SW Hall Boulevard and SW Warner provides an entrance that faces SW Warner Ave and meets the entrance standards. The building (Building C) that contains storage units will not meet the entrance standards. Building C contains two entrances on each side of the building that are not visible from the street and are angled approximately 90 degrees from the street. The adjustment addresses an unusual situation due to the nature of a self-storage facility; this building entrance needs to be located in a more secure location, which is behind a security fence and not directly accessible to the public. The front façade that faces SW Warner does provide large windows and a faux door that provide the appearance of an entrance, therefore, still providing quality development with a pedestrian-friendly façade.

Self-service storage uses must provide a minimum of one vehicle parking space per four storage units. The proposal includes 106 storage units and must provide 27 vehicle parking spaces. The applicant is providing four parking spaces. This adjustment is necessary to address a site constraint given the size of the site as well as the proposed preservation of one large native tree. Based on the parking study prepared by Howard Stein; a Transportation Engineer from CTS Engineers, self-service storage facilities have an average rate of 0.16 per 1,000 gross square feet or 1.39 vehicles per 100 storage units. The facility will provide sufficient parking for the demand as well results in less impervious surface. Based on this, there are no impacts from the proposed adjustments. This criterion is met.

4. **If more than one adjustment is proposed, the cumulative effect of the adjustments results in development that is generally consistent with the existing development pattern of the surrounding area and the overall purpose of the base zone.**

The applicant is requesting two adjustments. As provided above, the adjustments result in development that is generally consistent with the purpose of the base zone. This criterion is met.

FINDING: Based on the above analysis, all of the adjustment criteria have been fully met.

18.740 Conditional Uses

18.740.020 Applicability

This chapter applies to all new or existing uses identified in this title as conditional uses.

The proposed application is for nonresidential development; therefore this chapter applies.

18.740.050 Approval Criteria

The approval authority will approve or approve with conditions a conditional use application when all of the following criteria are met:

A. The characteristics of the site are suitable for the proposed development or use considering size, shape, location, topography, and natural features;

The site is rectangular in shape and approximately 0.64-acres in size, which is more than adequate to contain the proposed development. The site is located in and near a commercial area with existing compatible commercial development. The site is relatively flat and does not contain any city-designated sensitive lands. The site does contain one natural feature, a large native Oregon White Oak tree. The preservation of the tree was taken into account when designing the site. The site is adjacent to approved Phase I and Phase II of the proposed self-service facility. Considering the size, shape, location, topography, and natural features of the site, the proposed development (Phase III of the self-storage facility) is suitable for the site. This criterion is met.

B. The operating characteristics of the proposed use are reasonably compatible with surrounding properties, public facilities, or sensitive lands with regard to noise, vibration, air quality, glare, odor, and dust;

The operating characteristics of the proposed development are reasonably compatible with surrounding properties, or public facilities with regard to noise, vibration, air quality, glare, odor, and dust. The proposed development is Phase III of an existing Phase I and Phase II self-storage facility located adjacent to the site. The site is adjacent to the other commercial uses allowed in the C-G and MU-CBD zones, and therefore it is compatible with the surrounding properties. Self-storage facilities are very low impact uses that create minimal noise, vibration, air quality, glare, odor, and dust impacts. There are no sensitive lands on the site. This criterion is met.

C. The physical characteristics of the proposed development are reasonably compatible with surrounding properties, public facilities, or sensitive lands with regard to building height, location, and orientation;

The physical characteristics of the proposed development are reasonably compatible with surrounding properties, public facilities, or sensitive lands with regard to building height, location, and orientation. The maximum height of the proposed buildings is approximately 27 feet which is below the maximum 45 feet allowed and consistent with the surrounding uses. The proposed development is Phase III of an existing Phase I and Phase II self-storage facility located adjacent to the site and therefore the location for this development and use is ideal given that it is an expansion of an existing use. The development is oriented toward the corner of SW Hall Boulevard. and the future expansion of SW Warner Avenue and incorporates pedestrian-oriented design elements into the project. This criterion is met.

D. Any adverse impacts from the proposed development or use are mitigated to the extent practicable;

The proposed development will mitigate any adverse impacts to the extent practicable. Self-storage facilities generally have a low impact on the surrounding area in comparison to other commercial uses. The applicant has submitted a Traffic Impact Study and Access Report demonstrating that the proposed development will not negatively affect existing or planned transportation facilities. The Phase III self-storage facility proposal is an expansion of the existing Phase I and entitled Phase II self-storage facilities, and therefore it is an expansion of an existing use that has already demonstrated it does not adversely impact the surrounding properties. The self-storage facility will generate negligible traffic, including one morning peak hour trip, one evening peak hour trip, and 10 average weekday trips. The site will also be adequate serviced by public utilities. The project will preserve an existing native tree and integrate it into the overall design of the project. As noted in the arborist report, the preservation of the existing tree and planting of new trees will result in an effective canopy of 83%, well in excess of the required minimum 33% effective canopy. This criterion is met

E. The proposed development is located and designed to support pedestrian access, safety, and comfort on and adjacent to the site where practicable;

The Phase III self-storage facility is located and designed to support pedestrian access, safety, and comfort on and adjacent to the site where practicable. The Phase III self-storage facility proposal is an expansion of the existing Phase I and entitled Phase II self-storage facilities and located adjacent to these phases. Although it is not required under the C-G zone, the applicant is incorporating pedestrian-oriented design elements including the office building located near the corner of SW Hall Boulevard and the future expansion of SW Warner Avenue. The building design elements include extensive use of glass, articulation, and weather protection. The design will complement the surrounding commercial uses in the surrounding area. The development will provide safe and convenient pedestrian access from public sidewalks abutting the site to all required building entrances. There is a pedestrian path that provides access from public sidewalks abutting the site to the building entrances and a public bench provided along SW Hall Boulevard. The project will preserve the existing native tree and integrate it into the overall design of the project. The proposed development will provide public improvements with Phase II along the property frontages on SW Hall Boulevard and SW Warner Avenue, including street and sidewalk improvements, to support pedestrian access, safety, and comfort. This criterion is met.

F. The proposed development complies with all applicable standards and requirements of this title, except where an adjustment has been approved or the approval authority has determined that a more restrictive development or design standard is necessary to address issues of compatibility or walkability; and

As proposed, the development complies with all applicable nonresidential development standards, except where an adjustment has been approved. The applicable standards are described below:

<u>18.310 Nonresidential General Provisions</u>

18.310.020 Fence and Wall Standards

Fences and walls may be located within required setbacks. Fences and walls located within required setbacks are subject to the standards in this section. Fences and walls located outside required setbacks are subject to the applicable standards in Chapter 18.320, Commercial Zone Development Standards, or Chapter 18.330, Industrial Zone Development Standards.

A. Fences and walls in a required front setback may be a maximum of 3 feet in height where abutting a local or neighborhood street and a maximum of 6 feet in height where abutting a collector or arterial street.
B. Fences and walls in a required side, street side, or rear setback may be a maximum of 8 feet in height. Fences and walls 7 feet or more in height require a building permit.
C. Fences and walls must meet vision clearance area requirements in Chapter 18.930, Vision Clearance Areas.

A six-foot fence and gate at the access way and is proposed. All proposed fencing is located outside of the front setback. This standard is met.

FINDING: Based on the above analysis, all of the nonresidential general provisions have been fully met.

18.320 Commercial Zone Development Standards

18.320.020 Applicability

A. The standards of this chapter apply to nonresidential development in the C-N, C-C, C-G, C-P, MUC, MUE, MUE-1, MUE-2, MUR-1, and MUR-2 zones. Additional standards apply to nonresidential development in the River Terrace Plan District and Washington Square Regional Center Plan District as provided in Chapter 18.640, River Terrace Plan District, and Chapter 18.670, Washington Square Regional Center Plan District.

The proposed development will be located within the C-G zone therefore, this chapter applies.

18.320.040 Development Standards

A. Base zone development standards are provided in Table 18.320.1.

Table 18.320.1
Commercial Zone Development Standards for Nonresidential Development

Standard	C-G	Proposed
Minimum Lot Width	50 ft	+115 feet
Minimum Setbacks		
- *Front*	0 ft	10 feet
- *Street side*	0 ft	0 feet
- *Side*	0 ft	29 feet
- *Rear*	0 ft	16 feet
Maximum Height	45 ft	27 feet
Maximum Lot Coverage	85%	80.7%
Minimum Landscape Area	15%	19.3%

As demonstrated in the table above, the proposed building meets or exceeds lot width and all required setbacks. The proposed building will be two-story and approximately 27.5 feet in height. The site provides 19.3 percent landscaping. This standard is met.

B. Landscaping and screening. All required landscaping, including landscaping used to meet screening or tree canopy standards, is subject to the general provisions of Chapter 18.420, Landscaping and Screening.

1. The minimum landscape area standard is provided in Table 18.320.1. Landscaping standards are provided in Section 18.420.040. Any landscape area that meets the L-2 standard may count toward meeting the minimum area standard.

The proposed development provides 19.3 percent landscaping meeting the L-2 standard. This standard is met.

2. Screening standards are provided in Section 18.420.050. Screening is required as follows:

a. Service areas and wall- and roof-mounted utilities must be screened to the S-1 standard. Service areas and utilities are also subject to the standards in Subsection 18.320.040.D.

b. Nonresidential development that abuts a residential zone must be screened to the S-3 standard along all property lines, except street property lines.

c. Surface vehicle parking areas, loading areas, drive aisles, and stacking lanes for drive-through services within 20 feet of a street property line must be screened to the S-4 standard. Screening must be provided directly adjacent to the street property line, except where access is taken.

3. The minimum tree canopy standards for the site and any off-street vehicle parking areas are provided in Section 18.420.060.

The trash area is not proposed, this development will utilize existing trash areas located in Phase I. The narrative states that all roof-mounted utilities will be screened to the S-1 standard. Screening of utilities will be verified at the time of building permit. This standard is met.

The property does not abut a residential zone, therefore an S-3 screen is not required. The surface vehicle parking area is located within 20 feet of the street; therefore, an S-4 screen is required. The site plan shows an S-4 screen that meets the S-4 screen standards. Tree canopy standards are addressed later in this decision. This standard is met.

C. Pedestrian access.

1. Paths must provide safe and convenient pedestrian access from public sidewalks abutting the site to all required building entrances on the site. A minimum of 1 path is required for every 200 linear feet of street frontage.

2. Paths must provide safe and convenient pedestrian access within the site between all buildings, uses, and areas designed for use by pedestrians. Paths within parking areas or along drive aisles are subject to additional standards in Subsection 18.410.040.B.

3. Paths must extend to the perimeter property line to provide access to existing or planned pedestrian facilities on adjacent properties, such as trails or public access easements, where practicable.

4. Paths must be constructed with a hard surface material and have a minimum unobstructed width of 5 feet.

The site has 330 feet of lineal frontage, therefore one pedestrian path is required. The applicant is proposing one pedestrian path that provides access to all buildings, uses, and areas designed for use by pedestrians. This standard is met.

D. Utilities and service areas.

1. **Private utility facilities, such as transformers or control valves, that serve a single development must be located below ground unless the functional properties of the facility require above-ground placement. If located above ground, all facilities 1 cubic foot or greater in volume, or with any one dimension greater than 2 feet, must meet the following standards where not wall- or roof-mounted or located inside a building:**
   a. **The facility may not be located within 20 feet of any street property line; and**
   b. **The facility must be dark in color and painted or wrapped with a non-reflective material.**
2. **Service areas, such as waste and recycling containers, outdoor storage, and mechanical equipment, may not be located within 20 feet of any street property line, except where located inside a building.**

The narrative states that all private utilities will be placed underground. The applicant stated that the transformer was approved previously on the Phase II site. Screening of utilities will be verified at time of building permit submittal. The service area is located within the building. This standard is met.

E. Lighting.

1. **Minimum illumination levels are measured horizontally at ground level.**
   a. **The minimum average illumination is 1.5 footcandles for paths, except those within parking areas, which are subject to the lighting standards in Subsection 18.410.040.I. All points of measurement must be a minimum of 0.5 footcandles.**
   b. **The minimum average illumination is 3.5 footcandles for required building entrances and 2.0 footcandles for any non-required building entrances. All points of measurement must be a minimum of 1.0 footcandle.**
2. **Maximum illumination levels are measured vertically at the property line. The maximum illumination is 0.5 footcandles at side and rear property lines, except that the maximum illumination may be increased to 1.0 footcandle where the development abuts a commercial or industrial zone.**
3. **Lighting must be shielded, angled, or located such that it does not shine upwards or directly onto adjacent properties or sensitive lands.**

The applicant submitted a photometrics analysis but the analysis did not show the measurement along pedestrian paths and at the entrances. Prior to commencing any site work, the applicant must submit a photometrics analysis meeting Section 18.320.040.E. This standard is not met but can be met through a condition of approval.

F. Nonresidential development is subject to all other applicable requirements of this title including but not limited to standards related to parking and loading, streets and utilities, sensitive lands, and signs.

All applicable requirements of this title are addressed in this report. This standard is met.

18.320.050 Design Standards

A. <u>Entrances</u>.

1. **A minimum of one entrance per building, or tenant space within a building without internal building access, must be visible and accessible from a public street. Additional entrances may face drive aisles, parking areas, or service areas.**
2. **A required building entrance must be at an angle that is no more than 45 degrees from the street that it faces.**
3. **A required building entrance must be covered, recessed, or treated with a permanent architectural feature that provides weather protection for pedestrians. The required weather protection must be at least as wide as the entrance, a maximum of 6 feet above the top of the entrance, and a minimum of 3 feet in depth. The required weather protection may project into the minimum front setback.**

The proposal includes two buildings. The office building located at the corner of SW Hall and SW Warner Avenue provides an entrance with weather protection that meets the standards that faces SW Warner Avenue. The applicant is requesting an adjustment to the entrance standards for the building that contains storage units (Building C). This standard is met.

B. <u>Windows</u>. Buildings or tenant spaces designed for first-story use by Eating and Drinking Establishments, Sales-Oriented Retail, Repair-Oriented Retail, Personal Services, and Office uses must include a minimum of 50 percent window area on all first-story street-facing facades.

The proposed use is for self-service storage, therefore this standard does not apply.

FINDING: Based on the above analysis, all of the applicable commercial development standards have not been fully met, but can be met through a condition of approval.

C. The proposed development complies with all applicable supplemental development standards, including but not limited to off-street parking and landscaping standards;

As described throughout this section of the report, the development complies with all applicable supplemental development standards:

<u>18.410 Off-Street Parking and Loading</u>

18.410.020 Applicability

The provisions of this chapter apply to all new development and all modifications to existing development, including changes of use, unless stated otherwise.

The proposal is for a new nonresidential development, therefore, this chapter applies.

18.410.030 General Provisions

A. <u>Location</u>. Required off-street parking must be located on the same lot as the use it serves, except where an on-street credit has been granted through the provisions of Section 18.410.090.

All proposed parking for the development is located on the same lot as the development. This standard is met.

F. Accessible parking. All parking areas must include the required number of accessible parking spaces as specified by the state building code and federal standards. Such parking spaces must be sized, signed, and marked as required by these regulations and in compliance with ORS 447.

Based on the four vehicle parking spaces provided, one accessible parking spaces is required. The proposal includes one accessible parking space. The space is proposed to be sized, signed, and marked as required. This standard is met.

18.410.040 General Design Standards

A. Vehicular access. Vehicular access to off-street parking or loading areas must meet the requirements of Chapter 18.920, Access, Egress, and Circulation and Chapter 18.930, Vision Clearance Areas.

The proposed access does meet the requirements of Chapter 18.920, as discussed later in this decision. The vision clearance areas are shown on the plans and comply with Chapter 18.930. This standard is met.

B. Pedestrian access. Paths that cross access driveways or parking areas are subject to the following:

1. **Paths must be physically separated from motor vehicle traffic and parking by either a minimum 6-inch vertical separation (curbed) or a minimum 3-foot horizontal separation, except that pedestrian crossings of traffic aisles are allowed for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used;**
2. **Paths must be a minimum of 4 feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts; and**
3. **Paths must be in compliance with applicable federal and state accessibility standards.**

The proposed paths are separated from vehicular traffic by a curb and do not cross drive aisles by more than 36 feet. The paths are five feet wide. All paths are a minimum of five unobstructed feet. The paths will comply with state and federal accessibility standards. This standard is met.

E. Surfacing. Off-street parking areas must be paved with an asphalt, concrete, or pervious paving surface, with the following exceptions:

1. **Off-street parking areas associated with a temporary use application, as provided in Chapter 18.440, Temporary Uses, provided the approval authority determines that unpaved parking will not create adverse conditions.**
2. **Off-street overflow parking areas in the Parks and Recreation zone.**

All off-street parking areas will be paved. This standard is met.

F. Striping.

1. **Except for parking required for single detached houses and accessory dwelling units, and individual spaces for rowhouses, all off-street parking spaces must be clearly and separately identified with pavement markings or contrasting paving materials; and**
2. **All interior drives and access aisles must be clearly marked and signed to show direction of flow.**

All off-street parking spaces are clearly and separately identified with pavement markings. All interior drives and access aisles are clearly marked and signed. This standard is met.

G. Wheel stops. Parking bumpers or wheel stops a minimum of 4 inches in height must be provided a minimum of 3 feet from the front of parking spaces wherever vehicles can encroach on a right-of-way or pedestrian path. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian paths.

All parking spaces include wheel stops. This standard is met.

H. Lighting. Lighting in parking areas must meet the following standards:
1. **Parking areas must include lighting sufficient to illuminate all pedestrian paths and bicycle parking areas to a minimum level of 0.5 footcandles at all points, measured horizontally at the ground level.**
2. **Lighting luminaires must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.**
3. **Parking area lighting may not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.**

The applicant submitted a photometrics analysis but the analysis did not show the measurement along pedestrian paths. Prior to commencing any site work, the applicant must submit a photometrics analysis meeting Section 18.410.040.H. This standard is not met but can be met through a condition of approval.

I. Space and aisle dimensions. The minimum dimensional standards for surface parking spaces and drive aisles are provided in Figure 18.410.1 and Table 18.410.2.

As shown on the site plan, all parking stalls meet the dimensional standards. This standard is met.

18.430.050 Bicycle Parking Design Standards

A. Location.
1. **Required bicycle parking must be located within 50 feet of a required or main entrance of a primary building; and**
2. **Required bicycle parking for nonresidential development must be covered and located within 100 feet of a required or main entrance of a primary building on the site if any required vehicle parking spaces are provided in a structure.**

Bicycle parking is provided within 100 feet of the primary building entrances. This standard is met.

B. Design.

1. **Bicycle racks must be designed to allow a bicycle frame to lock to it at 2 points of contact, except that spiral racks and wave racks with more than one loop are prohibited;**
2. **Bicycle racks must be securely anchored to the ground, wall, or other structure;**
3. **Bicycle parking spaces must be at least 2.5 feet in width and 6 feet in length and have an access aisle between each row of spaces that is at least 5 feet in width. Covered bicycle parking must provide a vertical clearance of 7 feet; and**
4. **Bicycle parking spaces must be paved with a dust-free hard surface material.**

The site plan provided shows the bicycle spaces meet the dimensional standards. The racks will be securely anchored to the ground on a paved surface. However, the applicant did not provide a plan showing the type of bicycle racks. Prior to commencing any site work, the applicant must submit a plan showing a single loop bicycle rack. This standard is not met but can be met through a condition of approval.

C. Quantity. The total number of required bicycle parking spaces for each use is provided in Table 18.410.3. If the minimum bicycle parking requirement as calculated in Table 18.410.3 is less than two spaces, then the minimum number of spaces is two. Single detached houses, accessory dwelling units, cottage clusters, courtyard units, quads, and rowhouses are exempt from minimum bicycle parking standards.

Based on 106 storage units, the development must provide three bicycle parking spaces. The proposal includes four bicycle parking spaces. This standard is met.

18.410.070 Vehicle Parking Quantity Standards

A. Off-street parking requirements. The ratios for providing minimum and maximum vehicle parking spaces are provided in Table 18.410.3. If application of the maximum parking standard results in less than 6 parking spaces for a development with less than 1,000 square feet of floor area, the development is allowed up to 6 parking spaces. If application of the maximum parking standard results in less than 10 vehicle parking spaces for a development between 1,000 and 2,000 square feet, the development is allowed up to 10 vehicle parking spaces.

Based on 106 storage units, the development must provide 27 vehicle parking spaces. The proposal includes four vehicle parking spaces. The applicant is seeking an adjustment to this standard. This standard is met.

FINDING: Based on the analysis above, all of the applicable off-street parking and loading standards are not fully met, but can be through conditions of approval.

18.420 Landscaping and Screening

18.420.020 Applicability

A. Landscaping standards. Landscaping standards apply to new and existing development that must provide a minimum amount of landscape area as required by the applicable development standards chapter.

The proposal is for a new development, this section applies.

B. Screening standards. Screening standards apply to new and existing development with uses or site improvements that must be screened from other uses or the street as required by the applicable development standards chapter.

The proposal is for a new development, this section applies.

C. Tree canopy standards. Site and parking lot tree canopy standards apply to the following types of new and existing development, except that parking lot tree canopy standards do not apply to subdivisions or partitions:

1. **Subdivisions and partitions;**
2. **Apartments;**
3. **Nonresidential development, including mixed-use developments;**
4. **Wireless communication facilities; and**
5. **Mobile home parks.**

The proposal is for a new development, this section applies.

18.420.060 Tree Canopy Standards

A. Site tree canopy standards, which are stated as a percentage of effective tree canopy cover for an entire site, are provided in UFM Section 10, Part 3, Subparts N and O. Parking lot tree canopy standards are provided below.

The required tree canopy for the proposed development is 33 percent. The applicant submitted an urban forestry plan to demonstrate compliance with the site tree canopy standards, with a 83 percent site tree canopy proposed. This standard is met.

B. An urban forestry plan is required to demonstrate compliance with site and parking lot tree canopy standards and must meet the requirements of UFM Sections 10 through 13. An urban forestry plan must:

1. **Be coordinated and approved by a project landscape architect or project arborist, i.e. a person that is both a certified arborist and tree risk assessor, except that land partitions may demonstrate compliance with effective tree canopy cover and soil volume requirements by planting street trees in open soil volumes only;**

An Urban Forestry Plan that was coordinated and approved by both Todd Prager; a certified arborist and tree risk assessor of Teragon & Associates Inc. and Darrell Mulch; a landscape architect, has been submitted. This standard is met.

2. **Demonstrate compliance with UFM tree preservation and removal site plan standards;**

A tree preservation and removal plan was approved for this site with the Trojan Storage Phase II development (CUP2016-00005). The approval allowed the removal of all trees are the site except Tree #9 and ET31. The applicant submitted an updated urban forest plan showing Tree ET31 proposed for removal and still preserving Tree #9. In the intervening time, Tree #8 has fallen and died of natural causes. The preservation plan complies with the UFM standards. This standard is met.

3. **Demonstrate compliance with UFM tree canopy and supplemental report standards**

and provide the minimum effective tree canopy cover;

A tree canopy site plan has been submitted. The project arborist has included a signature of approval and statement attesting that the tree canopy site plan meets all of the requirements in Section 10, Part 2 of the Urban Forestry Manual.

A supplemental report was prepared and submitted by both Todd Prager; a certified arborist and tree risk assessor of Teragon & Associates Inc. and Darrell Mulch; a landscape architect. This report includes the required inventory data for new open grown trees. The minimum required effective tree canopy for the entire site is 33 percent. The supplemental report states that the effective tree canopy for the entire site is 83.2 percent (15,610 square feet). This standard is met.

4. **Demonstrate compliance with parking lot tree canopy standards, where applicable, by providing the minimum effective tree canopy cover of 30 percent for all parking areas, including parking spaces and drive aisles. Only the percentage of tree canopy directly above parking areas may count toward meeting this standard; and**

The proposed parking lot canopy plan (Sheet L3) shows one parking lot tree adjacent to the parking lot that provides 858 square feet of canopy coverage. The parking lot area is approximately 2,575 square feet and the trees provide approximately 33.3 percent canopy. This standard is met.

