



DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

DATE: February 4, 2011

SUBJECT: DEPARTMENT POLICY IN RE: ISO DRY FREIGHT
CONTAINERS FOR STORAGE

On June 14, 2004, the Department Director approved a Department Policy¹, and issued a *Building Industry Bulletin (IB 04-01)*, that allows the use of ISO Dry Freight Containers (ISO Containers) for temporary and permanent storage. This policy was up-dated on August 31, 2005, to clarify the procedures and requirements for both planning and building code approvals for these containers.

As amended, the Development & Resource Management Department ISO Dry Freight Container Policy permits the use of ISO Containers, subject to the following conditions:

1. Approval of a Site Plan Review or Conditional Use Permit, as appropriate.
2. For storage use only (excess merchandise, supplies, or equipment).
3. Not for habitation or occupance (as a dwelling, rest area, or workspace, etc.).
4. Not for use by a 'Storage Business' (for example, Derrel's Mini Storage or a warehouse for general public storage).
5. Not for use for hazardous materials storage.
6. Not for use on residentially occupied properties (except by the non-residential uses of a mixed use site).
7. Must not be visible from the public right-of-way (alleys excepted) and screened from view by abutting residentially occupied properties, except that ISO Containers on mixed use properties containing a residential element need not be screened from view by on-site dwellings.
8. Must be structurally sound.
9. Must be deployed at a single height (no stacking).
10. No utility connections (water, sewer, electrical, communications cables, etc.).

¹ Confirmed by a Staff Memo dated June 29, 2004.

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11. No connecting structures between or among these containers.
12. Must have six foot separation between ISO Containers.
13. Must have ten foot setback from buildings and property lines.
14. Must maintain ISO Containers and surrounding area clean and in good repair.

Although ISO Containers are subject to rigorous engineering standards that allow them to be stacked and withstand extreme conditions during multi-level transport on both ship and rail, that transport is subject to rigorous protocols for securing the containers. Stacking ISO Containers is prohibited because of the potential for stacked containers to be toppled in the event of an earthquake or by collision with vehicles (toppling of ISO Containers in marshalling yards has very different consequences from such events in urban settings)

As consolidated from:

IB 04-1

Staff Memo dated June 29, 2004

Building Official Memo dated August 31, 2005

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