5. **Include street trees where right-of-way improvements are required by Chapter 18.910, Improvement Standards.**
   a. **The minimum number of required street trees is determined by dividing the length in feet of the site's street frontage by 40 feet. When the result is a fraction, the minimum number of street trees is the nearest whole number. More than the minimum number of street trees may be required along the site's frontage depending upon the stature of trees chosen and the specific spacing standards for the chosen trees.**
   b. **Street trees must be planted within the right-of-way wherever practicable. Street trees may be planted a maximum of 6 feet from the right-of-way when planting within the right-of-way is not practicable as determined by the City Engineer.**
   c. **An existing tree may be used to meet the street tree standards provided that:**
      i. **The largest percentage of the tree trunk immediately above the trunk flare or root buttresses is either within the subject site or within the right-of-way immediately adjacent to the subject site; and**
      ii. **The tree would be permitted as a street tree in compliance with UFM street tree planting and soil volume standards if it were newly planted.**

The linear amount of street frontage adjacent to this site 330 feet; therefore, the site is required to have a minimum of 9 street trees (330 feet divided by 40 feet, rounded to the nearest whole number). The applicant provided a tree canopy site plan that shows 13 new street trees. These standards are met.

E. **Urban forestry plan implementation.**
   1. **Implementation of the urban forestry plan must be inspected, documented, and reported by the project arborist or landscape architect in compliance with the inspection requirements in UFM Section 11, Part 1, wherever an urban forestry plan is in effect. In addition, no person may refuse entry or access to the Director for the**

purpose.

The urban forestry plan will be inspected, documented, and reported by the project landscape architect in compliance with the inspection requirements in UFM Section 11, Part 1. This standard is met through conditions of approval. The following conditions of approval are necessary to ensure compliance with the standards:

Prior to commencing any site work, the project arborist or landscape architect must perform a site inspection for tree protection measures, document compliance/non-compliance with the Urban Forestry Plan, and send written verification with a signature of approval directly to the project planner within one week of the site inspection.

The project arborist or landscape architect must perform semimonthly (twice monthly) site inspections for tree protection measures during periods of active site development and construction, document compliance/non-compliance with the Urban Forestry Plan, and send written verification with a signature of approval directly to the project planner within one week of the site inspection.

2. **The establishment of all trees shown to be planted in the tree canopy site plan and supplemental report of a previously approved urban forestry plan must be guaranteed and required in compliance with the tree establishment requirements in UFM Section 11, Part 2.**

A condition of approval is necessary for the applicant to provide a tree establishment bond that meets the requirements of the Urban Forestry Manual Section 11, Part 2. This standard will be met.

The following condition of approval is necessary to ensure compliance with the standard:

Prior to commencing any site work, the applicant must provide a tree establishment bond that meets the requirements of the Urban Forestry Manual, Section 11, Part 2. This bond amount will be for newly planted trees.

3. **Spatial and species-specific data must be collected in compliance with the urban forestry inventory requirements in UFM Section 11, Part 3 for each open grown tree and area of stand grown trees in the tree canopy site plan and supplemental report of a previously approved urban forestry plan.**

Section 11, Part 3, Subsection B of the Urban Forestry Manual states that prior to any site work, the applicant must provide a fee to cover the city's cost of collecting and processing the inventory data for the entire Urban Forestry Plan. Therefore, a condition of approval is added to address this requirement. This standard will be met

The following condition of approval is necessary to ensure compliance with the standard:

Prior to commencing any site work, the applicant must provide a fee to cover the city's cost of collecting and processing the inventory data for the entire urban forestry plan (Urban Forestry Manual, Section 11, Part 3). This fee amount will be for newly planted trees.

FINDING: Based on the analysis above, all of the applicable landscaping and screening

standards are not fully met, but can be through conditions of approval.

G. Adequate public facilities are available to serve the proposed development or use at the time of occupancy.

As described below, the development complies with all applicable street and utility standards:

18.910 Improvement Standards
18.910.020 General Provisions
A. Applicability. Unless otherwise provided, construction, reconstruction or repair of streets, sidewalks, curbs, and other public improvements shall occur in compliance with the standards of this title. No development may occur and no land use application may be approved unless the public facilities related to development comply with the public facility requirements established in this chapter and adequate public facilities are available. Applicants may be required to dedicate land and build required public improvements only when the required exaction is directly related to and roughly proportional to the impact of the development.

All applicable public improvements standards for this development were addressed with Trojan Storage Phase II development (CUP2016-00005). Therefore, this chapter does not apply.

18.920 Access, Egress and Circulation
18.920.020 Applicability
A. Applicability. The provisions of this chapter shall apply to all development including the construction of new structures, the remodeling of existing structures and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

All applicable access, egress, and circulation standards for this development were addressed with Trojan Storage Phase II development (CUP2016-00005). Therefore, this chapter does not apply.

18.930 Vision Clearance Areas
18.930.020 Applicability
A. Applicability. The provisions of this chapter apply to all development, including the construction of new structures, the remodeling of existing structures, and to a change of use that increases the on-site parking or loading requirements or changes the access requirements.

Vision clearance standards for this development were addressed with Trojan Storage Phase II development (CUP2016-00005). Therefore, this chapter does not apply.

FINDING: Based on the analysis in this report, all of the applicable site development review criteria have been fully met or can be met through conditions of approval.

Address Assignments:

The City of Tigard is responsible for the approval of new street names and assigning addresses for parcels within the City of Tigard. Prior to building permit submittal, the applicant must submit an application for approval of street names or addresses and must pay the addressing fee. The address fee must be assessed in accordance with the current Master Fee Schedule. Contact Oscar Contreras with Engineering Division at 503-718-2678 or OscarC@Tigard-or.gov.

SECTION VII. OTHER STAFF COMMENTS

No other staff comments were received.

SECTION VIII. AGENCY COMMENTS

Clean Water Services issued a Service Provider Letter (CWS file 21-002382) stating that sensitive lands do not appear to exist on the site or within 200 feet of the site. No additional comments were received. Permit requirements were conditioned for this development with the Trojan Storage Phase II development (CUP2016-00005).

Oregon Department of Transportation was sent a copy of the applicant's proposal and stated that must meet requirements of the Transportation Planning Rule as well as obtain all necessary permits to complete improvements along SW Hall Boulevard. Permit requirements were conditioned for this development with the Trojan Storage Phase II development (CUP2016-00005).

Portland General Electric was sent a copy of the applicant's proposal and stated that there are overhead facilities on the west side of SW Hall Boulevard from the project, but the two poles closest to the project frontage have existing transformers, which may create some challenges for providing new service to the project. The applicant indicated that the transformer that will serve the site was addressed with the Trojan Storage Phase II development (CUP2016-00005).

Pride Disposal was sent a copy of the applicant's proposal and stated that the property is within Waste Management Service area.

Tualatin Valley Fire and Rescue was sent a copy of the applicant's proposal and responded on April 19, 2022. Tualatin Valley Fire and Rescue provided comments and conditions of approval regarding Fire Apparatus Access, Firefighting Water Supplies, Fire Hydrants, and Building Access and Fire Service Features. Compliance with all TVF&R standards for this development was addressed with the Trojan Storage Phase II development (CUP2016-00005).

Tualatin Valley Water District was sent a copy of the applicant's proposal and stated no objections to the proposal.

Washington County was sent a copy of the applicant's proposal and stated they had no comments

Attachments:

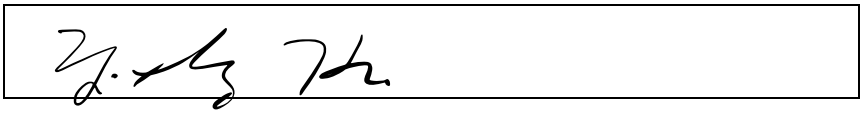
Attachment 1: Plan Set
Attachment 2: Comprehensive Plan and Zoning Maps
Attachment 3: Agency Comments

SECTION IX. CONCLUSION

As demonstrated by the findings above, the Planning Commission finds, by an 8-0 vote in favor, that the proposed comprehensive plan map amendment, zoning map amendment, conditional use permit, adjustments, and lot line adjustment comply with the applicable Statewide Planning Goals, applicable regional, state, and federal regulations, the Tigard Comprehensive Plan, and applicable provisions of the City's implementing ordinances.

The Planning Commission recommends approval to the Tigard City Council of the proposed comprehensive plan and zoning map amendments.

RECOMMENDED: THE 1ST DAY OF AUGUST 2022 BY THE CITY OF TIGARD PLANNING COMMISSION.



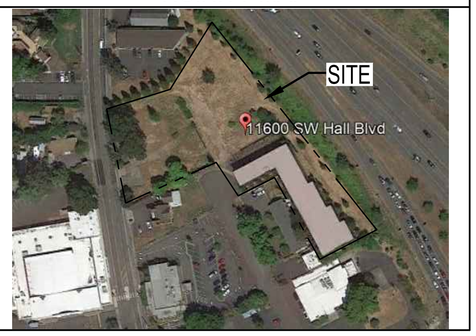
Yi-Kang Hu, Planning Commission President

Dated this 2nd day of August 2022.

TROJAN STORAGE - TIGARD

11600, 11630 & 11660 SW HALL BLVD., TIGARD, OR 97223



PROJECT DATA			SHEET INDEX		VICINITY MAP
SITE DATA:		OWNER / APPLICANT: TROJAN STORAGE	A0	COVER SHEET	
SITE ADDRESS:	11600, 11630 & 11660 SW HALL BLVD. TIGARD, OR 97223	ADDRESS: 1732 AVIATION BLVD. SUIT 217, GROVE, REDONDO BEACH, CA, 90278	A1	SITE PLAN	
ZONING:	C-G (GENERAL COMMERCIAL DISTRICT)	CONTACT: BRETT HENRY TELEPHONE: 310.862.6437 EMAIL: bhenry@trojanstorage.com	A2	BLDG. C - UNIT MIX PLAN	
PROPOSED USE:	SELF STORAGE FACILITY	ARCHITECT: JORDAN ARCHITECTS, INC.	A3	PRELIMINARY FLOOR PLANS	
		ADDRESS: 131 CALLE IGLESIA, SUITE 100 SAN CLEMENTE, CA 92673	A4	BLDG. C - ELEVATIONS	
		CONTACT: BRUCE JORDAN TELEPHONE: 949-388-8090 EMAIL: bjordan@jordanarchitects.com	A5	OFFICE/RESIDENCE - ELEVATIONS	
			A6	OFFICE/RESIDENCE - ELEVATIONS	
			A7	RENDERINGS	
			A8	RENDERINGS	
			A9	RENDERINGS	
			A10	RENDERINGS	

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

COVER SHEET

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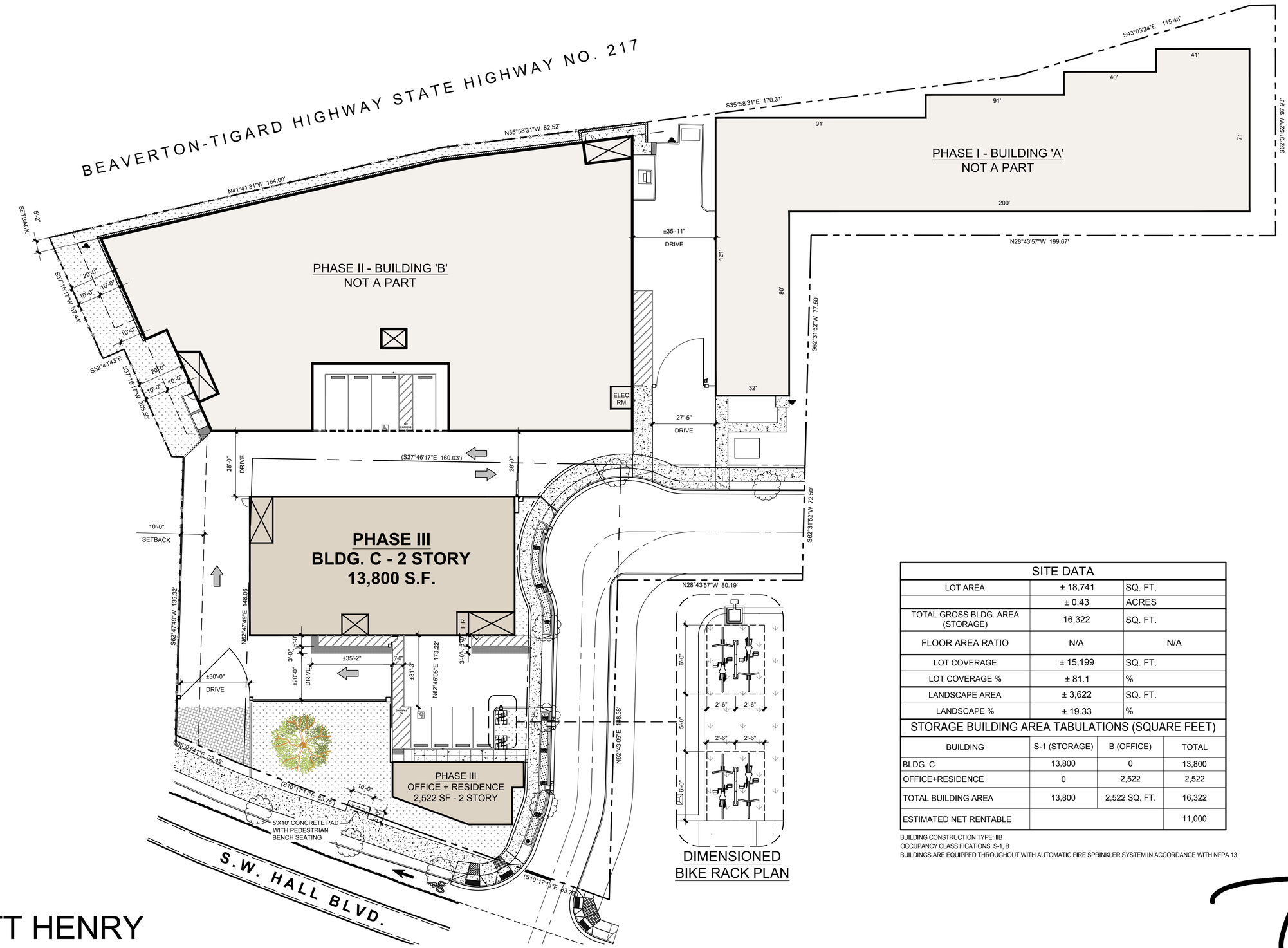
JOB NUMBER: 21-104
SCALE:
DATE: 07/20/2022

JORDAN
ARCHITECTS
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE, CA 92672
949.388.8090

SHEET A0

EXHIBIT B

Attachment 1



SITE DATA		
LOT AREA	± 18,741	SQ. FT.
	± 0.43	ACRES
TOTAL GROSS BLDG. AREA (STORAGE)	16,322	SQ. FT.
FLOOR AREA RATIO	N/A	N/A
LOT COVERAGE	± 15,199	SQ. FT.
LOT COVERAGE %	± 81.1	%
LANDSCAPE AREA	± 3,622	SQ. FT.
LANDSCAPE %	± 19.33	%

STORAGE BUILDING AREA TABULATIONS (SQUARE FEET)			
BUILDING	S-1 (STORAGE)	B (OFFICE)	TOTAL
BLDG. C	13,800	0	13,800
OFFICE+RESIDENCE	0	2,522	2,522
TOTAL BUILDING AREA	13,800	2,522 SQ. FT.	16,322
ESTIMATED NET RENTABLE			11,000

BUILDING CONSTRUCTION TYPE: IIB
OCCUPANCY CLASSIFICATIONS: S-1, B
BUILDINGS ARE EQUIPPED THROUGHOUT WITH AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 13.

NORTH

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

PRELIMINARY SITE PLAN

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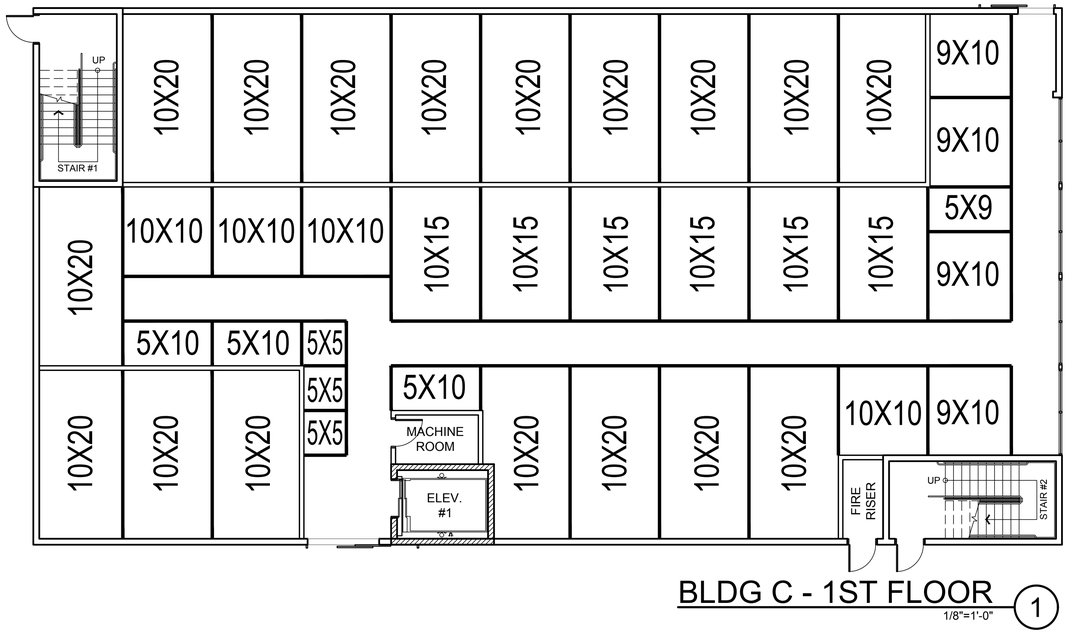
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DATE: 07/20/2022

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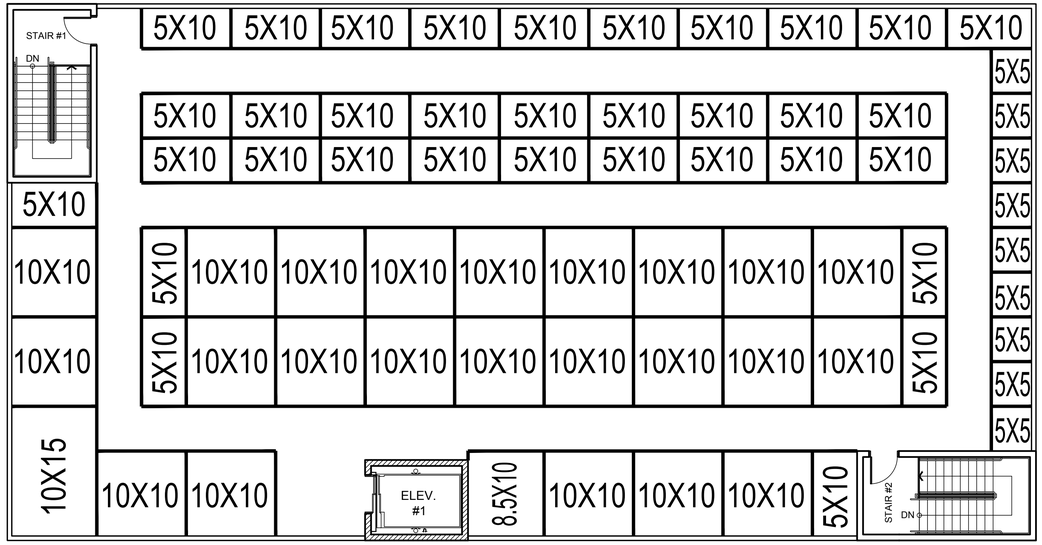
SHEET A1

EXHIBIT B

Attachment 1



BLDG C - 1ST FLOOR (1)
1/8"=1'-0"



BLDG C - 2ND FLOOR (2)
1/8"=1'-0"

NORTH

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

BLDG. C - UNITMIX PLAN

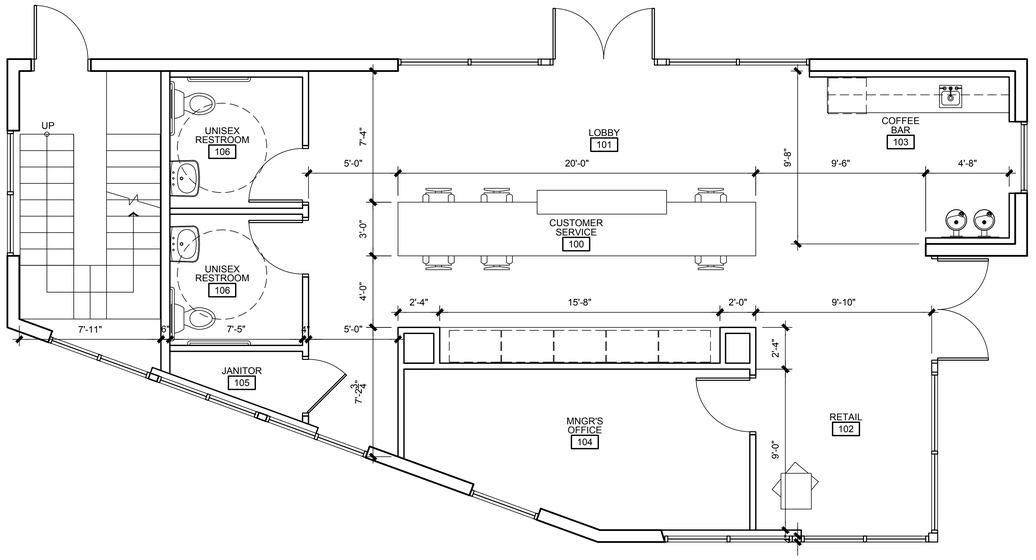
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DATE: 07/20/2022

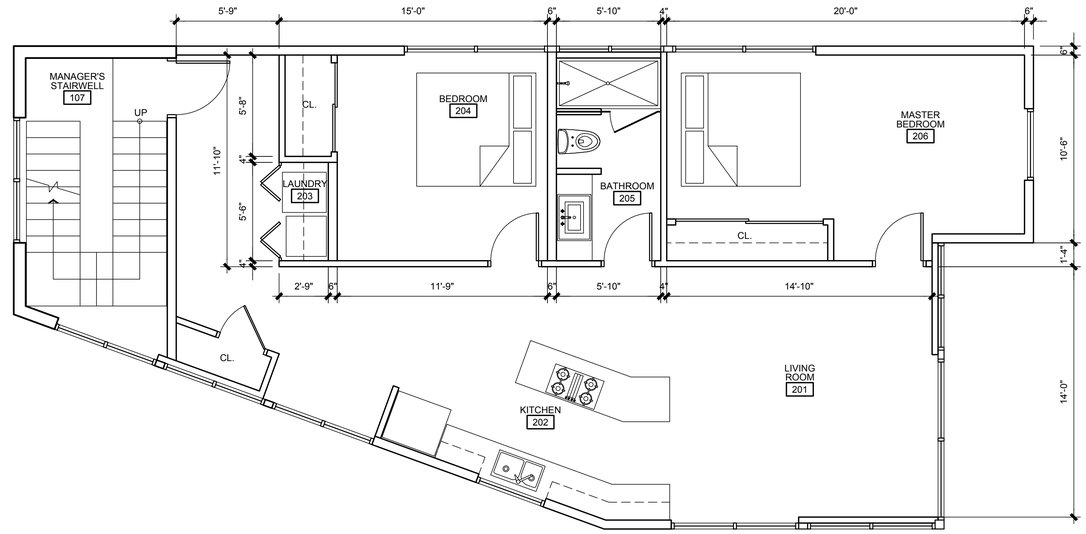
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SAN CLEMENTE, CA 92672
949.388.8090

SHEET A2

Attachment 1



OFFICE - 1ST FLOOR 1
1/4"=1'-0"



MANAGER'S RESIDENCE - 2ND FLOOR 2
1/4"=1'-0"

NORTH

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

PRELIMINARY FLOOR PLANS

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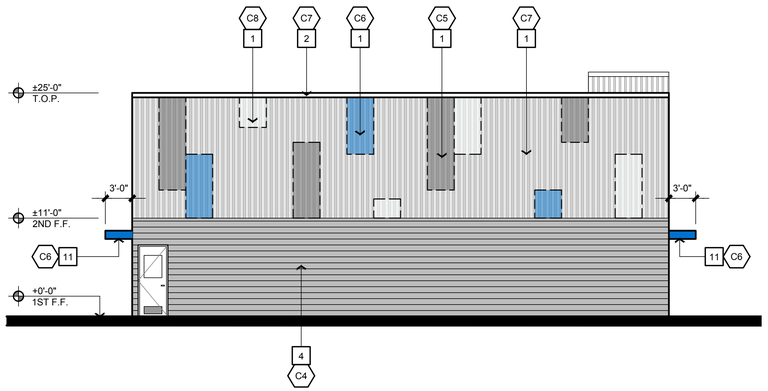
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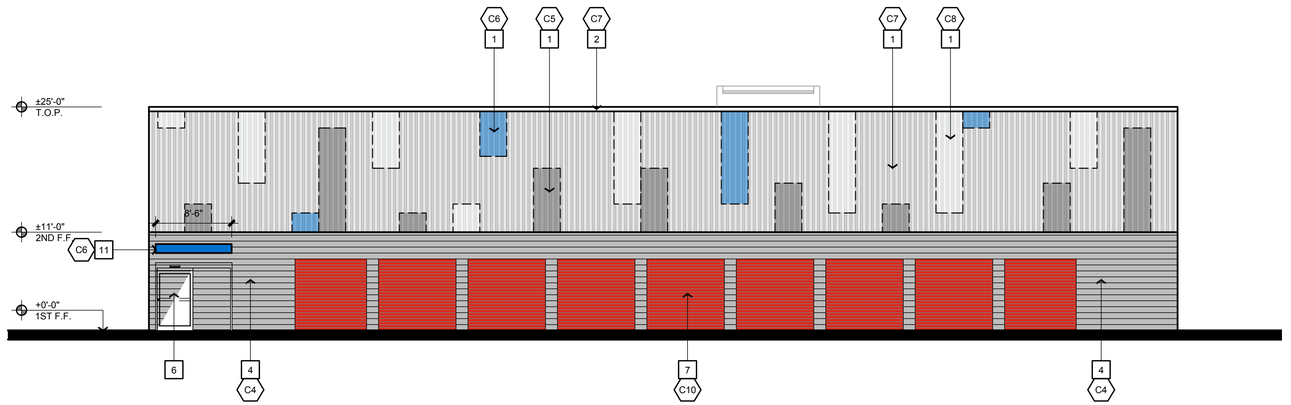
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EXHIBIT B

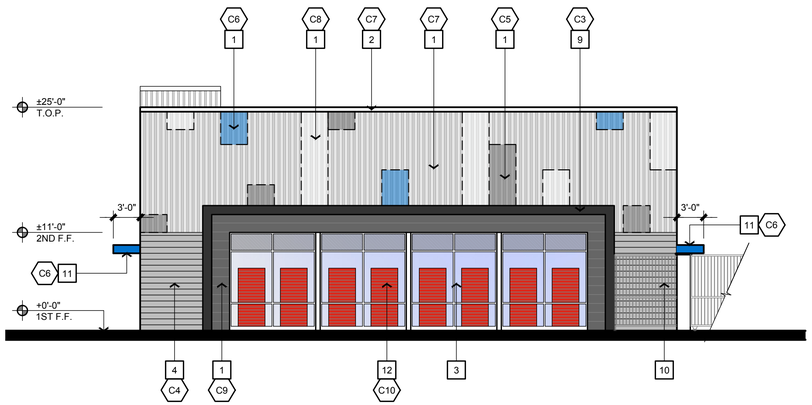
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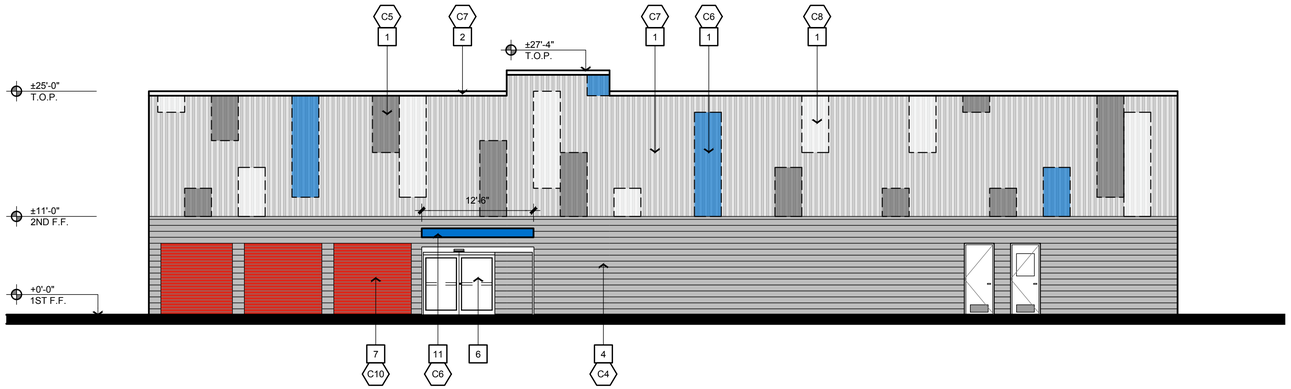
NORTHWEST ELEVATION 1
1/8"=1'-0"



NORTHEAST ELEVATION 2
1/8"=1'-0"



SOUTHEAST ELEVATION 3
1/8"=1'-0"



SOUTHWEST ELEVATION 4
1/8"=1'-0"

WINDOW AREA CALC.

TOTAL STREET FRONTAGE SQUARE AREA AT 1ST LEVEL:	660 SQ.FT.
TOTAL SQUARE AREA OF 1ST LEVEL WINDOWS AT STREET:	440 SQ.FT.
TOTAL PERCENTAGE OF WINDOW AREA AT 1ST LEVEL STREET FRONTAGE	440/660= 66%

KEYNOTES

1. ARCHITECTURAL METAL PANEL
2. CORNICE
3. GLAZING, HATCHED AREAS TO BE SPANDREL
4. CMU BLOCK
5. EGRESS SWING DOOR.
6. AUTOMATIC DOOR
7. DRIVE UP STORAGE DOOR.
8. WALL MOUNTED SIGN. (SIGNAGE SHOWN FOR DESIGN CONCEPT ONLY, ALL SIGNS TO BE PER CITY CODE AND UNDER SEPARATE PERMIT).
9. DECORATIVE ARCHITECTURAL FEATURE
10. SLIDING GATE
11. LIGHT GA. EYEBROW OVER ENTRANCE PER CODE.
12. FAUX DOOR SKINS SET BEHIND STOREFRONT GLAZING

COLOR & MATERIAL

- C1 TROJAN RED - DUNN EDWARDS DEA108 "POWER RED" - OR AS SELECTED BY OWNER
- C2 TROJAN BLUE - DUNN EDWARDS DEA136 "BEAUTIFUL BLUE" - OR AS SELECTED BY OWNER
- C3 TROJAN DARK GRAY - DUNN EDWARDS DE6377 "BOAT ANCHOR" - OR AS SELECTED BY OWNER
- C4 COOL GRAY - SPLIT FACE CMU BY ORCO BLOCK OR APPROVED EQUAL
- C5 "CHARCOAL" BY MCELROY STEEL OR APPROVED EQUAL
- C6 "REGAL BLUE" BY MCELROY STEEL OR APPROVED EQUAL
- C7 "REGAL WHITE" BY MCELROY STEEL OR APPROVED EQUAL
- C8 "ASH GRAY" BY MCELROY STEEL OR APPROVED EQUAL
- C9 "CHARCOAL GRAY" MBCI OR APPROVED EQUAL
- C10 "PATRIOT RED" - BY JANUS INTERNATIONAL - OR AS SELECTED BY OWNER

INDICATES GLAZING PANES THAT ARE TO BE SPANDREL. SPANDREL COLOR TO COMPLIMENT STOREFRONT GLAZING.

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

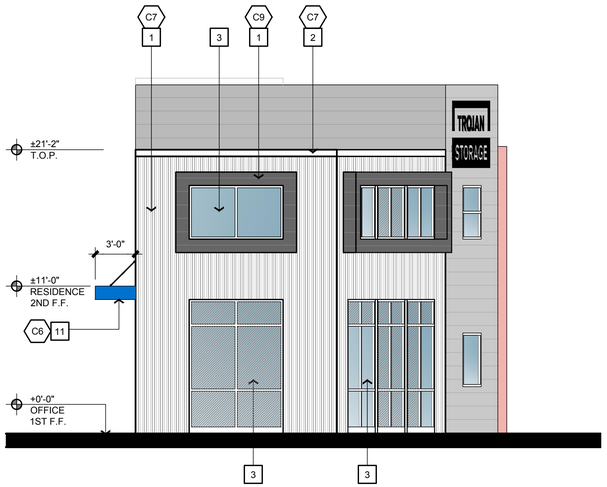
BLDG C - ELEVATIONS

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SCALE: 3/32" = 1'-0"
DATE: 07/20/2022

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SAN CLEMENTE, CA 92672
949.388.8090

SHEET A4



NORTHWEST ELEVATION 1

3/16"=1'-0"



NORTHEAST ELEVATION 2

3/16"=1'-0"

KEYNOTES

1. ARCHITECTURAL METAL PANEL
2. CORNICE
3. GLAZING, HATCHED AREAS TO BE SPANDREL
4. CMU BLOCK
5. EGRESS SWING DOOR.
6. AUTOMATIC DOOR
7. DRIVE UP STORAGE DOOR.
8. WALL MOUNTED SIGN. (SIGNAGE SHOWN FOR DESIGN CONCEPT ONLY, ALL SIGNS TO BE PER CITY CODE AND UNDER SEPARATE PERMIT).
9. DECORATIVE ARCHITECTURAL FEATURE
10. SLIDING GATE
11. LIGHT GA. EYEBROW OVER ENTRANCE PER CODE.
12. FAUX DOOR SKINS SET BEHIND STOREFRONT GLAZING

COLOR & MATERIAL

- C1 TROJAN RED - DUNN EDWARDS DEA108 "POWER RED" - OR AS SELECTED BY OWNER
- C2 TROJAN BLUE - DUNN EDWARDS DEA136 "BEAUTIFUL BLUE" - OR AS SELECTED BY OWNER
- C3 TROJAN DARK GRAY - DUNN EDWARDS DE6377 "BOAT ANCHOR" - OR AS SELECTED BY OWNER
- C4 COOL GRAY - SPLIT FACE CMU BY ORCO BLOCK OR APPROVED EQUAL
- C5 "CHARCOAL" BY MCELROY STEEL OR APPROVED EQUAL
- C6 "REGAL BLUE" BY MCELROY STEEL OR APPROVED EQUAL
- C7 "REGAL WHITE" BY MCELROY STEEL OR APPROVED EQUAL
- C8 "ASH GRAY" BY MCELROY STEEL OR APPROVED EQUAL
- C9 "CHARCOAL GRAY" MBCI OR APPROVED EQUAL
- C10 "PATRIOT RED" - BY JANUS INTERNATIONAL - OR AS SELECTED BY OWNER

INDICATES GLAZING PANES THAT ARE TO BE SPANDREL. SPANDREL COLOR TO COMPLIMENT STOREFRONT GLAZING.

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

OFFICE/RESIDENCE - ELEVATIONS

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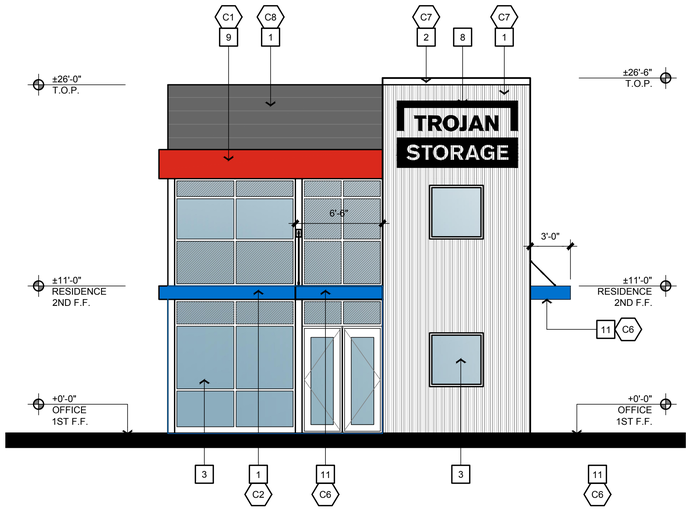
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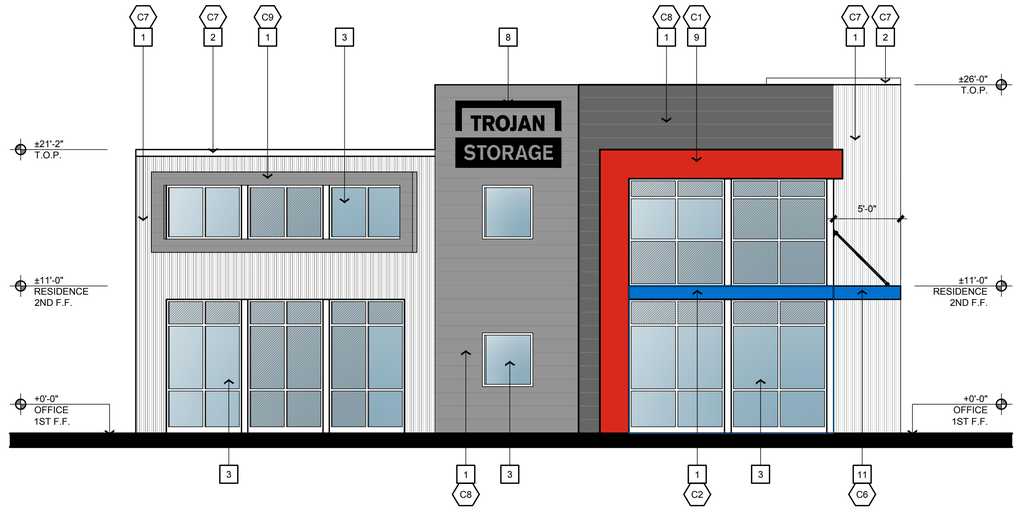
SHEET A5

EXHIBIT B

Attachment 1



SOUTHWEST ELEVATION 1
3/16"=1'-0"



SOUTHEAST ELEVATION 2
3/16"=1'-0"

WINDOW AREA CALC.	
TOTAL STREET FRONTAGE SQUARE AREA AT 1ST LEVEL:	869 SQ.FT.
TOTAL SQUARE AREA OF 1ST LEVEL WINDOWS AT STREET:	560 SQ.FT.
TOTAL PERCENTAGE OF WINDOW AREA AT 1ST LEVEL STREET FRONTAGE	560/869= 64%

KEYNOTES

1. ARCHITECTURAL METAL PANEL
2. CORNICE
3. GLAZING, HATCHED AREAS TO BE SPANDREL
4. CMU BLOCK
5. EGRESS SWING DOOR.
6. AUTOMATIC DOOR
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INDICATES GLAZING PANES THAT ARE TO BE SPANDREL. SPANDREL COLOR TO COMPLIMENT STOREFRONT GLAZING.

BRETT HENRY

TROJAN TIGARD - PHASE III

TIGARD, OR

OFFICE/RESIDENCE - ELEVATIONS

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SHEET A6



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TROJAN TIGARD - PHASE III

TIGARD, OR

RENDERINGS

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SHEET A7

EXHIBIT B

Attachment 1



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TIGARD, OR

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TROJAN TIGARD - PHASE III

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SHEET A9



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TROJAN TIGARD - PHASE III

TIGARD, OR

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SHEET A10

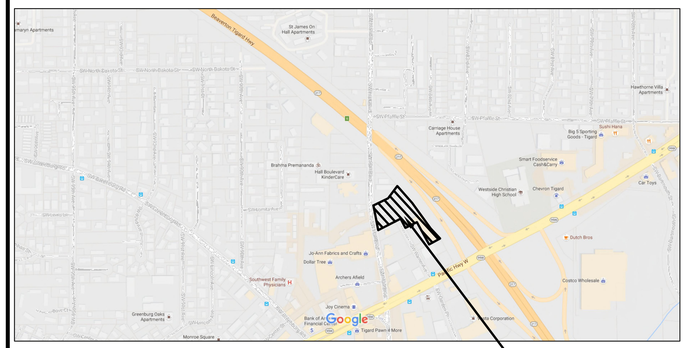
EXHIBIT B

Attachment 1

TROJAN STORAGE PHASE 3

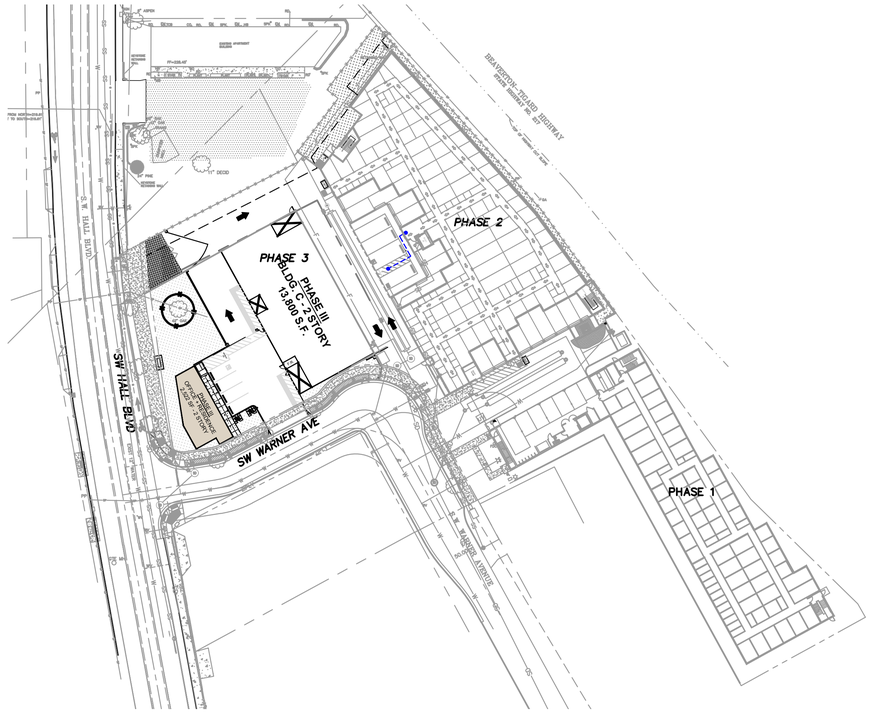
TIGARD, OREGON

TOTAL PHASE 3 SITE AREA = 18,741 SF



VICINITY MAP
N.T.S.

PROJECT SITE



SITE MAP
SCALE: 1" = 50'

- **OWNER**
  TROJAN STORAGE
  CONTACT: INGO GIANI
  1732 AVIATION BLVD SUITE 217
  REDONDO BEACH, CA 90278
  PH: (310) 890-3709EMAIL:
  DDUBROVSKY@TROJANSTORAGE.COM
- **PLANNER**
  TROJAN STORAGE
  CONTACT: INGO GIANI
  1732 AVIATION BLVD SUITE 217
  REDONDO BEACH, CA 90278
  PH: (813) 774-2247
  EMAIL: DDUBROVSKY@TROJANSTORAGE.COM
- **SURVEYOR**
  DURYEA & ASSOCIATES
  2702 N. PERRY ST.
  SPOKANE, WA 99207
  PH: (509) 465-8007
- **CIVIL ENGINEER**
  DL CONSULTING WA, INC.
  500 WEST 8TH STREET, SUITE 45
  VANCOUVER, WA 98660
  TEL: (360) 567-6466
  CONTACT: GARY DARLING, P.E.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO CURRENT STANDARDS AND SPECIFICATIONS, CITY OF TIGARD, **CLEAN WATER SERVICES**, CONDITIONS OF APPROVAL, UNIFORM BUILDING CODE APPENDIX CHAPTER 33 EXCAVATION AND GRADING, THE AGREEMENT ALLOWING DEVELOPER TO CONSTRUCT PUBLIC IMPROVEMENTS, AND THE OREGON SPECIALTY PLUMBING CODE. SEE SPECIFICATIONS PROVIDED.
2. THE EXCAVATOR MUST COMPLY WITH ALL PROVISIONS OF ORS 757.541 TO 757.571, INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND FACILITIES AT LEAST 48 HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING ANY EXCAVATION.
3. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING SEDIMENT TRANSPORT WITHIN THE PROJECT LIMITS, USING RECOGNIZED METHODS FOR EROSION CONTROL AS APPROVED BY CITY OF TIGARD.
4. THE CONTRACTOR IS TO LEAVE THE PROJECT FREE OF DEBRIS AND UNUSED MATERIALS UPON COMPLETION.
5. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE UTILITY SYSTEMS SUCH AS POWER, TELEPHONE, GAS, CABLE TV, ETC., WITH EACH INDIVIDUAL UTILITY COMPANY, PRIOR TO FINAL INSTALLATION OF THE SYSTEMS.
6. THE CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING PUBLIC AND PRIVATE UTILITY LINES AND OTHER PUBLIC UTILITY STRUCTURES. THE CONTRACTOR SHALL RESTORE ALL PUBLIC PROPERTY TO ITS ORIGINAL CONDITION UPON COMPLETION OF WORK.
7. TEMPORARY EROSION CONTROL METHODS MUST REMAIN IN PLACE AND BE MAINTAINED UNTIL PERMANENT EROSION CONTROL METHODS ARE IN PLACE AND OPERATIONAL.
8. ALL AREAS TO RECEIVE FILL SHALL BE STRIPPED OF ALL VEGETATION AND OTHER DELETERIOUS MATERIALS. ALL SUCH MATERIALS SHALL BE REMOVED FROM SITE AT THE CONTRACTOR'S EXPENSE.
9. ALL NONMETALLIC SANITARY AND STORM SEWER SERVICE LATERAL PIPING SHALL HAVE AN ELECTRICALLY CONDUCTIVE INSULATED 12 GA. GREEN COPPER TRACER WIRE THE FULL LENGTH OF THE INSTALLED PIPE. PUBLIC LATERALS ARE TO HAVE MAGNETIC TAPE BURIED 18" ABOVE PIPE, AND LABELED SEWER OR STORM.
10. NO MATERIAL SUBSTITUTIONS OR DESIGN CHANGES SHALL BE MADE WITHOUT PRIOR PERMISSION OF THE ENGINEER AND THE CITY OF TIGARD.
11. A FULL SET OF THE APPROVED PLANS WITH ALL CURRENT REVISIONS AND AMENDMENTS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES DURING CONSTRUCTION.
12. ALL FILL WITHIN THE BUILDING ENVELOPES SHALL BE PLACED IN 12" LIFTS AND SHALL BE COMPACTED TO AASHTO 95% DENSITY. THE CONTRACTOR SHALL EMPLOY A GEOTECHNICAL ENGINEER TO TEST ALL FILLED LOTS. TEST REPORTS SHALL BE SUBMITTED TO THE COUNTY AND TO THE ENGINEER.

SHEET INDEX

CO	COVER SHEET
C1.1	EXISTING CONDITIONS
C2.1	SITE PLAN
C3.1	GRADING & EROSION CONTROL PLAN
C3.2	EROSION CONTROL DETAILS
C4.1	STORM DRAINAGE PLAN
C4.2	BASIN MAP
C5.1	SANITARY SEWER & WATER PLAN
C6.1	DETAILS

DL CONSULTING WA INC.
500 West 8th Street
Suite 45
Vancouver, WA 98660
(360) 567-6466

REGISTERED PROFESSIONAL ENGINEER 19160 OREGON JULY 15, 1987 GARY I. DARLING
EXPIRES 12-31-23

TROJAN STORAGE PHASE III
TIGARD, OREGON
COVER SHEET

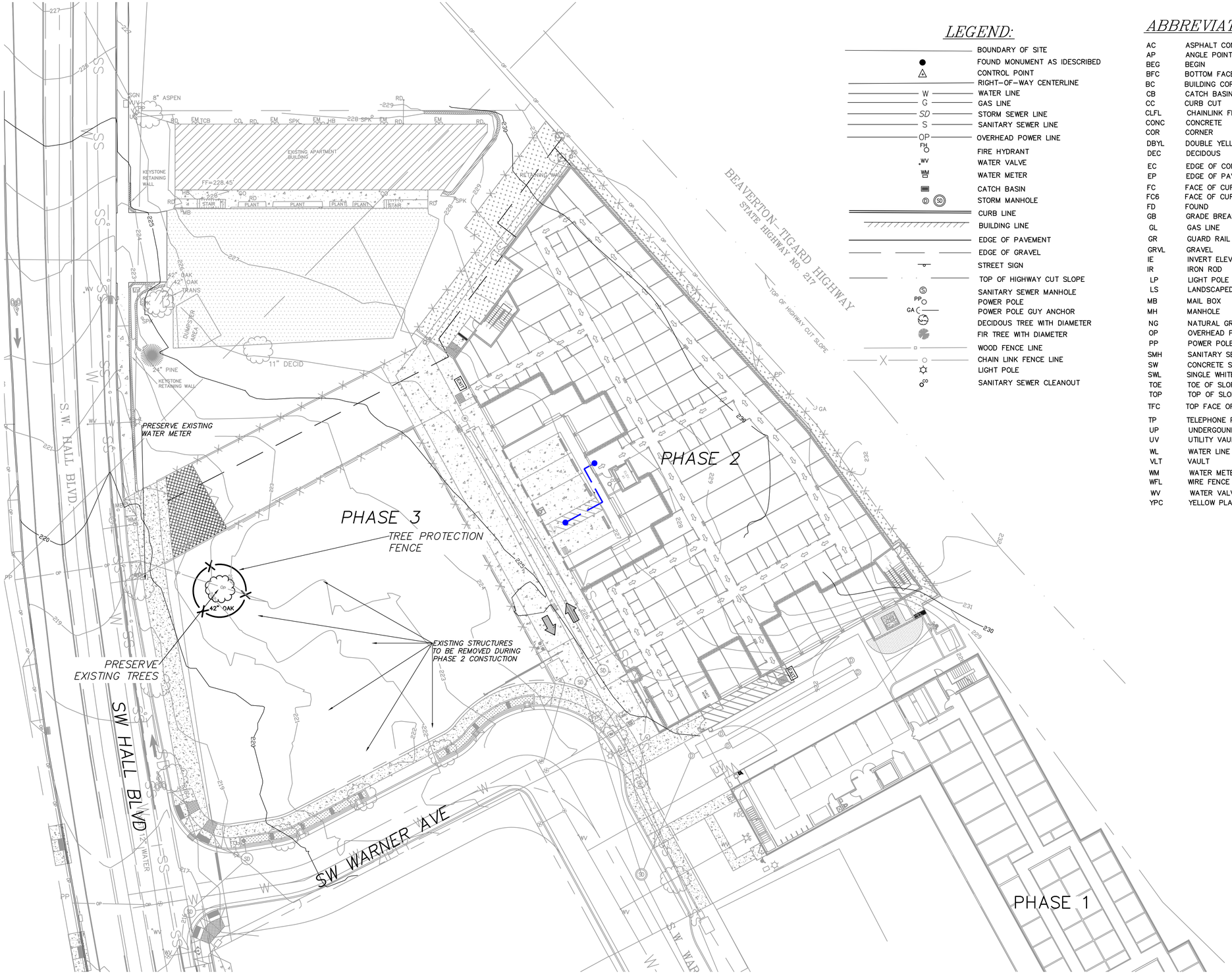
REV.	DATE	BY
1	07/20/22	JEM

PROJECT NUMBER	TRO002
Date:	06/09/2022
Scale:	AS SHOWN
Drawn By:	JEM
Designed By:	GID
Checked By:	GID

CO

EXHIBIT B

Attachment 1



LEGEND:

- BOUNDARY OF SITE
- FOUND MONUMENT AS IDESCRIBED
- CONTROL POINT
- RIGHT-OF-WAY CENTERLINE
- W — WATER LINE
- G — GAS LINE
- SD — STORM SEWER LINE
- S — SANITARY SEWER LINE
- OP — OVERHEAD POWER LINE
- FH — FIRE HYDRANT
- WV — WATER VALVE
- WM — WATER METER
- CATCH BASIN
- STORM MANHOLE
- CURB LINE
- BUILDING LINE
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- STREET SIGN
- TOP OF HIGHWAY CUT SLOPE
- SANITARY SEWER MANHOLE
- PP — POWER POLE
- GA — POWER POLE GUY ANCHOR
- DECIDOUS TREE WITH DIAMETER
- FIR TREE WITH DIAMETER
- WOOD FENCE LINE
- CHAIN LINK FENCE LINE
- LIGHT POLE
- SANITARY SEWER CLEANOUT

ABBREVIATIONS:

AC	ASPHALT CONCRETE
AP	ANGLE POINT
BEG	BEGIN
BFC	BOTTOM FACE OF CURB
BC	BUILDING CORNER
CB	CATCH BASIN
CC	CURB CUT
CLFL	CHAINLINK FENCE LINE
CONC	CONCRETE
COR	CORNER
DBYL	DOUBLE YELLOW TRAFFIC LANE LINE
DEC	DECIDOUS
EC	EDGE OF CONCRETE
EP	EDGE OF PAVEMENT
FC	FACE OF CURB
FC6	FACE OF CURB WITH 6" EXPOSURE
FD	FOUND
GB	GRADE BREAK
GL	GAS LINE
GR	GUARD RAIL
GRVL	GRAVEL
IE	INVERT ELEVATION
IR	IRON ROD
LP	LIGHT POLE
LS	LANDSCAPED AREA
MB	MAIL BOX
MH	MANHOLE
NG	NATURAL GROUND
OP	OVERHEAD POWER
PP	POWER POLE
SMH	SANITARY SEWER MANHOLE
SW	CONCRETE SIDEWALK
SWL	SINGLE WHITE TRAFFIC LANE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TFC	TOP FACE OF CURB
TP	TELEPHONE PEDESTRAL
UP	UNDERGOUND POWER
UV	UTILITY VAULT
WL	WATER LINE
VLT	VAULT
WM	WATER METER
WFL	WIRE FENCE LINE
WV	WATER VALVE
YPC	YELLOW PLASTIC CAP

EXISTING CONDITIONS PLAN

SCALE: 1" – 20'

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REGISTERED PROFESSIONAL ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING
EXPIRES 12-31-23

TROJAN STORAGE PHASE III

TIGARD, OREGON

EXISITNG CONDITIONS PLAN

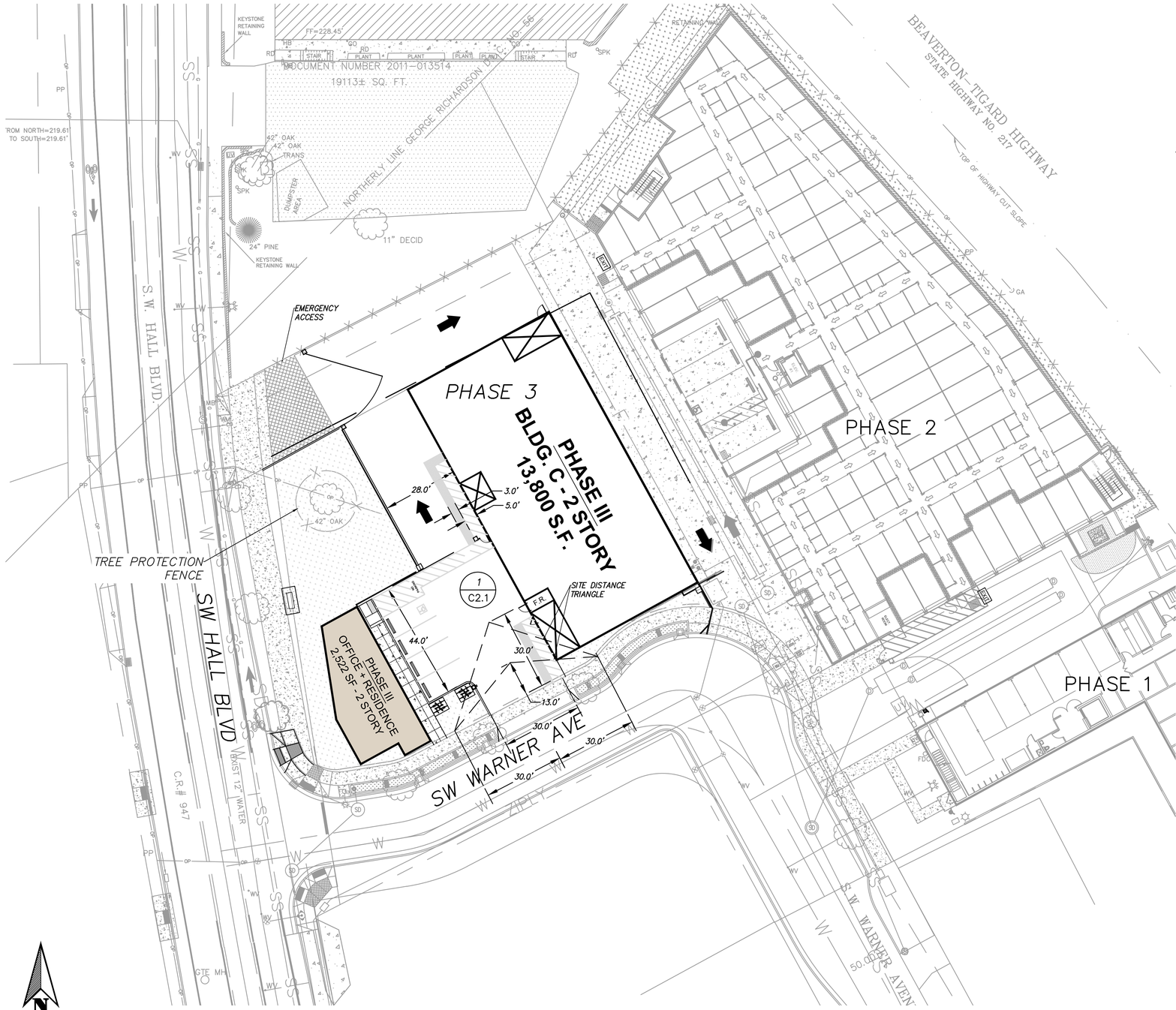
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1	07/20/22	JEM

PROJECT NUMBER	TRO002
Date:	06/09/2022
Scale:	AS SHOWN
Drawn By:	JEM
Designed By:	GID
Checked By:	GID

C1.1

EXHIBIT B

Attachment 1

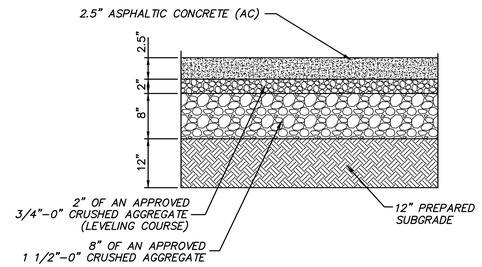


SITE PLAN

SCALE: 1" – 20'

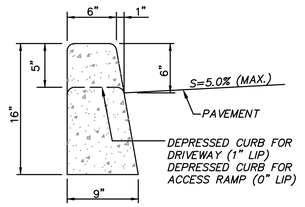
SCALE: 1"=20'

20 10 5 0 20



1 / C2.1 PAVEMENT SECTION

N.T.S.

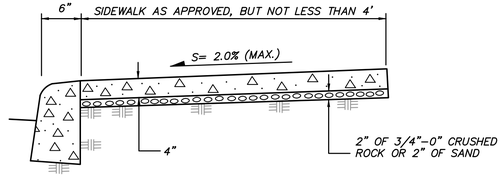


NOTES:

1. ALL RADII SHALL BE 3/4" EXCEPT AS OTHERWISE SHOWN
2. ISOLATION AND EXPANSION JOINTS SHALL BE PLACED ONLY AS SPECIFIED
3. CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS UNLESS OTHERWISE SPECIFIED. AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB OR CURB AND GUTTER.
4. A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE CURB AND THROUGH THE SIDEWALK.
5. WHEN SIDEWALKS ARE CONSTRUCTED, EXTEND WEEP HOLE TO BACK OF SIDEWALK. INSTALL COUPLING ON END OF WEEP HOLE.
6. WHEN INSTALLING CURBS WITHIN EXISTING ROADWAYS, REMOVE AND REPLACE PAVEMENT AS REQUIRED (2 FT. MIN.)

2 / C2.1 CURB DETAILS

N.T.S.



3 / C2.1 CONCRETE SIDEWALK

N.T.S.

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REGISTERED PROFESSIONAL ENGINEER 19160 OREGON JULY 15, 1987 GARY I. DARLING
EXPIRES 12-31-23

TROJAN STORAGE PHASE III

TIGARD, OREGON

SITE PLAN

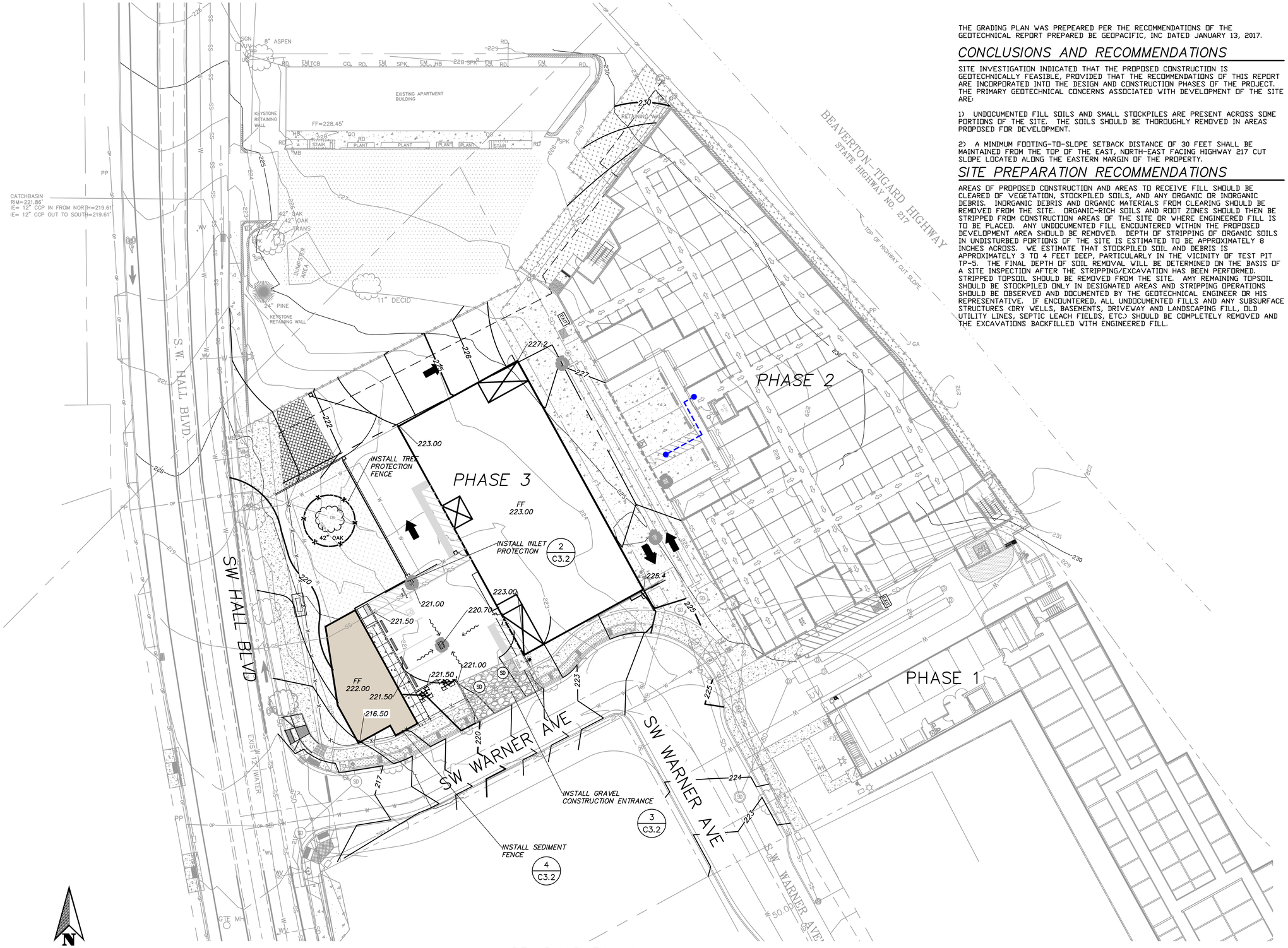
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Drawn By:	JEM
Designed By:	GID
Checked By:	GID

C2.1

EXHIBIT B

Attachment 1



SCALE: 1"=20'

20 10 5 0 20

GRADING PLAN

SCALE: 1" – 20'

THE GRADING PLAN WAS PREPEARED PER THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT PREPARED BE GEOPACIFIC, INC DATED JANUARY 13, 2017.

CONCLUSIONS AND RECOMMENDATIONS

SITE INVESTIGATION INDICATED THAT THE PROPOSED CONSTRUCTION IS GEOTECHNICALLY FEASIBLE, PROVIDED THAT THE RECOMMENDATIONS OF THIS REPORT ARE INCORPORATED INTO THE DESIGN AND CONSTRUCTION PHASES OF THE PROJECT. THE PRIMARY GEOTECHNICAL CONCERNS ASSOCIATED WITH DEVELOPMENT OF THE SITE ARE:

1) UNDOCUMENTED FILL SOILS AND SMALL STOCKPILES ARE PRESENT ACROSS SOME PORTIONS OF THE SITE. THE SOILS SHOULD BE THOROUGHLY REMOVED IN AREAS PROPOSED FOR DEVELOPMENT.

2) A MINIMUM FOOTING-TO-SLOPE SETBACK DISTANCE OF 30 FEET SHALL BE MAINTAINED FROM THE TOP OF THE EAST, NORTH-EAST FACING HIGHWAY 217 CUT SLOPE LOCATED ALONG THE EASTERN MARGIN OF THE PROPERTY.

SITE PREPARATION RECOMMENDATIONS

AREAS OF PROPOSED CONSTRUCTION AND AREAS TO RECEIVE FILL SHOULD BE CLEARED OF VEGETATION, STOCKPILED SOILS, AND ANY ORGANIC OR INORGANIC DEBRIS. INORGANIC DEBRIS AND ORGANIC MATERIALS FROM CLEARING SHOULD BE REMOVED FROM THE SITE. ORGANIC-RICH SOILS AND ROOT ZONES SHOULD THEN BE STRIPPED FROM CONSTRUCTION AREAS OF THE SITE OR WHERE ENGINEERED FILL IS TO BE PLACED. ANY UNDOCUMENTED FILL ENCOUNTERED WITHIN THE PROPOSED DEVELOPMENT AREA SHOULD BE REMOVED. DEPTH OF STRIPPING OF ORGANIC SOILS IN UNDISTURBED PORTIONS OF THE SITE IS ESTIMATED TO BE APPROXIMATELY 8 INCHES ACROSS. WE ESTIMATE THAT STOCKPILED SOIL AND DEBRIS IS APPROXIMATELY 3 TO 4 FEET DEEP, PARTICULARLY IN THE VICINITY OF TEST PIT TP-5. THE FINAL DEPTH OF SOIL REMOVAL WILL BE DETERMINED ON THE BASIS OF A SITE INSPECTION AFTER THE STRIPPING/EXCAVATION HAS BEEN PERFORMED. STRIPPED TOPSOIL SHOULD BE REMOVED FROM THE SITE. AMY REMAINING TOPSOIL SHOULD BE STOCKPILED ONLY IN DESIGNATED AREAS AND STRIPPING OPERATIONS SHOULD BE OBSERVED AND DOCUMENTED BY THE GEOTECHNICAL ENGINEER OR HIS REPRESENTATIVE. IF ENCOUNTERED, ALL UNDOCUMENTED FILLS AND ANY SUBSURFACE STRUCTURES (DRY WELLS, BASEMENTS, DRIVEWAY AND LANDSCAPING FILL, OLD UTILITY LINES, SEPTIC LEACH FIELDS, ETC.) SHOULD BE COMPLETELY REMOVED AND THE EXCAVATIONS BACKFILLED WITH ENGINEERED FILL.

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Vancouver, WA 98660
(360) 567-6466

REGISTERED PROFESSIONAL ENGINEER 19160 OREGON JULY 15, 1987 GARY I. DARLING

EXPIRES 12-31-23

TROJAN STORAGE PHASE III

TIGARD, OREGON

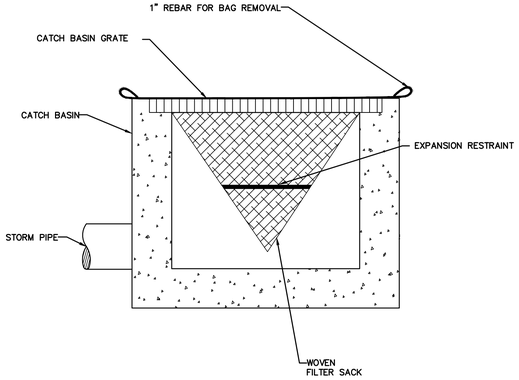
GRADING PLAN

REV.	DATE	BY
1	07/20/22	JEM

PROJECT NUMBER	TRO002
Date:	06/09/2022
Scale:	AS SHOWN
Drawn By:	JEM
Designed By:	GID
Checked By:	GID

C3.1

XREF LIST
Ltscale: 10
Paltscale: 0
Resolved
WRI001X01



CATCH BASIN INSERT

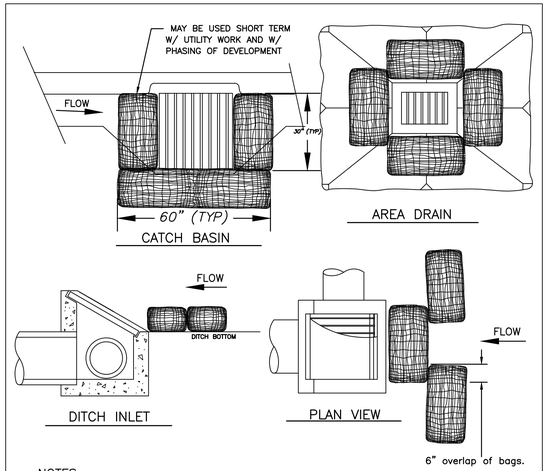
NOTE:

1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

INLET PROTECTION TYPE 5
DRAWING NO. 920 REVISED 12-16
Clean Water Services

1 / C3.2



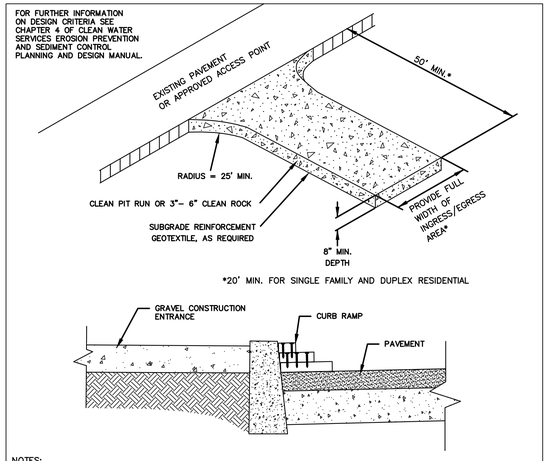
NOTES:

1. ADDITIONAL MEASURES MUST BE CONSIDERED DEPENDING ON SOIL TYPES.
2. BIO-FILTER BAGS SHOULD BE STAKED WHERE APPLICABLE USING (2) 1"x2" WOODEN STAKES OR APPROVED EQUAL PER BAG.
3. WHEN USING 30" BIO-BAGS TO PROTECT A CATCH BASIN YOU MUST HAVE 4 BAGS AND THEY SHALL BE OVERLAPPED BY 6".

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

INLET PROTECTION TYPE 4
DRAWING NO. 915 REVISED 12-16
Clean Water Services

2 / C3.2

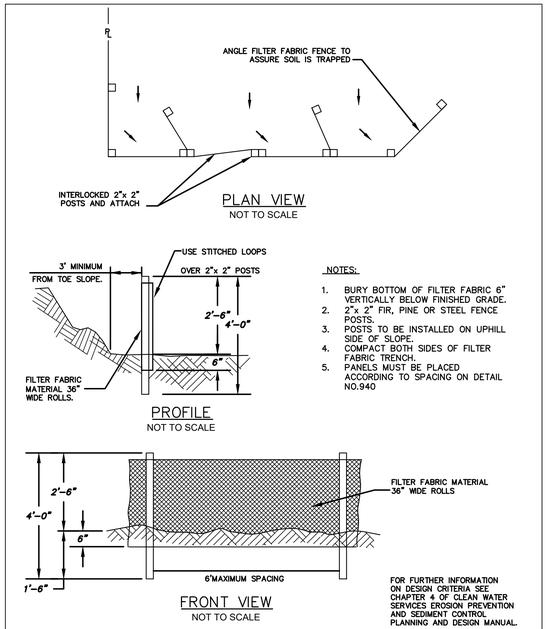


NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. WHERE RUNOFF CONTAINING SEDIMENT LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO DIVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
5. DIMENSIONS
   SINGLE FAMILY
   20' LONG BY 20' WIDE 8" DEEP OF ¾" MINUS CLEAN ROCK.
   COMMERCIAL
   50' LONG BY 20' WIDE 3-6" CLEAN ROCK, GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

CONSTRUCTION ENTRANCE
DRAWING NO. 855 REVISED 12-16
Clean Water Services

3 / C3.2



SEDIMENT FENCE
DRAWING NO. 875 REVISED 12-16
Clean Water Services

4 / C3.2

NOTES:

1. WHEN RAINFALL AND RUNOFF OCCURS, A KNOWLEDGEABLE AND EXPERIENCED PERSON IN THE PRINCIPLES, PRACTICES, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS WHO WORKS FOR THE PERMITTEE MUST PROVIDE DAILY INSPECTIONS OF THE EROSION AND SEDIMENT CONTROLS AND DISCHARGE OUTFALLS.
2. CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND CREATION OF BARE GROUND FROM OCTOBER 1 THROUGH MAY 31ST EACH YEAR.
3. DURING WET WEATHER PERIOD, TEMPORARY STABILIZATION OF THE SITE MUST OCCUR AT THE END OF EACH WORK DAY.
4. SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION. THEY MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
5. ALL ACTIVE INLETS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. UNLESS OTHERWISE APPROVED, A SURFACE MOUNTED AND ATTACHABLE, U-SHAPED FILTER BAG IS REQUIRED FOR ALL CURB INLET CATCH BASINS.
6. SIGNIFICANT AMOUNTS OF SEDIMENT THAT LEAVES THE SITE MUST BE CLEANED UP WITHIN 24 HOURS AND PLACED BACK ON THE SITE AND STABILIZED OR PROPERLY DISPOSED. THE CAUSE OF THE SEDIMENT RELEASE MUST BE FOUND AND PREVENTED FROM CAUSING A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN UP OF SEDIMENT SHALL BE PREFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIME FRAME.
7. SEDIMENT MUST NOT BE INTENTIONALLY WASHED INTO STORM SEWERS, DRAINAGE WAYS, OR WATER BODIES.
8. SEDIMENT MUST BE REMOVED FROM BEHIND ALL SEDIMENT CONTROL MEASURES WHEN IT HAS REACHED A HEIGHT OF 1/3-RD THE BARRIER HEIGHT AND PRIOR TO THE CONTROL MEASURES REMOVAL.
9. CLEANING OF ALL STRUCTURES WITH SUMPS MUST OCCUR WHEN THE SEDIMENT RETENTION CAPACITY HAS BEEN REDUCED BY 50% AND AT COMPLETION OF PROJECT.
10. ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
11. THE PERMITTEE MUST PROPERLY MANAGE HAZARDOUS WASTES, USED OILS, CONTAMINATED SOILS, CONCRETE WASTE, SANITARY WASTE, LIQUID WASTE, OR OTHER TOXIC SUBSTANCES DISCOVERED OR GENERATED DURING CONSTRUCTION.
12. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS. NUTRIENT RELEASES FROM FERTILIZERS TO SURFACE WATERS MUST BE MINIMIZED. TIME RELEASE FERTILIZERS SHOULD BE USED AND CARE SHOULD BE MADE IN APPLICATION OF FERTILIZERS WITHIN ANY WATER WAY RIPARIAN ZONE.
13. OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH CURRENT CLEAN WATER SERVICES STANDARDS AND STATE, AND FEDERAL REGULATIONS.
14. PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BOUNDARIES OF THE CLEARING LIMITS, VEGETATED BUFFERS, AND ANY SENSITIVE AREAS SHOWN ON THIS PLAN SHALL BE CLEARLY DELINEATED IN THE FIELD. UNLESS OTHERWISE APPROVED, NO DISTURBANCE IS PERMITTED BEYOND THE CLEARING LIMITS. THE OWNER/PERMITTEE MUST MAINTAIN THE DELINEATION FOR THE DURATION OF THE PROJECT. NOTE: VEGETATED CORRIDORS TO BE DELINEATED WITH ORANGE CONSTRUCTION FENCE OR APPROVED EQUAL.
15. PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BMPS THAT MUST BE INSTALLED ARE GRAVEL CONSTRUCTION ENTRANCE, PERIMETER SEDIMENT CONTROL, AND INLET PROTECTION. THESE BMPS MUST BE MAINTAINED FOR THE DURATION OF THE PROJECT.
16. IF VEGETATIVE SEED MIXES ARE SPECIFIED, SEEDING MUST TAKE PLACE NO LATER THAN SEPTEMBER 1ST; THE TYPE AND PERCENTAGES OF SEED IN THE MIX ARE AS IDENTIFIED ON THE PLANS OR AS SPECIFIED BY THE DESIGN ENGINEER.
17. WATERTIGHT TRUCKS MUST BE USED TO TRANSPORT SATURATED SOILS FROM THE CONSTRUCTION SITE. AN APPROVED EQUIVALENT IS TO DRAIN THE SOIL ON SITE AT A DESIGNATED LOCATION USING APPROPRIATE BMPS; SOIL MUST BE DRAINED SUFFICIENTLY FOR MINIMAL SPILLAGE.
18. ALL PUMPING OF SEDIMENT LADEN WATER MUST BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP (I.E. FILTER BAG).
19. THE ESC PLAN MUST BE KEPT ONSITE. ALL MEASURES SHOWN ON THE PLAN MUST BE INSTALLED PROPERLY TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER A SURFACE WATER SYSTEM, ROADWAY, OR OTHER PROPERTIES.
20. THE ESC MEASURES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO MAINTAIN COMPLIANCE WITH ALL REGULATIONS.
21. WRITTEN ESC LOGS ARE SUGGESTED TO BE MAINTAINED ONSITE AND AVAILABLE TO DISTRICT INSPECTORS UPON REQUEST.
22. IN AREAS SUBJECT TO WIND EROSION, APPROPRIATE BMPS MUST BE USED WHICH MAY INCLUDE THE APPLICATION OF FINE WATER SPRAYING, PLASTIC SHEETING, MULCHING, OR OTHER APPROVED MEASURES.
23. ALL EXPOSED SOILS MUST BE COVERED DURING WET WEATHER PERIOD.

STANDARD EROSION CONTROL NOTES FOR SITES LESS THAN 1 ACRE
DRAWING NO. 945 REVISED 12-16
Clean Water Services

GRADING NOTES

1. *ALL WORK SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF WASHINGTON COUNTY.*
2. *THE CONTRACTOR SHALL COORDINATE WITH GEOTECHNICAL ENGINEER SO GEOTECHNICAL ENGINEER CAN PERFORM ADDITIONAL SITE TESTING BEFORE BEGINNING CONSTRUCTION.*
3. *SUBMIT COMPACTION TEST RESULTS TO THE GEOTECHNICAL ENGINEER AND ENGINEER FOR ALL STRUCTURAL FILL PLACED.*
4. *ALL ELEVATIONS ON THE PARKING LOT ARE TOP OF PAVEMENT UNLESS SHOWN OTHERWISE.*
5. *PAVEMENT SECTIONS SHOULD BE COORDINATED WITH GEOTECHNICAL ENGINEER AT TIME OF CONSTRUCTION. SECTIONS MAY BE ADJUSTED BASED UPON CURRENT SOILS AND WEATHER CONDITIONS.*
6. *TOP 6 INCHES OF TOPSOIL SHOULD BE STRIPPED PRIOR TO EXCAVATION AND EMBANKMENT WORK. HOWEVER, ACTUAL STRIPPING DEPTHS SHALL BE EVALUATED AT THE TIME OF CONSTRUCTION. CONTRACTOR SHALL REVIEW EARTHWORK SPECIFICATIONS AND GEOTECHNICAL REPORT.*
7. *GEOTECH SHALL OBSERVE SUBGRADE PRIOR TO PLACEMENT OF FILLS.*
8. *ALL ELEVATIONS AND GRADE LINE SHOWN ARE FINISHED GRADE OF PAVED AREAS OR GROUND LINE.*
9. *GRADES SHALL BE TO SUBGRADE IN THE PAVED AREAS AND TO THE LINES SHOWN FOR LANDSCAPED AND OTHER AREAS. IN THE AREA 10 FEET BEHIND THE CURBS, THE TOP 12 INCHES SHALL BE TOPSOIL APPROVED FOR PLACEMENT BY THE ENGINEER.*
10. *INFILTRATION FACILITIES WILL BE PROTECTED FROM COMPACTION.*
11. *SOFT SPOTS IN THE SUBGRADE OF PAVED AREAS WILL BE EXCAVATED TO FIRM MATERIALS AND AND BACK FILLED WITH 4"-0" CRUSHED ROCK, COMPACTED AS DIRECTED BY THE ENGINEER.*
12. *ORGANIC MATERIAL (TREES, BRUSH ROOTS, STUMPS, ETC.) SHALL BE REMOVED FROM THE SITE. STRIPPING SHALL GENERALLY BE 9 INCHES, BUT MAY BE DEEPER IN WOODED AREAS. STRIPPING SHALL BE REMOVED FROM THE CONSTRUCTION AREA AS DIRECTED BY THE ENGINEER.*
13. *ADDITIONAL MATERIAL REQUIRED TO FILL THE SITE SHALL COME FROM THE BORROW AREA AS DIRECTED BY THE ENGINEER.*
14. *THE BORROW AREA SHALL BE RESTORED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.*
15. *PERMITS REQUIRED TO HAUL MATERIAL FORM THE SITE SHALL BE OBTAINED BY THE CONTRACTOR FROM THE COUNTY, STATE, AND OTHER AGENCIES AS NEEDED. ALL FLAGGING AND TRAFFIC CONTROL REQUIRED SHALL BE PROVIDED BY THE CONTRACTOR.*
16. *CONTRACTOR TO BE RESPONSIBLE FOR DUST CONTROL DURING CONSTRUCTION HOURS.*
17. *STRIP EXISTING GRAVEL FROM LOT AND STOCKPILE TO USE AS BASE COURSE MATERIAL IN AREAS OF PROPOSED ASPHALT PAVEMENT AS DIRECTED BY THE GEOTECHNICAL ENGINEER.*
18. *SEE TABLE 1 BELOW, FOR RECOMMENDED MINIMUM DRY-WEATHER PAVEMENT SECTION FOR SW BLANTON STREET.*

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REGISTERED PROFESSIONAL ENGINEER 19160 OREGON JULY 15, 1987 GARY I. DARLING
EXPIRES 12-31-23

TROJAN STORAGE PHASE III

TIGARD, OREGON

EROSION CONTROL NOTES & DETAILS

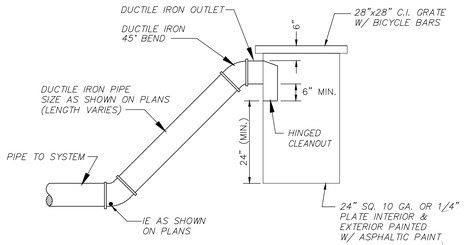
REV.	DATE	BY

PROJECT NUMBER	TRO002
Date:	06/09/2022
Scale:	AS SHOWN
Drawn By:	JEM
Designed By:	GID
Checked By:	GID

C3.2

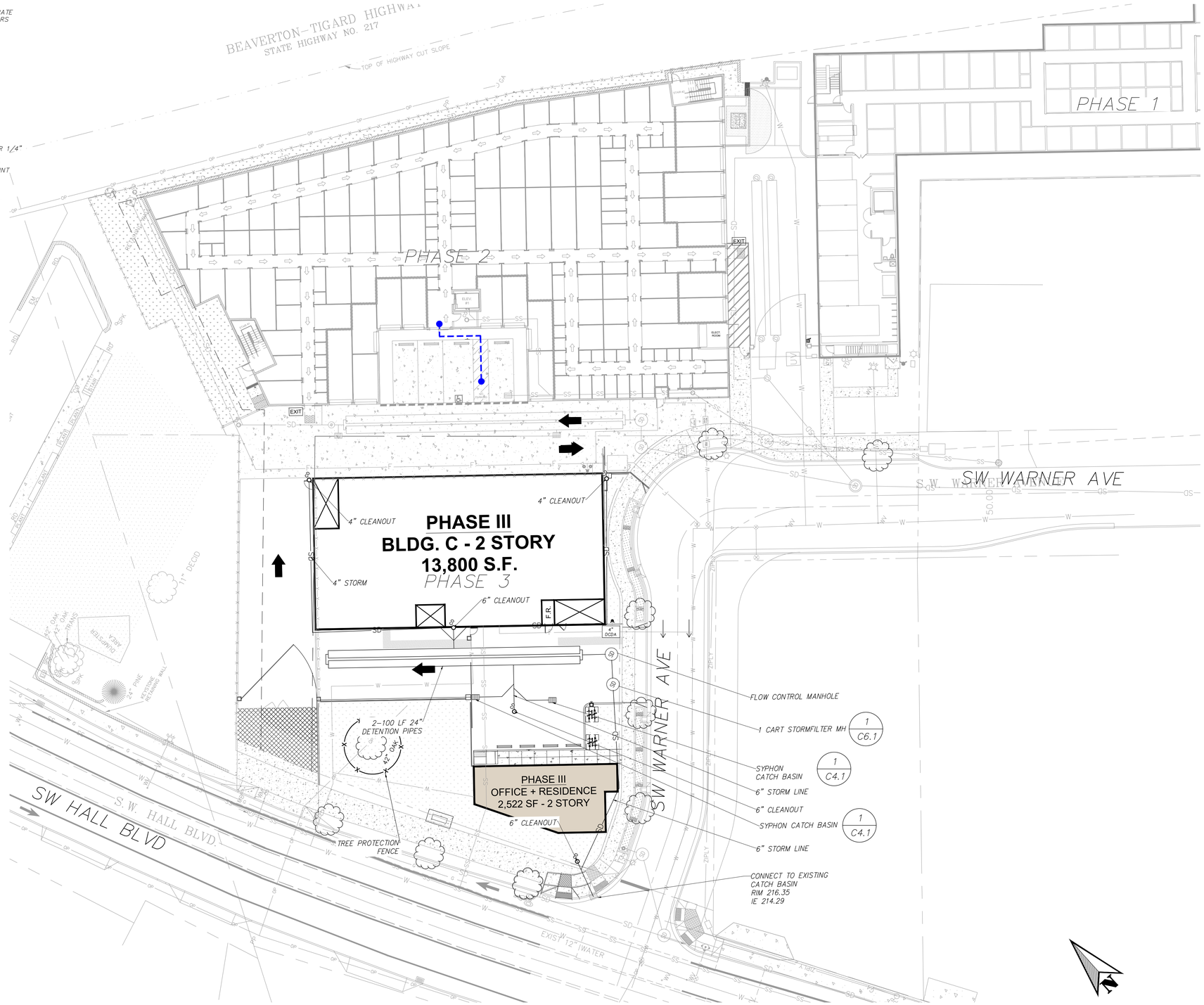
EXHIBIT B

Attachment 1



SYPHON CATCH BASIN

N.T.S.



STORM DRAINAGE PLAN

SCALE: 1" = 20'

SCALE: 1"=20'

20 10 5 0 20

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TROJAN STORAGE PHASE III

TIGARD, OREGON

STORM DRAINAGE PLAN

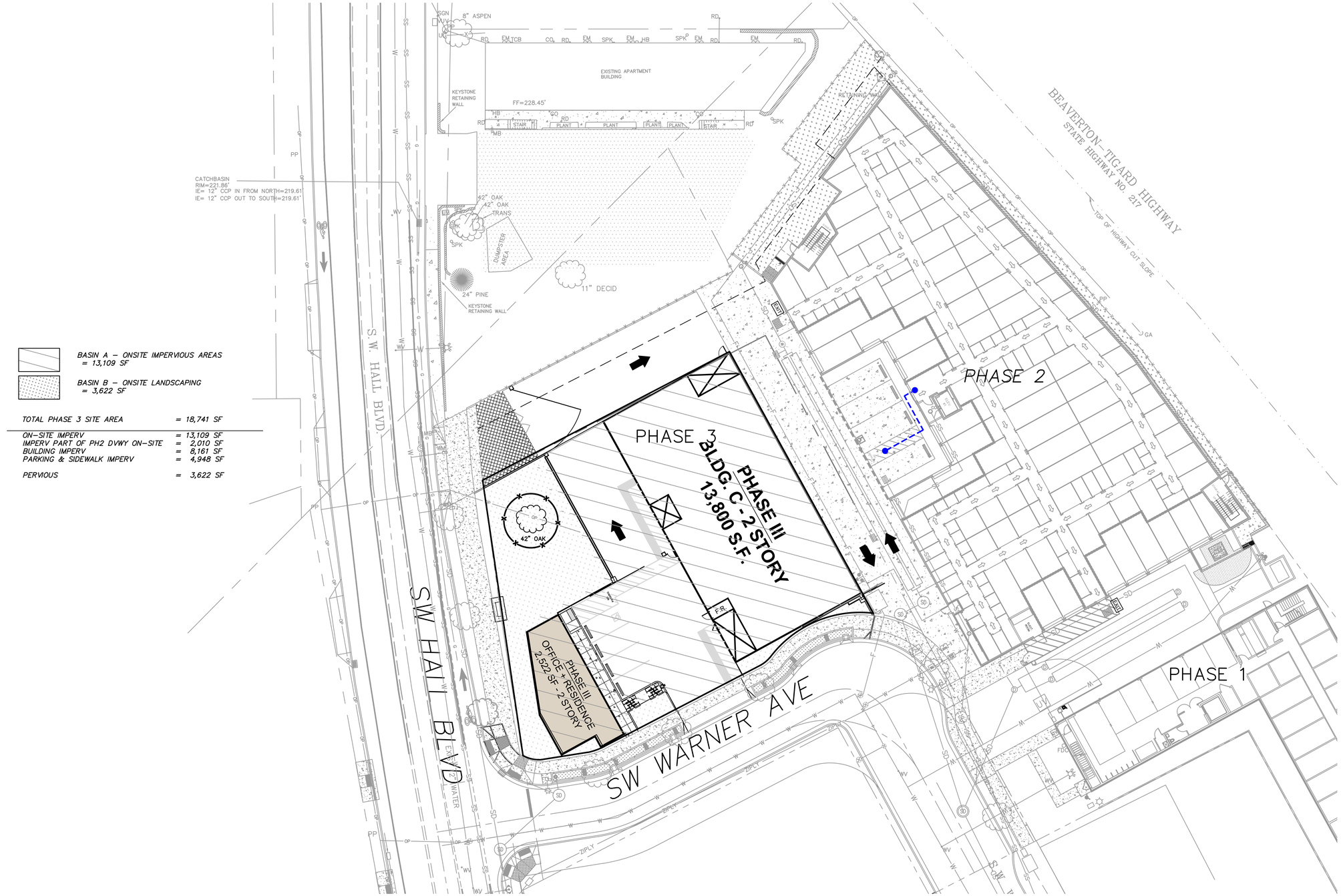
REV.	DATE	BY
1	07/20/22	JEM

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Date:	06/09/2022
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Checked By:	GID

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EXHIBIT B

Attachment 1



BASIN A – ONSITE IMPERVIOUS AREAS
= 13,109 SF

BASIN B – ONSITE LANDSCAPING
= 3,622 SF

TOTAL PHASE 3 SITE AREA	= 18,741 SF
ON-SITE IMPERV	= 13,109 SF
IMPERV PART OF PH2 DVWY ON-SITE	= 2,010 SF
BUILDING IMPERV	= 8,161 SF
PARKING & SIDEWALK IMPERV	= 4,948 SF
PERVIOUS	= 3,622 SF

BASIN MAP
SCALE: 1" – 20'

SCALE: 1"=20'
20 10 5 0 20

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TROJAN STORAGE PHASE III
TIGARD, OREGON

BASIN MAP

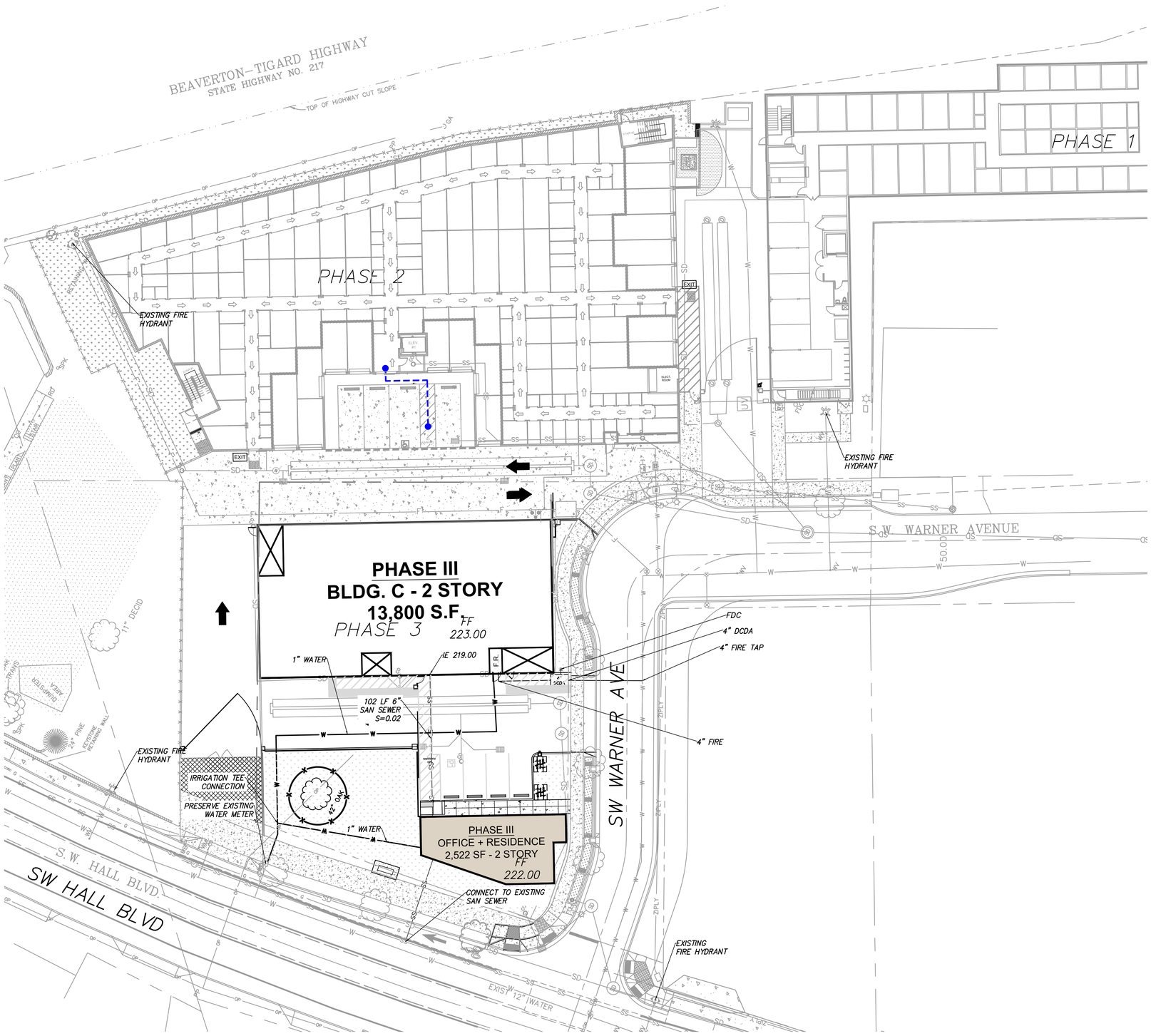
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EXHIBIT B

Attachment 1



SANITARY SEWER & WATER PLAN

SCALE: 1" = 20'

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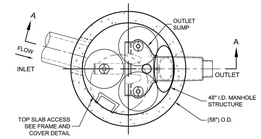
TIGARD, OREGON

SANITARY SEWER AND WATER PLAN

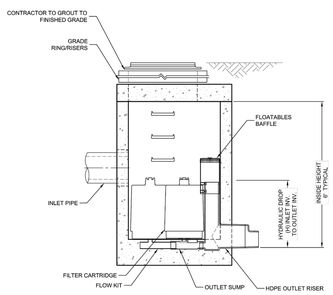
REV.	DATE	BY
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C5.1



PLAN VIEW
STANDARD OUTLET RISER
FLOWKIT: 40A



SECTION A-A

STORMFILTER DESIGN NOTES

STORMFILTER TREATMENTCAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (3). VOLUME SYSTEM IS ALSO AVAILABLE WITH MAXIMUM 3 CARTRIDGES. 0HP MANHOLE STORMFILTER PEAK HYDRAULIC CAPACITY IS 1.0 CFS. IF THE SITE CONDITIONS EXCEED 1.0 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"		18"		LOW DROP	
RECOMMENDED HYDRAULIC DROP (H)	3.05'		2.2'		1.8'	
SPECIFIC FLOW RATE (gpm/sf)	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²
CARTRIDGE FLOW RATE (gpm)	22.5	11.25	15	7.5	10	5



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	*0.0068*
WATER QUALITY FLOW RATE (cfs)	*0.088*
PEAK FLOW RATE (cfs)	*50*
RETURN PERIOD OF PEAK FLOW (yrs)	*25*
# OF CARTRIDGES REQUIRED	*3*
CARTRIDGE FLOW RATE	*5 GPM*
MEDIA TYPE (CSF, PERLITE, ZPG, GAC, PHS)	*ZPG*

PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*217.00*	*PVC*	*6"*
INLET PIPE #2	*217.00*	*PVC*	*6"*
OUTLET PIPE	*217.00*	*PVC*	*6"*
RIM ELEVATION			*220.00*

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE, www.ContechES.com
4. THE STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 39 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).

INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE (LIFTING CLUTCHES PROVIDED).
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET PIPE(S).
5. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND SAND COLLAR. IF OUTLET PIPE IS LARGER THAN 8 INCHES, CONTRACTOR TO REMOVE THE 8 INCH OUTLET STUB AT MOLDED IN CUT LINE. COUPLING BY FERNCO OR EQUAL AND PROVIDED BY CONTRACTOR.
6. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

CONTECH ENGINEERED SOLUTIONS LLC
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800-338-1122 513-645-7000 513-645-7993 FAX

SFMH48
STORMFILTER
STANDARD DETAIL

The Manufacturer of StormFilter
CONTECH ENGINEERED SOLUTIONS LLC PROVIDES THIS DRAWING AS AN INSTRUMENT OF SERVICE FOR THE PURPOSE OF ASSISTING THE OWNER, ENGINEER AND CONTRACTOR IN THE INSTALLATION OF THE STORMFILTER SYSTEM. ANY REUSE OF THIS DRAWING FOR OTHER PROJECTS OR ALTERATIONS OF THIS DRAWING IS STRICTLY PROHIBITED.

LATEST REVISION 7/8/2021 - DWG NO. SFMH48-PRELIMINARY-DRAWING

1
C6.1

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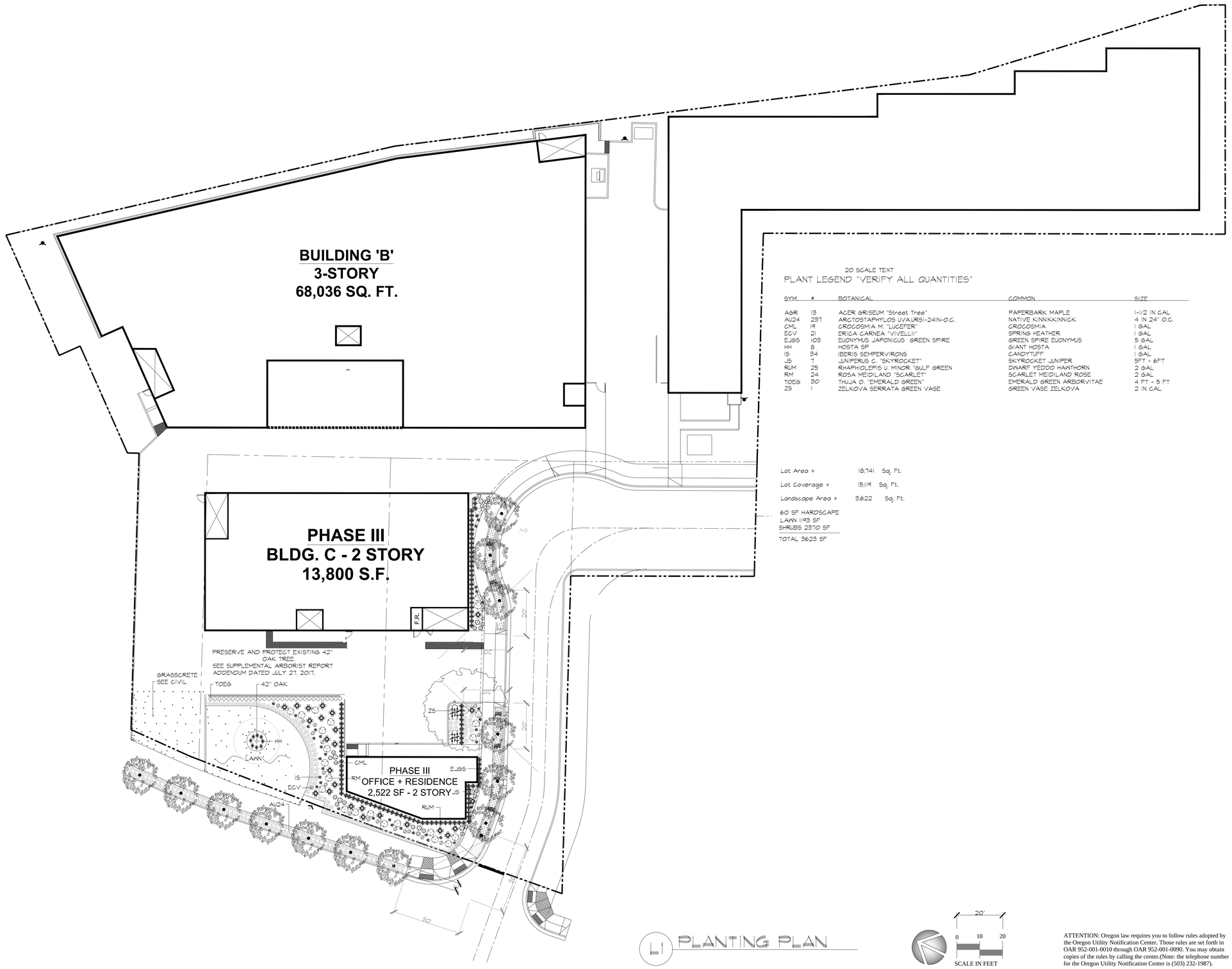
TIGARD, OREGON

DETAILS

REV.	DATE	BY

PROJECT NUMBER	TRO002
Date:	06/09/2022
Scale:	AS SHOWN
Drawn By:	JEM
Designed By:	GID
Checked By:	GID

C6.1



20 SCALE TEXT

PLANT LEGEND "VERIFY ALL QUANTITIES"

SYM.	#	BOTANICAL	COMMON	SIZE
AGR	13	ACER GRISEUM "Street Tree"	PAPERBARK MAPLE	1-1/2 IN CAL
AU24	257	ARCTOSTAPHYLOS UVA-URSI-24IN-O.C.	NATIVE KINNIKKINNICK	4 IN 24" O.C.
CML	19	CROCOSMIA M. "LUCIFER"	CROCOSMIA	1 GAL
ECV	21	ERICA CARNEA "VIVELLII"	SPRING HEATHER	1 GAL
EJGS	103	EUONYMUS JAPONICUS GREEN SPIRE	GREEN SPIRE EUONYMUS	5 GAL
HH	9	HOSTA SP	GIANT HOSTA	1 GAL
IS	34	IBERIS SEMPERVIRONS	CANDYTUFF	1 GAL
JS	7	JUNIPERUS C. "SKYROCKET"	SKYROCKET JUNIPER	5FT - 6FT
RUM	25	RHAPHIOLEPIS U. MINOR "GULF GREEN	DWARF YEDDO HAWTHORN	2 GAL
RM	24	ROSA MEIDILAND "SCARLET"	SCARLET MEIDILAND ROSE	2 GAL
TOEG	30	THUJA O. "EMERALD GREEN"	EMERALD GREEN ARBORVITAE	4 FT - 5 FT
ZS	1	ZELKOVA SERRATA GREEN VASE	GREEN VASE ZELKOVA	2 IN CAL

Lot Area = 18,741 Sq. Ft.

Lot Coverage = 15,119 Sq. Ft.

Landscape Area = 3,622 Sq. Ft.

60 SF HARDSCAPE
LAWN 1193 SF
SHRUBS 2370 SF
TOTAL 3623 SF

L1 PLANTING PLAN

20'
0 10 20
SCALE IN FEET

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REGISTERED
315
Darrell Mulch
OREGON
10-18-93
LANDSCAPE ARCHITECT

MULCH
DARRELL MULCH
LANDSCAPE ARCHITECTURE
1907 N.E. 66TH AVENUE #168
PORTLAND, OREGON 97213
(503) 222-7416 TEL

Trojan Self Storage - Phase III
11600, 11630 & 11660 SW Hall Blvd.
Trigard, Oregon 97223

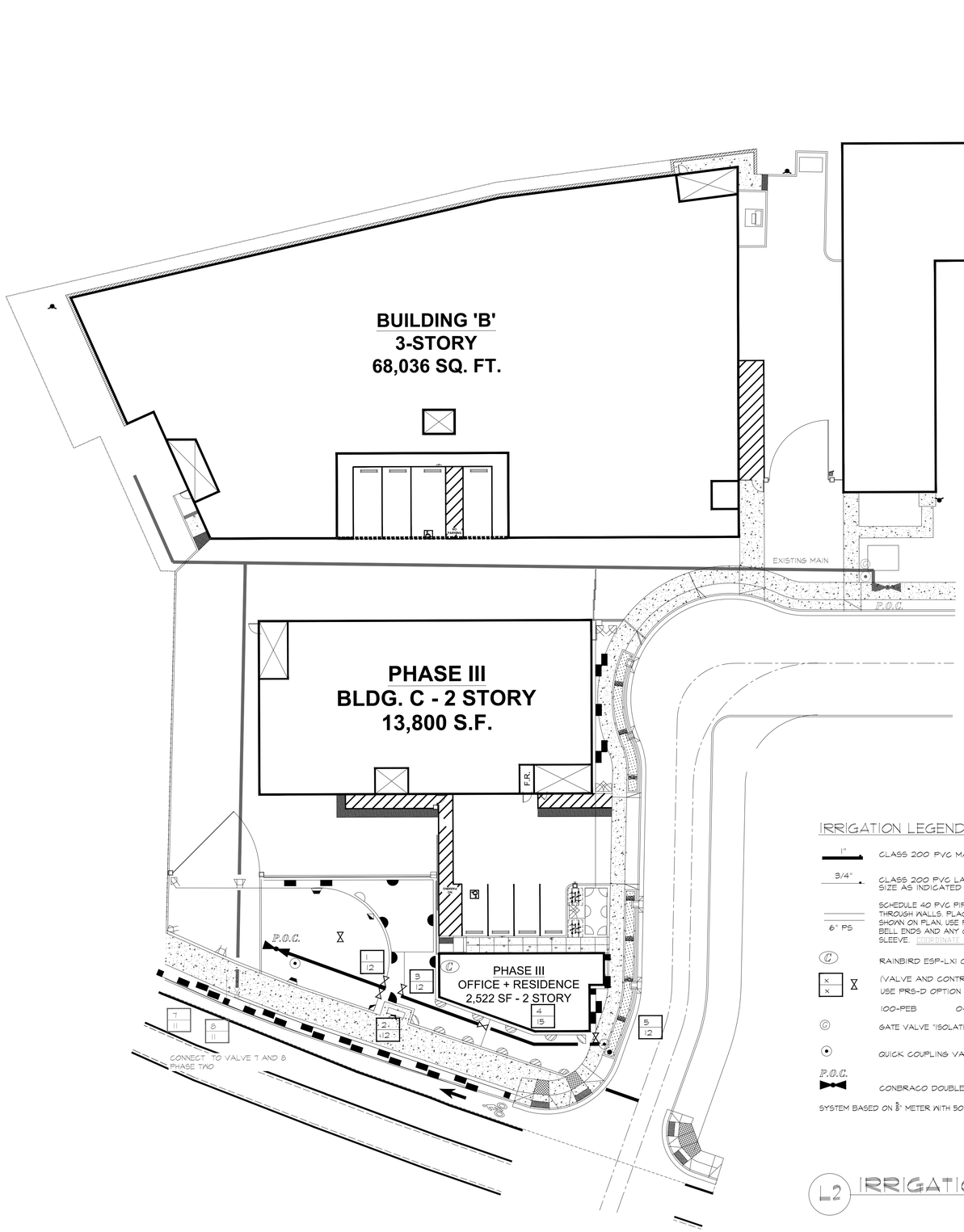
Job No.:
Date: 2 /25 / 2022
6 /8/ 2022
7 /19 / 2022

Drawing Title:

PLANTING PLAN

L1
4

Permit Drawings



THIS PLAN IS SCHEMATIC. DO NOT BEND MAINLINE PIPE. USE 45° ELBOWS TO MAKE 90° TURNS ON MAINLINE PIPE OVER 2-1/2". PLACE MAINLINE AND SYSTEM COMPONENTS WITHIN PROPERTY LINE. SYSTEM COMPONENTS ARE SHOWN OUTSIDE BEDS FOR GRAPHIC CLARITY.

ROTARY HEAD LEGEND

HUNTER SERIES I-20 ULTRA

NOZZLE SYMBOL	NOZZLE	TYPE	PSI	RADIUS	GPM
	# 3	I-20-36S	40	20'-24'	3
	# 2	I-20-ADS	40	20'-24'	2
	# 1.5	I-20-ADS	40	20'-24'	1.5
	# .75	I-20-ADS	40	20'-24'	.75
	# 6	I-20-36S	40	25'-29'	6
	# 4	I-20-ADS	40	25'-29'	4
	# 3	I-20-ADS	40	25'-29'	3
	# 1.5	I-20-ADS	40	25'-29'	1.5
	# 8	I-20-36S	40	30'-33'	8
	# 6	I-20-ADS	40	30'-33'	6
	# 4	I-20-ADS	40	30'-33'	4
	# 2	I-20-ADS	40	30'-33'	2
	# 6	I-20-ADS	40	34'-38'	6
	# 3	I-20-ADS	40	34'-38'	3

NOTES

1. RADII ARE LISTED FOR INFORMATION ONLY. SPACE HEADS AS SHOWN ON DRAWINGS.
2. INSTALL (6" POP-UP) FOR SHRUB AND GROUNDCOVER AREAS
   INSTALL (4"POP-UP) FOR LAWNS

SPRAY HEAD LEGEND

RAINBIRD 1800-PRS SERIES, 1.8" PER HOUR

SYMBOL	NOZZLE	PSI	RADIUS	ARC	GPM
	10F	30	10' MAX.	360	1.57
	10H	30	10' MAX.	180	0.79
	10T	30	10' MAX.	120	0.52
	10Q	30	10' MAX.	90	0.38
	12TQ	30	12' MAX.	270	1.95
	12H	30	12' MAX.	180	1.30
	12T	30	12' MAX.	120	0.87
	12Q	30	12' MAX.	90	0.65
	15F	30	15' MAX.	360	3.70
	15TQ	30	15' MAX.	270	2.78
	15H	30	15' MAX.	180	1.85
	15T	30	15' MAX.	120	1.23
	15Q	30	15' MAX.	90	0.93
A	VAN	30	VARIES	VARIES	VARIES
	B15EST	30	6' X 15'	END	0.65
	B15CST	30	6' X 26'	CENTER	1.29
	B15SST	30	6' X 26'	SIDE	1.29
	15SQ	30	23' X 23'	SQUARE	3.73
	15EST	30	4' X 15'	END	0.61
	15CST	30	4' X 30'	CENTER	1.21
	15SST	30	4' X 30'	SIDE	1.21
	17SST	30	9' X 18'	SIDE	1.73
	1402	30	BUBBLER	360	0.5
	5F	30	5' MAX.	360	.41
	5H	30	5' MAX.	180	0.2
	5T	30	5' MAX.	120	0.13
	5Q	30	5' MAX.	90	0.1

IRRIGATION LEGEND

- 1" — CLASS 200 PVC MAINLINE PIPE
- 3/4" — CLASS 200 PVC LATERAL PIPE SIZE AS INDICATED ON PLAN
- 6" PS — SCHEDULE 40 PVC PIPE SLEEVE UNDER ALL HARD SURFACES AND THROUGH WALLS. PLACE SLEEVES WHERE NECESSARY AND/OR WHERE SHOWN ON PLAN. USE PIPE OF SUFFICIENT SIZE TO ACCOMMODATE BELL ENDS AND ANY CONTROL WIRES THAT NEED TO GO THROUGH SLEEVE. COORDINATE WITH GENERAL
- C — RAINBIRD ESP-LXI CONTROLLER.
- X / X — (VALVE AND CONTROLLER NUMBER OVER GPM)
  USE PRS-D OPTION ON SPRAY ZONES WITH P.S.I. EXCEEDING 70 AT P.O.C.
  100-PEB 0-30 G.P.M.
- G — GATE VALVE "ISOLATION VALVE"
- QUICK COUPLING VALVE
- P.O.C. — CONBRACO DOUBLE CHECK 3/4"

SYSTEM BASED ON 3/4" METER WITH 50 P.S.I. AT P.O.C.

HEAD RISER SCHEDULE

AREA	SPRAY HEADS
LAWNS	4" (1804)-PRS
SHRUBS	6" (1806)-PRS

IRRIGATION HEAD NOTES

1. USE SIDE INLETS ON 6" AND 12' SPRAY HEAD RISERS.
2. USE BOTTOM INLETS ON SAM TYPE SPRAY HEADS.
3. RADII ARE LISTED FOR INFORMATION ONLY. USE 8' SPRAYS INSTEAD OF 10' WHERE APPROPRIATE. SPACE HEADS AS SHOWN ON DRAWINGS.
4. ON B15 SPRAYS USE BUCKNER COALBRASS NOZZLES.

L2 IRRIGATION PLAN

SCALE IN FEET: 0 10 20

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REGISTERED 315 Darrell Mulch OREGON 10-18-93 LANDSCAPE ARCHITECT

MULCH
DARRELL MULCH
LANDSCAPE ARCHITECTURE
1907 N.E. 66TH AVENUE #168
PORTLAND, OREGON 97213
(503) 222-7416 TEL

Trojan Self Storage - Phase II
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Tigard, Oregon 97223

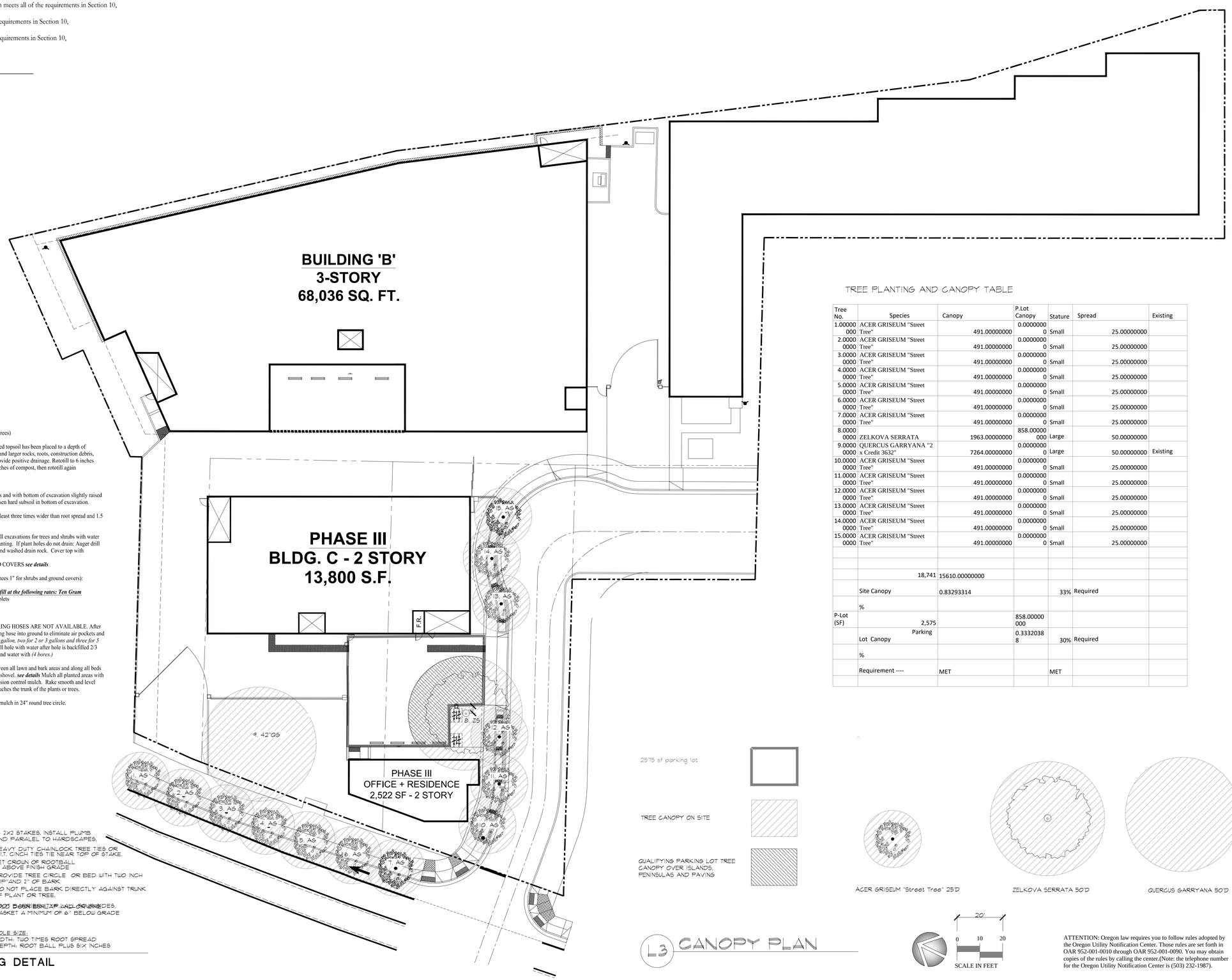
Job No.:
Date: 2 / 25/ 2022
6 /8/ 2022
7 /19/ 2022

Drawing Title:
IRRIGATION PLAN

L2 4

Permit Drawings

Signature of Approval
I hereby attest that:
1. The Tree Preservation and Removal site plan meets all of the requirements in Section 10, Part 1 of the Urban Forestry Manual
2. The Tree Canopy site plan meets all of the requirements in Section 10, Part 2 of the Urban Forestry Manual
3. The Supplemental Report meets all of the requirements in Section 10, Part 3 of the Urban Forestry Manual.



1. PREPARATION OF PLANTING AREAS (for trees)

A. In all planting areas after onsite or imported topsoil has been placed to a depth of 12 inches remove extraneous materials 1" and larger rocks, roots, construction debris, etc.). Grade smooth, free of lumps and provide positive drainage. Rototill to 6 inches minimum all planting areas and place 4 inches of compost, then rototill again

2. EXCAVATION FOR TREES ***see details***

A. Excavate planting holes, with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. Loosen hard subsoil in bottom of excavation.

B. For trees and shrubs, make excavations at least three times wider than root spread and 1.5 times deeper than root height.

C. If non-percolating soils are encountered, fill excavations for trees and shrubs with water and allow to percolate out before planting. If plant holes do not drain: Auger drill hole 36" deep x 8" wide and fill with round washed drain rock. Cover top with non-woven filter fabric.

3. PLANTING TREES, SHRUBS AND GROUND COVERS ***see details***

A. Set root crown above finish grade (2" for trees 1" for shrubs and ground covers):

Apply Agriform tablets during backfill at the following rates: Ten Gram
15 gallon tree /1-2 in cal B+B = 4 tablets

Tree = 1 oz./ foot of tree height.

B. DO NOT INSTALL PLANTS IF WATERING HOSES ARE NOT AVAILABLE. After planting water each plant initially by forcing hose into ground to eliminate air pockets and settle soil around rootball. *(One bore for 1 gallon, two for 2 or 3 gallons and three for 5 gallon containers).* When planting trees fill hole with water after hole is backfilled 2/3 full, place remainder of soil after settling and water with *(4 bores.)*

C. Before mulching install a 2 inch "lip" between all lawn and bark areas and along all beds adjacent to sidewalks using a square point shovel. ***see details*** Mulch all planted areas with minimum 2 inch thickness of specified erosion control mulch. Rake smooth and level with a fan rake, removing any bark that touches the trunk of the plants or trees.

For trees in lawn areas, provide 2" depth with "lip" of mulch in 24" round tree circle.

1 / L3 TREE PLANTING DETAIL
NOT TO SCALE

TREE PLANTING AND CANOPY TABLE

Tree No.	Species	Canopy	P.Lot Canopy	Stature	Spread	Existing
1.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
2.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
3.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
4.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
5.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
6.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
7.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
8.00000000	ZELKOVA SERRATA	1963.00000000	858.00000000	Large	50.00000000	
9.00000000	QUERCUS GARRYANA "2 x Credit 3632"	7264.00000000	0.00000000	Large	50.00000000	Existing
10.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
11.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
12.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
13.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
14.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
15.00000000	ACER GRISEUM "Street Tree"	491.00000000	0.00000000	Small	25.00000000	
		18,741	15610.00000000			
	Site Canopy		0.83293314		33% Required	
	%					
P-Lot (SF)		2,575		858.00000000		
	Parking Lot Canopy			0.33320388	30% Required	
	%					
	Requirement ----		MET		MET	

2575 sf parking lot

TREE CANOPY ON SITE

QUALIFYING PARKING LOT TREE CANOPY OVER ISLANDS, PENINSULAS AND PAVING

ACER GRISEUM "Street Tree" 25'D

ZELKOVA SERRATA 50'D

QUERCUS GARRYANA 50'D

L3 CANOPY PLAN

SCALE IN FEET

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315
Darrell Mulch
OREGON
10-18-93
LANDSCAPE ARCHITECT

MULCH
DARRELL MULCH
LANDSCAPE ARCHITECTURE
1907 N.E. 66TH AVENUE #168
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(503) 222-7416 TEL

Trojan Self Storage - Phase III
11600, 11630 & 11660 SW Hall Blvd.
Tigard, Oregon 97223

Job No.:
Date: 2 /25 / 2022
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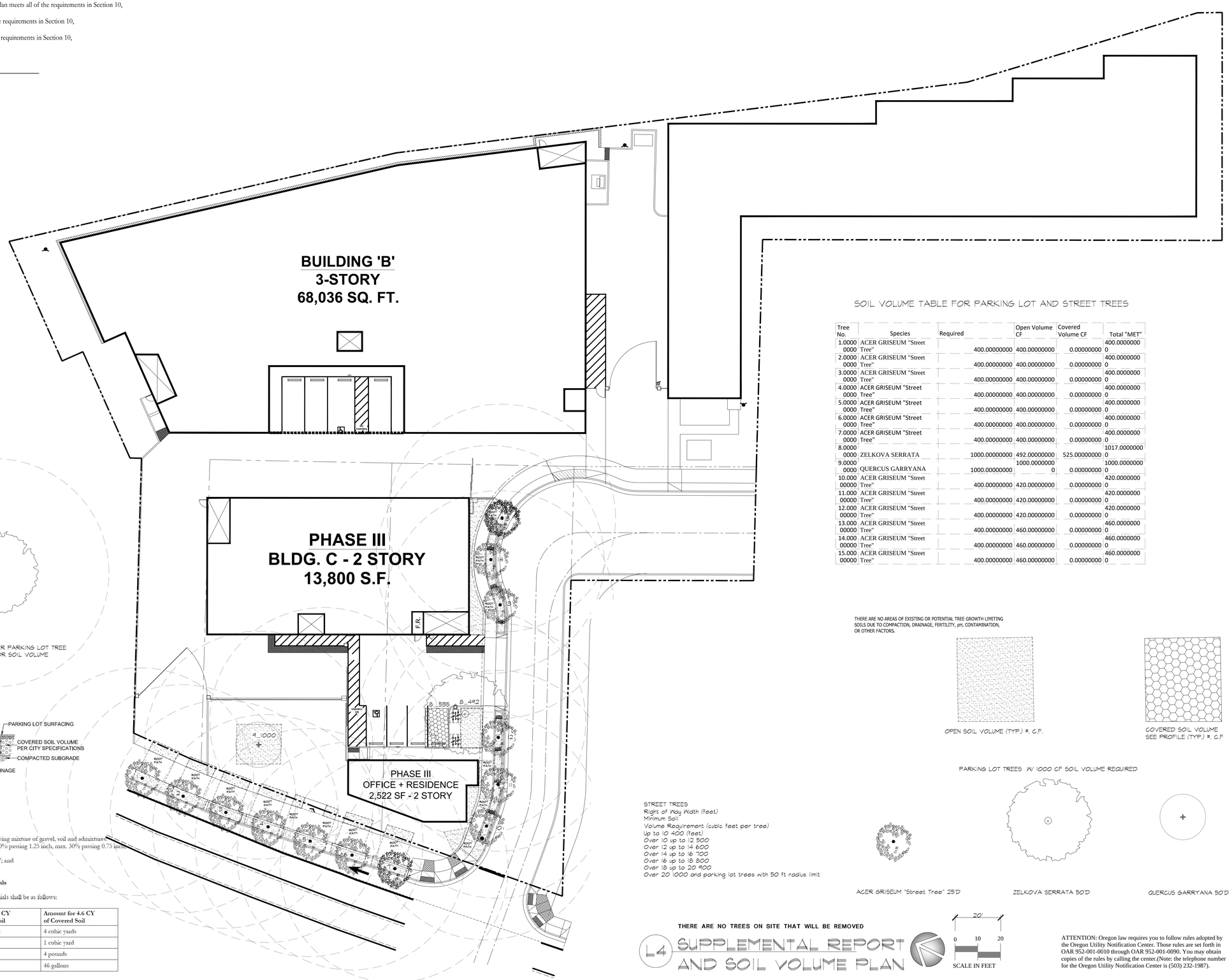
Drawing Title:
CANOPY PLAN

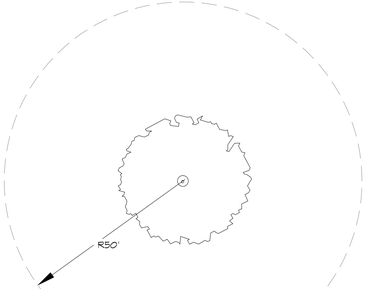
L3
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Permit Drawings

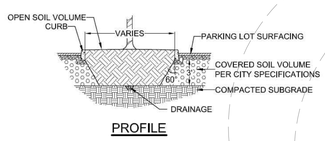
Signature of Approval
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Darrell Mulch





1000 C.F. REQUIRED PER PARKING LOT TREE W/ 50' RADIUS LIMIT FOR SOIL VOLUME



PROFILE

Part 1. Covered Soil Materials

A. Covered soil shall consist of the following mixture of gravel, soil and admixtures:
1. Crushed rock, gradation of 100% passing 1.25 inch, max. 30% passing 0.75 inch;
2. Loam/Organic Topsoil;
3. Soil binder such as "Stabilizer"; and
4. Water.

Part 2. Proportions of Covered Soil Materials

A. The proportions of covered soil materials shall be as follows:

Material	Amount for 1 CY of Covered Soil	Amount for 4.6 CY of Covered Soil
Crushed Rock	23.2 cubic feet	4 cubic yards
Topsoil	5.9 cubic feet	1 cubic yard
Soil Binder	13.7 ounces	4 pounds
Water	1.6 gallon	46 gallons

SOIL VOLUME TABLE FOR PARKING LOT AND STREET TREES

Tree No.	Species	Required	Open Volume CF	Covered Volume CF	Total "MET"
1.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
2.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
3.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
4.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
5.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
6.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
7.0000	ACER GRISEUM "Street Tree"	400.00000000	400.00000000	0.00000000	400.00000000
8.0000	ZELKOVA SERRATA	1000.00000000	492.00000000	525.00000000	1017.00000000
9.0000	QUERCUS GARRYANA	1000.00000000	1000.00000000 0	0.00000000	1000.00000000 0
10.000	ACER GRISEUM "Street Tree"	400.00000000	420.00000000	0.00000000	420.00000000 0
11.000	ACER GRISEUM "Street Tree"	400.00000000	420.00000000	0.00000000	420.00000000 0
12.000	ACER GRISEUM "Street Tree"	400.00000000	420.00000000	0.00000000	420.00000000 0
13.000	ACER GRISEUM "Street Tree"	400.00000000	460.00000000	0.00000000	460.00000000 0
14.000	ACER GRISEUM "Street Tree"	400.00000000	460.00000000	0.00000000	460.00000000 0
15.000	ACER GRISEUM "Street Tree"	400.00000000	460.00000000	0.00000000	460.00000000 0

THERE ARE NO AREAS OF EXISTING OR POTENTIAL TREE GROWTH LIMITING SOILS DUE TO COMPACTION, DRAINAGE, FERTILITY, pH, CONTAMINATION, OR OTHER FACTORS.

OPEN SOIL VOLUME (TYP.) #. C.F.

COVERED SOIL VOLUME
SEE PROFILE (TYP.) #. C.F

PARKING LOT TREES W/ 1000 CF SOIL VOLUME REQUIRED

ACER GRISEUM "Street Tree" 25'D

ZELKOVA SERRATA 50'D

QUERCUS GARRYANA 50'D

STREET TREES
Right of Way Width (feet)
Minimum Soil
Volume Requirement (cubic feet per tree)
Up to 10 400 (feet)
Over 10 up to 12 500
Over 12 up to 14 600
Over 14 up to 16 700
Over 16 up to 18 800
Over 18 up to 20 900
Over 20 1000 and parking lot trees with 50 ft radius limit

THERE ARE NO TREES ON SITE THAT WILL BE REMOVED

L4 SUPPLEMENTAL REPORT AND SOIL VOLUME PLAN

SCALE IN FEET

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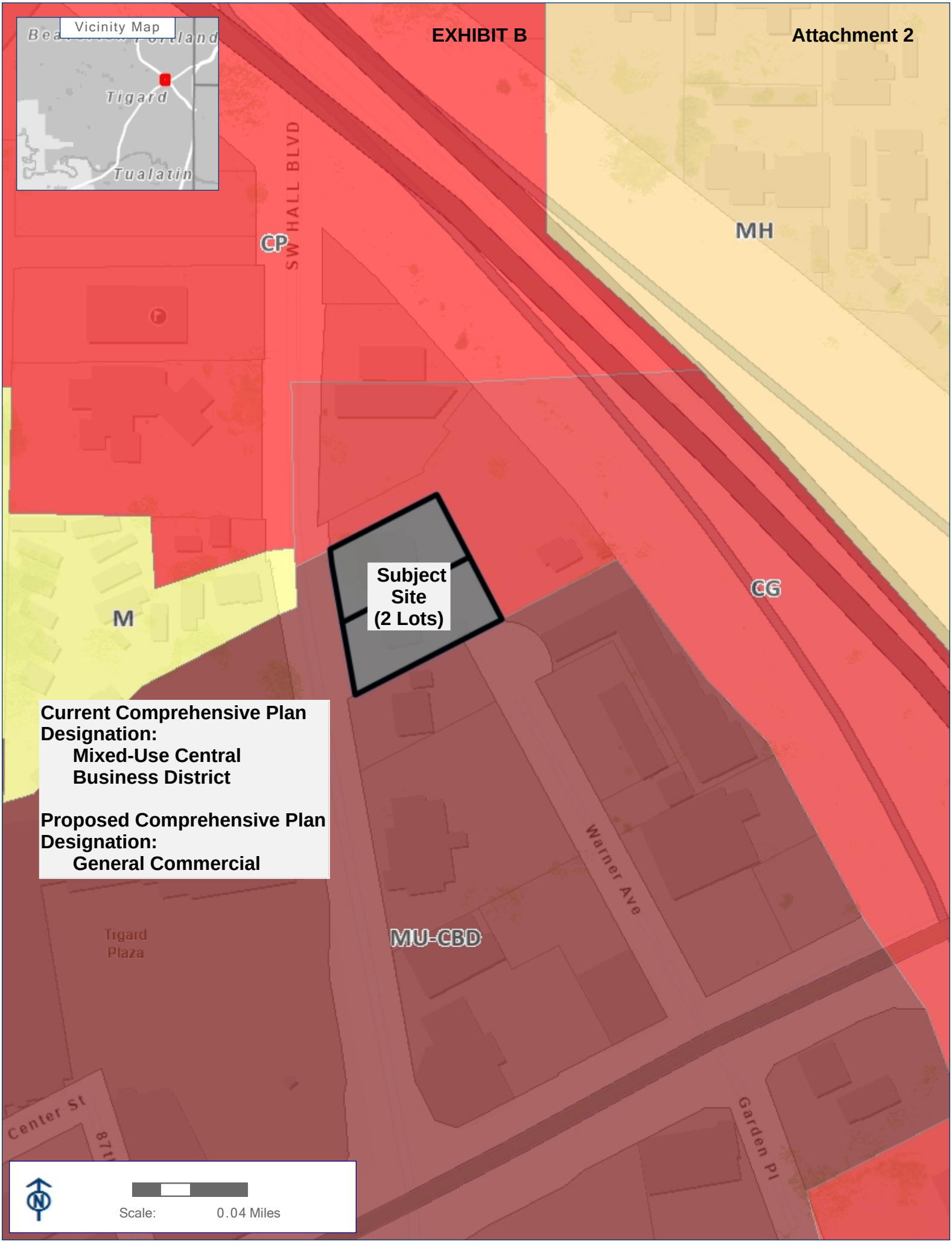
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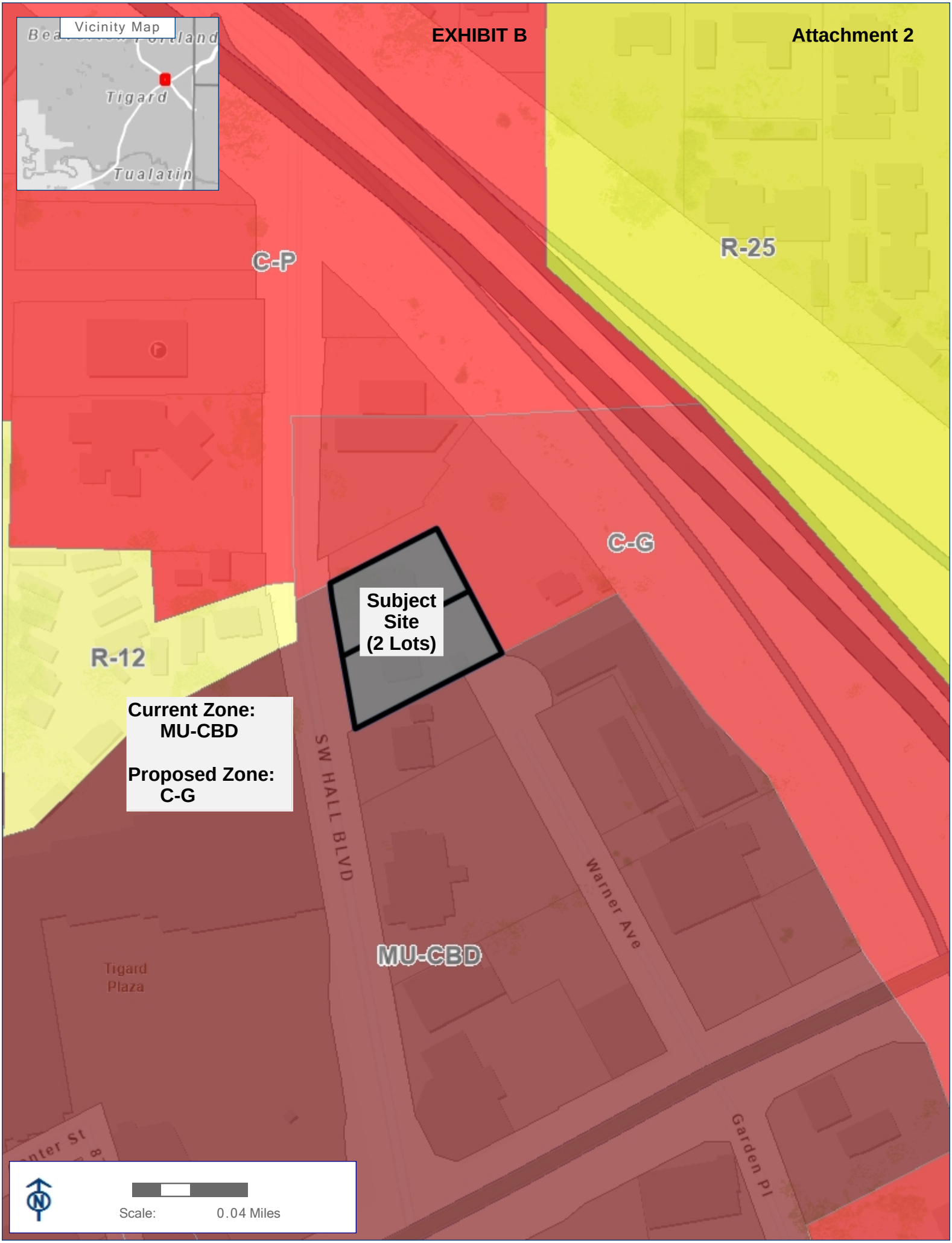
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SUPPLEMENTAL REPORT AND SOIL VOLUME PLAN

L4
4

Permit Drawings


Vicinity Map
Tigard
Tualatin
EXHIBIT B
Attachment 2
SW HALL BLVD
CP
MH
Subject Site (2 Lots)
CG
M
Current Comprehensive Plan Designation:
Mixed-Use Central Business District
Proposed Comprehensive Plan Designation:
General Commercial
Warner Ave
Tigard Plaza
MU-CBD
Center St
Garden Pl
Scale: 0.04 Miles


Vicinity Map
Tigard
Tualatin
EXHIBIT B
Attachment 2
C-P
R-25
C-G
Subject Site (2 Lots)
R-12
Current Zone: MU-CBD
Proposed Zone: C-G
SW HALL BLVD
Warner Ave
MU-CBD
Tigard Plaza
Garden Pl
Scale:
0.04 Miles

From: Kristen Tabscott <kTabscott@pridedisposal.com>
Sent: Thursday, March 24, 2022 1:25 PM
To: Agnes Lindor
Subject: RE: Request for Review: CPA2021-00003 Trojan Storage Phase III

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Good afternoon,

This will be Waste Managements area.

Kristen Tabscott
EXECUTIVE ASSISTANT
–
Pride Disposal & Recycling Company
503-625-6177
pridedisposal.com
Follow the latest Pride news:
Facebook | Twitter | enewsletter

From: Agnes Lindor <agnesl@tigard-or.gov>
Sent: Thursday, March 24, 2022 9:34 AM
To: Dave Roth <daver@tigard-or.gov>; Hendrik Broekelschen <hendrikb@tigard-or.gov>; Jeremy Tamargo <jeremyt@tigard-or.gov>; Mark VanDomelen <markv@tigard-or.gov>; Jeffrey Lain <jeff.lain@tigard-or.gov>; Rob Murchison <robm@tigard-or.gov>; landusenotifications@oregonmetro.gov; Presson, Steve <spresson@holmanauto.com>; ODOT_R1_DevRev@odot.oregon.gov; Naomi Vogel <Naomi_Vogel@co.washington.or.us>; Jackie Humphreys <HumphreysJ@CleanWaterServices.org>; Hansen, Ryan <Ryan_Hansen@comcast.com>; Burghelea, Mircea <Mircea_Burghelea@comcast.com>; brian.kelley@nwnatural.com; PropertyServices <PropertyServices@pgn.com>; Hap English <Henry.English@pgn.com>; Kristen Tabscott <kTabscott@pridedisposal.com>; J Devenport <jdevenport@ttsd.k12.or.us>; gsmoke@ttsd.k12.or.us; John Wolff (TVFR) <john.wolff@tvfr.com>; ryan.smith@tvwd.org; Sarah Alton <sarah.alton@tvwd.org>; Development_Review@trimet.org; Wells, Russell <russell.wells@ziply.com>; or.metro.engineering@ziply.com
Subject: Request for Review: CPA2021-00003 Trojan Storage Phase III

CPA2021-00003 / ZON2021-00001 / CUP2021-00003 / ADJ2022-00023
- TROJAN STORAGE PHASE III -

REQUEST: The applicant is requesting approval of a comprehensive plan, zone change, and conditional use permit to allow a new Self-Service Storage Use proposed in two buildings totaling 16, 334 square feet. The proposal also includes associated parking, landscaping, and other site improvements.

LOCATION: 10031 SW Cascade Avenue. Washington County Tax Map 1S127DD01200. **ZONE:** MUC-BD. **COMPREHENSIVE PLAN DESIGNATION:** Mixed Use Commercial Business District. **APPLICABLE REVIEW CRITERIA:** Community Development Code Chapters: 18.120, Commercial Zones; 18.310, Nonresidential General Provisions; 18.320, Commercial Zone Development Standards;

18.410, Off-Street Parking and Loading; 18.420, Landscaping and Screening; 18.715, Adjustments; 18.740, Conditional Use Permits; 18.790, Text and Map Amendments; 18.910, Improvement Standards; 18.920, Access, Egress, and Circulation; and 18.930 Vision Clearance Areas.

Comprehensive Plan Policies: Goal 1.1- Policies 2 and 5; Goal 2.1- Policies 8, 15-17, 21, and 23 and Goal 2.3- Policies 6 and 7; Goal 9.1- Policies 5, 6, and 12; Goal 11.1- Policies 1 and 7; Goal 11.2- Policy 8; Goal 11.3- Policy 1; Goal 11.4- Policy 4; and Goal 11.5- Policies 1 and 2; Goal 12.3- Policies 9 and 11 and Goal 12.4- Policy 3; Goal 15.1; Goal 15.3- Policy 1; and Goal 15.4- Policy 5.

Statewide Goals: 1, 2, 9, 11 and 12.

Metro's Urban Growth Management Functional Plan: Title 8

LINK TO APPLICANT MATERIALS: 3-15-2022

From information supplied by various departments and agencies and from other information available to our staff, a report and recommendation will be prepared and a decision will be rendered on the proposal in the near future. If you wish to comment on this application, **WE NEED YOUR COMMENTS BACK BY: THURSDAY, APRIL 7, 2022**. You may use the space provided below or attach a separate letter to return your comments. If you are unable to respond by the above date, please phone the staff contact noted above with your comments and confirm your comments in writing as soon as possible. If you have any questions, contact the Tigard Planning Division, 13125 SW Hall Boulevard, Tigard, OR 97223.

Agnes Lindor | Associate Planner
City of Tigard | Community Development
13125 SW Hall Boulevard
Tigard, Oregon 97223
Phone: 503.718.2429
Email: AgnesL@tigard-or.gov

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From: Hap English <Henry.English@pgn.com>
Sent: Tuesday, March 29, 2022 8:04 AM
To: Agnes Lindor; Dave Roth; Hendrik Broekelschen; Jeremy Tamargo; Mark VanDomelen; Jeffrey Lain; Rob Murchison; landusenotifications@oregonmetro.gov; ODOT_R1_DevRev@odot.oregon.gov; Naomi Vogel; Jackie Humphreys; Hansen, Ryan; Burghelea, Mircea; brian.kelley@nwnatural.com; PropertyServices; Kristen Tabscott; J Devenport; gsmoke@ttsd.k12.or.us; John Wolff (TVFR); ryan.smith@tvwd.org; Sarah Alton; prescott.e.mann@odot.state.or.us; Development_Review@trimet.org; Wells, Russell; or.metro.engineering@ziply.com
Subject: RE: Request for Review: CPA2021-00003 Trojan Storage Phase III

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PGE has overhead facilities on the west side of Hall from the project, but the 2 poles closest to the project frontage have existing transformers, which may create some challenges for providing new service to the project. Please feel free to give me a call if you have questions.

Thanks,
Hap

From: Agnes Lindor <agnesl@tigard-or.gov>
Sent: Monday, March 28, 2022 5:49 PM
To: Dave Roth <daver@tigard-or.gov>; Hendrik Broekelschen <hendrikb@tigard-or.gov>; Jeremy Tamargo <jeremyt@tigard-or.gov>; Mark VanDomelen <markv@tigard-or.gov>; Jeffrey Lain <jeff.lain@tigard-or.gov>; Rob Murchison <robm@tigard-or.gov>; landusenotifications@oregonmetro.gov; ODOT_R1_DevRev@odot.oregon.gov; Naomi Vogel <Naomi_Vogel@co.washington.or.us>; Jackie Humphreys <HumphreysJ@CleanWaterServices.org>; Hansen, Ryan <Ryan_Hansen@comcast.com>; Burghelea, Mircea <Mircea_Burghelea@comcast.com>; brian.kelley@nwnatural.com; PropertyServices <PropertyServices@pgn.com>; Hap English <Henry.English@pgn.com>; Kristen Tabscott <kTabscott@pridedisposal.com>; J Devenport <jdevenport@ttsd.k12.or.us>; gsmoke@ttsd.k12.or.us; John Wolff (TVFR) <john.wolff@tvfr.com>; ryan.smith@tvwd.org; Sarah Alton <sarah.alton@tvwd.org>; prescott.e.mann@odot.state.or.us; Development_Review@trimet.org; Wells, Russell <russell.wells@ziply.com>; or.metro.engineering@ziply.com
Subject: RE: Request for Review: CPA2021-00003 Trojan Storage Phase III

*****Please take care when opening links, attachments or responding to this email as it originated outside of PGE.*****

Good afternoon-
I just noticed that the attachment had the incorrect address/information. Please see revised. Thanks,

Agnes Lindor | Associate Planner
City of Tigard | Community Development

13125 SW Hall Boulevard
Tigard, Oregon 97223
Phone: 503.718.2429
Email: AgnesL@tigard-or.gov

From: Agnes Lindor
Sent: Thursday, March 24, 2022 9:34 AM
To: Dave Roth <daver@tigard-or.gov>; Hendrik Broekelschen <hendrikb@tigard-or.gov>; Jeremy Tamargo <jeremyt@tigard-or.gov>; Mark VanDomelen <markv@tigard-or.gov>; Jeffrey Lain <jeff.lain@tigard-or.gov>; Rob Murchison <robm@tigard-or.gov>; landusenotifications@oregonmetro.gov; Presson, Steve <spresson@holmanauto.com>; ODOT_R1_DevRev@odot.oregon.gov; Naomi Vogel <Naomi_Vogel@co.washington.or.us>; Jackie Humphreys <HumphreysJ@CleanWaterServices.org>; Hansen, Ryan <Ryan_Hansen@comcast.com>; Burghelea, Mircea <Mircea_Burghelea@comcast.com>; brian.kelley@nwnatural.com; PropertyServices <PropertyServices@pgn.com>; Hap English <Henry.English@pgn.com>; Kristen Tabscott <kTabscott@pridedisposal.com>; J Devenport <jdevenport@ttsd.k12.or.us>; gsmoke@ttsd.k12.or.us; Wolff, John F. <john.wolff@tvfr.com>; ryan.smith@tvwd.org; Sarah Alton <sarah.alton@tvwd.org>; Development_Review@trimet.org; Wells, Russell <russell.wells@ziply.com>; or.metro.engineering@ziply.com
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CPA2021-00003 / ZON2021-00001 / CUP2021-00003 / ADJ2022-00023
- TROJAN STORAGE PHASE III -

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Metro's Urban Growth Management Functional Plan: Title 8

LINK TO APPLICANT MATERIALS: 3-15-2022 [tigard-my.sharepoint.com]

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City of Tigard | Community Development
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Tigard, Oregon 97223
Phone: 503.718.2429
Email: AgnesL@tigard-or.gov

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From: Sarah Alton <sarah.alton@tvwd.org>
Sent: Friday, April 1, 2022 10:49 AM
To: Agnes Lindor
Subject: RE: Request for Review: CPA2021-00003 Trojan Storage Phase III
Attachments: REQUEST FOR COMMENTS - Trojan Storage TVWD 4-1-22.pdf

Caution! This message was sent from outside your organization. Allow sender | Block sender

Hi Agnes,

The completed Request For Comments form is attached to this email. TVWD requires plans submitted to us for review and approval.

Thanks,

Sarah Alton
Development Services Engineer
sarah.alton@tvwd.org
phone: (971) 327-6304

TUALATIN VALLEY WATER DISTRICT

www.tvwd.org

IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

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LINK TO APPLICANT MATERIALS: 3-15-2022

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Agnes Lindor | Associate Planner
City of Tigard | Community Development
13125 SW Hall Boulevard
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City *of* Tigard
REQUEST FOR COMMENTS

DATE: March 9, 2022

TO: **Affected Agency**

FROM: City of Tigard Planning Division

STAFF CONTACT: Agnes Lindor, Associate Planner
Phone: (503) 718-2429 Email: AgnesL@tigard-or.gov

CPA2021-00003 / ZON2021-00001 / CUP2021-00003 / ADJ2022-00023
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PLEASE CHECK THE FOLLOWING ITEMS THAT APPLY:

X We have reviewed the proposal and have no objections to it.
___ Please contact _____ of our office.
___ Please refer to the enclosed letter.
___ Written comments provided below:

Name & Number of Person(s) Commenting: Sarah Alton, sarah.alton@tvwd.org, 971-327-6304

Oregon
Kate Brown, Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

4/4/2022 ODOT #12510

ODOT Response

Project Name: Trojan Storage Phase III	**Applicant:** Dmitriy Dubrovsky
Jurisdiction: City of Tigard	**Jurisdiction Case #:** CUP 2021-00003, ZON 2021-00001
Site Address: 11630 & 11660 SW Hall Blvd, Tigard, OR	**Legal Description:** 01S 01W 35DD **Tax Lot(s):** 01300
State Highway: OR 141	**Mileposts:** 4.88

The site of this proposed land use action is adjacent Hall Blvd. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

Emergency Access

The applicant is proposing an emergency access on Hall Blvd. In order to permit that access the applicant will be required to provide ODOT with a letter from the fire department that outlines the need for an additional driveway for emergency access.

Transportation Planning Rule

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of "no significant effect" on the transportation system, or if there is a significant effect, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility. The applicant provided a traffic study that makes the case that the traffic generation from the change in zoning would represent a "small increase" and would not have a significant effect. If the City agrees with the land use assumptions in the traffic study, ODOT concurs that the amendment complies with OAR 660-012-0060.

Design Standards

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a

Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: Design Exception Requests may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Frontage Improvements and Right of Way

☒ Curb, sidewalk, cross walk ramp(s) bikeways and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.

☒ Right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **3 months** to transfer ownership of property to ODOT.

Access to the State Highway

☒ A State Highway Approach Road Permit from ODOT for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach(es) is/are legal for the proposed use is required. Truck turning templates shall be provided as needed to ensure vehicles can enter and exit the approach safely. Site access to the state highway is regulated by OAR 734.51. For application information go to http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx.

Note: It may take **2 to 3 months** to process a State Highway Approach Road Permit.

☒ The applicant shall record cross-over access easements to the adjacent properties with state highway frontage with the County Assessor to facilitate future shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT Access Management Program goals.

Permits and Agreements to Work in State Right of Way

☒ An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be $100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address

the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: If a CIA is required, it may take up to **6 months** to process.

☒ The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with the ODOT Highway Design Manual section 4.2.6 (http://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_04-Cross-Sections.pdf.

If proposed tree placement deviate from ODOT standards (such as placement in a planter strip), a Design Exception Request for clear zone must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval.

Note: It may take up to **3 months** to process a Design Exception.

☒ An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

ODOT_R1_DevRev@odot.oregon.gov

Development Review Planner: Seth Brumley	503.731.8234, Seth.A.Brumley@odot.oregon.gov
Traffic Contact: John Russell	John.RUSSELL@odot.oregon.gov
District Contact: District 2B	d2bup@odot.oregon.gov

From: Jeremy Tamargo
Sent: Thursday, April 7, 2022 8:40 AM
To: Agnes Lindor
Subject: CPA2021-00003 Trojan Storage COAs

Hi Agnes,

I know you are still out on vacation, but just shooting you an email about the Trojan Storage staff report and COA's.

All public improvements and stormwater requirements for both Phases 2 and 3 are covered under the previous land use approval (CUP2016-00005). The PFI plans are currently under review by Kenny (PFI2017-00073). I think it would be sufficient to have a statement to the effect that "The applicant must meet all conditions of approval from the original land use approval for casefile CUP2016-00005" to satisfy the engineering issues, but just wanted to verify that you didn't have any issues with this approach.

We can chat about it next week!

Regards,
Jeremy

Jeremy Tamargo, P.E.
City of Tigard
Assistant City Engineer

(971) 713-0281
jeremyt@tigard-or.gov

13125 SW Hall Blvd
Tigard, OR 97223

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From: Naomi Vogel
Sent: Friday, April 15, 2022 10:37 AM
To: Agnes Lindor
Subject: RE: [EXTERNAL] RE: Request for Review: CPA2021-00003 Trojan Storage Phase III

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Hi Agnes,

I was positive I sent you an email but it indicated I didn't reply back. No comments on our end for your file. No impacts to County facilities.

Thank you for forwarding.

Naomi Vogel | **Associate Planner**
503-846-7639 Naomi_Vogel@co.washington.or.us

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Statewide Goals: 1, 2, 9, 11 and 12.

Metro's Urban Growth Management Functional Plan: Title 8

LINK TO APPLICANT MATERIALS: 3-15-2022

From information supplied by various departments and agencies and from other information available to our staff, a report and recommendation will be prepared and a decision will be rendered on the proposal in the near future. If you wish to comment on this application, **WE NEED YOUR COMMENTS BACK BY: THURSDAY, APRIL 7, 2022**. You may use the space provided below or attach a separate letter to return your comments. If you are unable to respond by the above date, please phone the staff contact noted above with your comments and confirm your comments in writing as soon as possible. If you have any questions, contact the Tigard Planning Division, 13125 SW Hall Boulevard, Tigard, OR 97223.

Agnes Lindor | Associate Planner
City of Tigard | Community Development
13125 SW Hall Boulevard
Tigard, Oregon 97223
Phone: 503.718.2429
Email: AgnesL@tigard-or.gov

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From: Wolff, John F.
Sent: Tuesday, April 19, 2022 9:15 AM
To: Agnes Lindor
Subject: Trojan Storage Phase III
Attachments: City of Tigard Trojan Storage Phase 3.pdf

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Agnes,
Attached are TVF&R comments surrounding the Trojan Storage Phase III application.
Please not item # 24 FDC and hydrants where it is pointed out that the FDC and Hydrant are not located on the same side of the fire department access way.
I apologize for any delay in getting back to you, I have been out of the office.
Thank you for the opportunity to review and comment on this project.

John Wolff IAAI CFI
Deputy Fire Marshal II
Tualatin Valley Fire & Rescue
(503) 259-1504

Tualatin Valley Fire & Rescue

www.tvfr.com

April 19, 2022

Associate Planner
City of Tigard
13125 SW Hall Blvd
Tigard, Oregon 97223

Re: Trojan Storage Phase 3
Tax Lot I.D: 1S135DD01400 / 1S135DD1300 11660 SW Hall Blvd

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. These notes are provided in regards to the plans received **March 15, 2022.** There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

2. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
   1. 20-26 feet road width – no parking on either side of roadway
   2. 26-32 feet road width – parking is allowed on one side
   3. Greater than 32 feet road width – parking is not restricted

   Note: For specific widths and parking allowances, contact the local municipality.

3. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)

4. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)

5. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)

6. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)

7. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%. Alternate methods and materials may be available at the discretion of the Fire Marshal (for grade exceeding 15%).

8. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

9. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

10. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.

11. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
    1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
    2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
    3. Electric gates shall be equipped with a means for operation by fire department personnel
    4. Electric automatic gates shall comply with ASTM F 2200 and UL 325.

12. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)

13. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: http://www.tvfr.com/DocumentCenter/View/1578

FIREFIGHTING WATER SUPPLIES:

14. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
    Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
    - The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
    - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1

15. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

    - When a building is required to provide an approved automatic sprinkler system, or one is voluntarily installed, in accordance with Section 903.3.1.1 (NFPA 13) & 903.3.1.2 (NFPA 13R), a full credit for the required volume of firefighting water supply (based on NFPA 1142) shall be allowed.
    - The required inside/outside hose stream allowances shall be determined by using NFPA 13 Table 11.2.3.1.2

16. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

17. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
    - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
    - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.

18. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
    - Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
    - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
    - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
    - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

19. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)

20. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)

21. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)

22. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)

23. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

24. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). **Hydrants and FDC's shall be located on the same side of the fire apparatus** access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13) ***The FDC is not on the same side of the apparatus access as the hydrant. Correct to meet code.***
    - Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
    - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

BUILDING ACCESS AND FIRE SERVICE FEATURES

25. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OFC 510, Appendix F, and OSSC 915) http://www.tvfr.com/DocumentCenter/View/1296.
    - Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
    - Testing shall take place after the installation of all roofing systems; exterior walls, glazing and siding/cladding; and all permanent interior walls, partitions, ceilings, and glazing.

26. **KNOX BOX:** A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.knoxbox.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)

27. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)

28. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at **503-259-1504.**

Sincerely,

John Wolff

John Wolff
Deputy Fire Marshal II

john.wolff@tvfr.com

Cc:

A full copy of the New Construction Fire Code Applications Guide for Commercial and Multi-Family Development is available at http://www.tvfr.com/DocumentCenter/View/1296

CITY OF TIGARD

Respect and Care | Do the Right Thing | Get it Done

Trojan Storage

City Council Hearing

Community Development | September 6, 2022

Site Location and information:

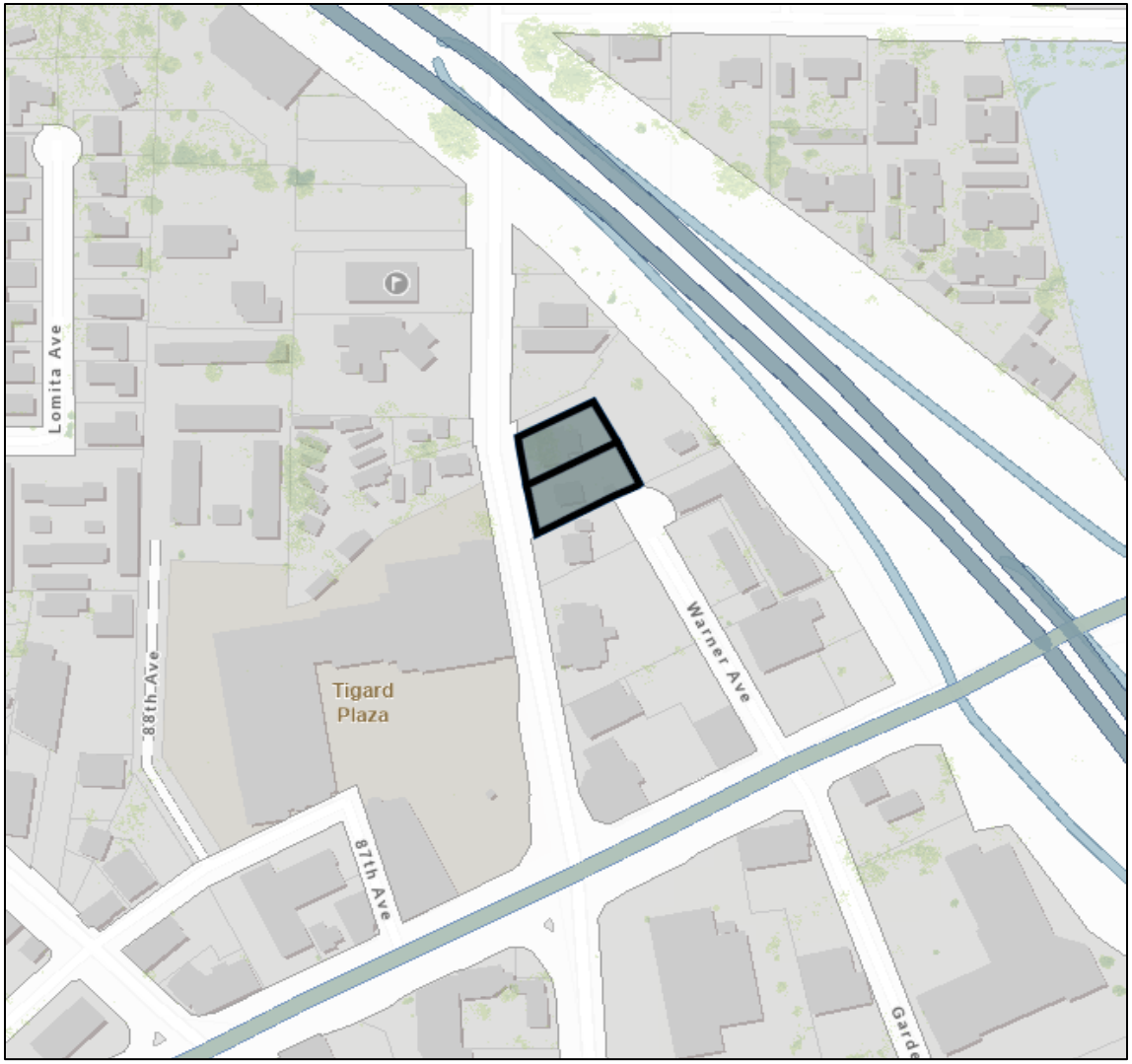
Location: 11630 / 11660 SW Warner Ave

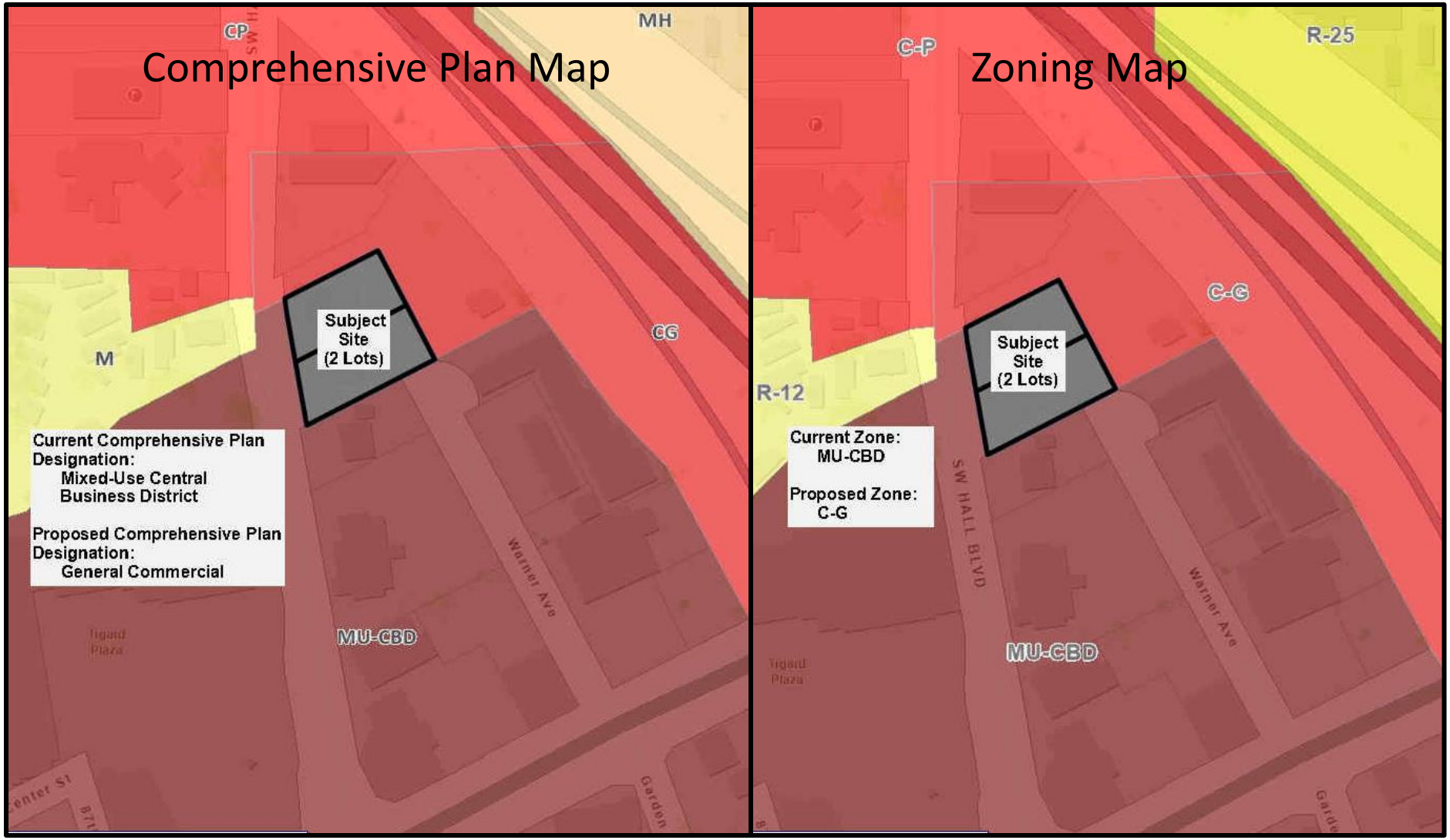
Acres: 0.64 acres

Current Zone: MUC-BD

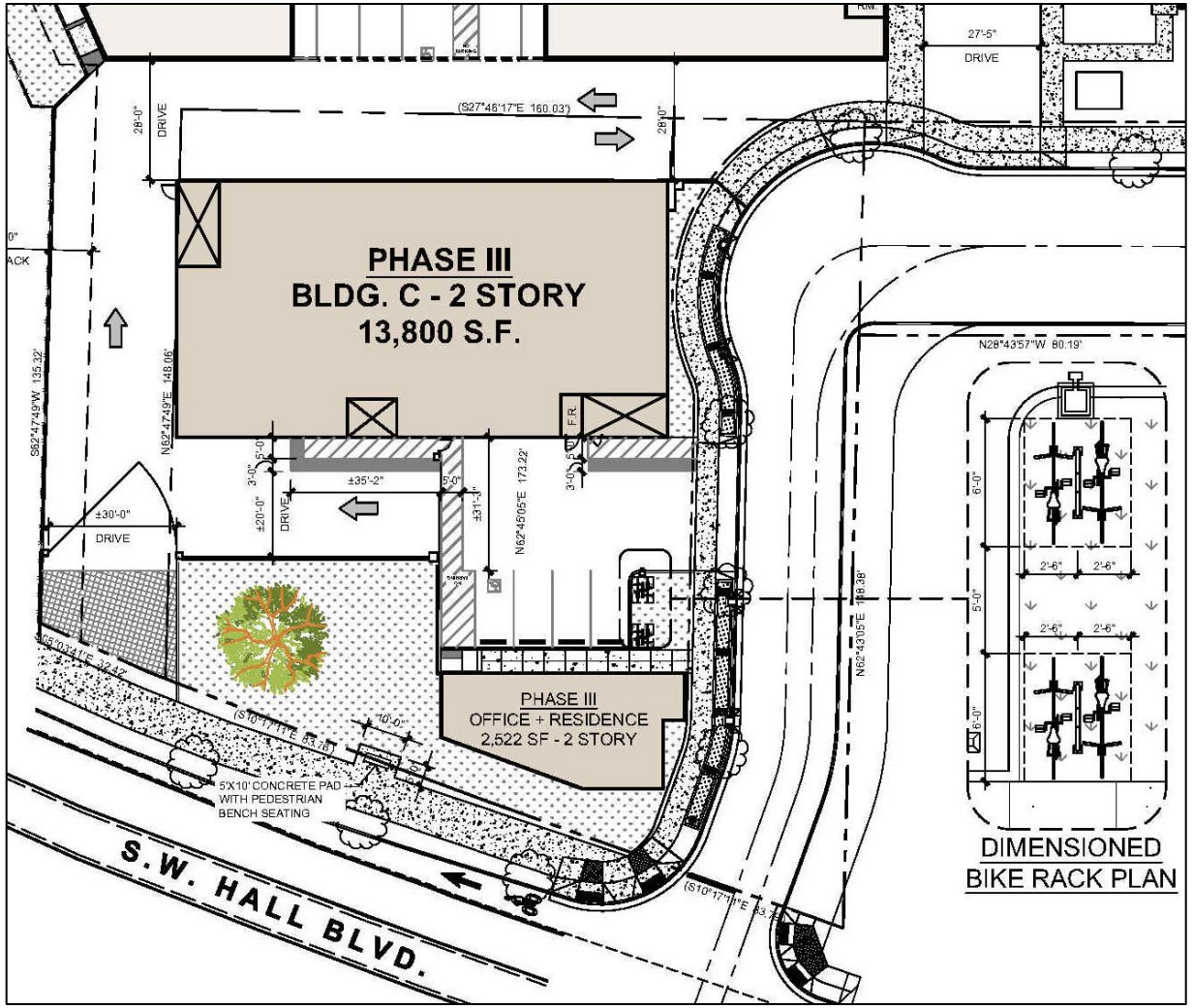
Proposed Zone: C-G

Site is currently vacant.




Comprehensive Plan Map
CP
MH
M
CG
Subject Site (2 Lots)
Current Comprehensive Plan Designation:
Mixed-Use Central Business District
Proposed Comprehensive Plan Designation:
General Commercial
MU-CBD
Warner Ave
Tigard Plaza
Zoning Map
C-P
R-25
C-G
R-12
Subject Site (2 Lots)
Current Zone:
MU-CBD
Proposed Zone:
C-G
SW HALL BLVD
MU-CBD
Warner Ave
Tigard Plaza

Site Plan:


PHASE III
BLDG. C - 2 STORY
13,800 S.F.
PHASE III
OFFICE + RESIDENCE
2,522 SF - 2 STORY
DRIVE
(S27°46'17"E 160.03')
28'-0"
27'-5"
±30'-0"
±35'-2"
±20'-0"
5'-0"
5'X10' CONCRETE PAD WITH PEDESTRIAN BENCH SEATING
S.W. HALL BLVD.
N28°43'57"W 80.19'
N62°45'05"E 173.22'
DIMENSIONED
BIKE RACK PLAN

Elevations:



Planning Commission Recommendation

Planning Commission reviewed the proposed plans and recommends approval of the:

- Comprehensive Plan Map Amendment;
- Zoning Map Amendment;
- Conditional Use Permit;
- Two Adjustments; and
- Lot Line Adjustment

subject to the Conditions of Approval in the staff report.

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Trojan Storage

City Council Hearing

Community Development | September 6, 2022