



## Staff Report

STAFF REPORT DATE: July 22, 2020

HEARING DATE: July 29, 2020

TO: Interested Parties

FROM: Sierra Peterson, Associate Planner

PROPOSAL: **Costco Tire Center Addition  
CU2020-0001 / DR2020-0019**

LOCATION: The site is located at 15901 SW Jenkins Road. The subject site is located at the northwest corner of SW Jenkins Road and SW 158<sup>th</sup> Avenue at 15901 SW Jenkins Road, specifically identified on Washington County Assessor's Map 1S105CC as Tax Lot 500.

ZONING / NAC: Station Community – Multiple Use (SC-MU) / Five Oaks – Triple Creek NAC

SUMMARY: The applicant requests Major Modification of a Conditional Use and Design Review Three approval for Costco Tire Center to allow an approximately 1,300 square foot building addition and expand the existing use for two new service bays. Plans for the proposed application are available by request from the project planner, see staff contact below.

PROPERTY OWNER: Costco Wholesale  
Kim Katz  
999 Lake Drive  
Issaquah, WA 98027

APPLICANT: Same as Property Owner

APPLICANT'S  
REPRESENTATIVE: Mackenzie  
Lee Leighton  
1515 SE Water Avenue, Suite 100  
Portland, OR 97214

RECOMMENDATION: **RECOMMENDATION OF APPROVAL of Costco Tire  
Center Addition CU2020-0001 / DR2020-0019**

### BACKGROUND FACTS

#### Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
<b>CU2020-0001</b>	February 10, 2020	June 10, 2020	October 1, 2020	June 3, 2020
<b>DR2020-0019</b>	February 10, 2020	June 10, 2020	October 1, 2020	June 3, 2020

\* Pursuant to Section 50.25.9 of the Development Code this is the latest date, without a continuance, by which a final written decision on the proposal can be made.

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**Existing Conditions Table**

<b>Zoning</b>	Station Community – Multiple Use (SC-MU)	
<b>Current Development</b>	Existing Costco Wholesale Retail Location	
<b>Site Size &amp; Location</b>	The subject site is located at the northwest corner of SW Jenkins Road and SW 158th Avenue at 15901 SW Jenkins Road, specifically identified on Washington County Assessor’s Map 1S105CC as Tax Lot 500. The site size is approximately 11.4 acres.	
<b>NAC</b>	Five Oaks – Triple Creek	
<b>Surrounding Uses</b>	<b>Zoning:</b> <u>North:</u> Station Community – Multiple Use (SC-MU) and Station Community – High Density (SC-HDR)	<b>Uses:</b> <u>North:</u> Multiple Family Residential
	<u>South:</u> Washington County Interim Zoning	<u>South:</u> Transformer Station
	<u>East:</u> Washington County	<u>East:</u> Office
	<u>West:</u> SC-HDR	<u>West:</u> Multiple Family Residential

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<b><u>Attachment D:</u></b>	<b>Conditions of Approval</b>	COA1 - COA4

### **Exhibits**

#### **Exhibit 1. Materials submitted by Staff**

- Exhibit 1.1 Vicinity Map (page SR-5 of this report)
- Exhibit 1.2 Aerial Map (page SR-6 of this report)

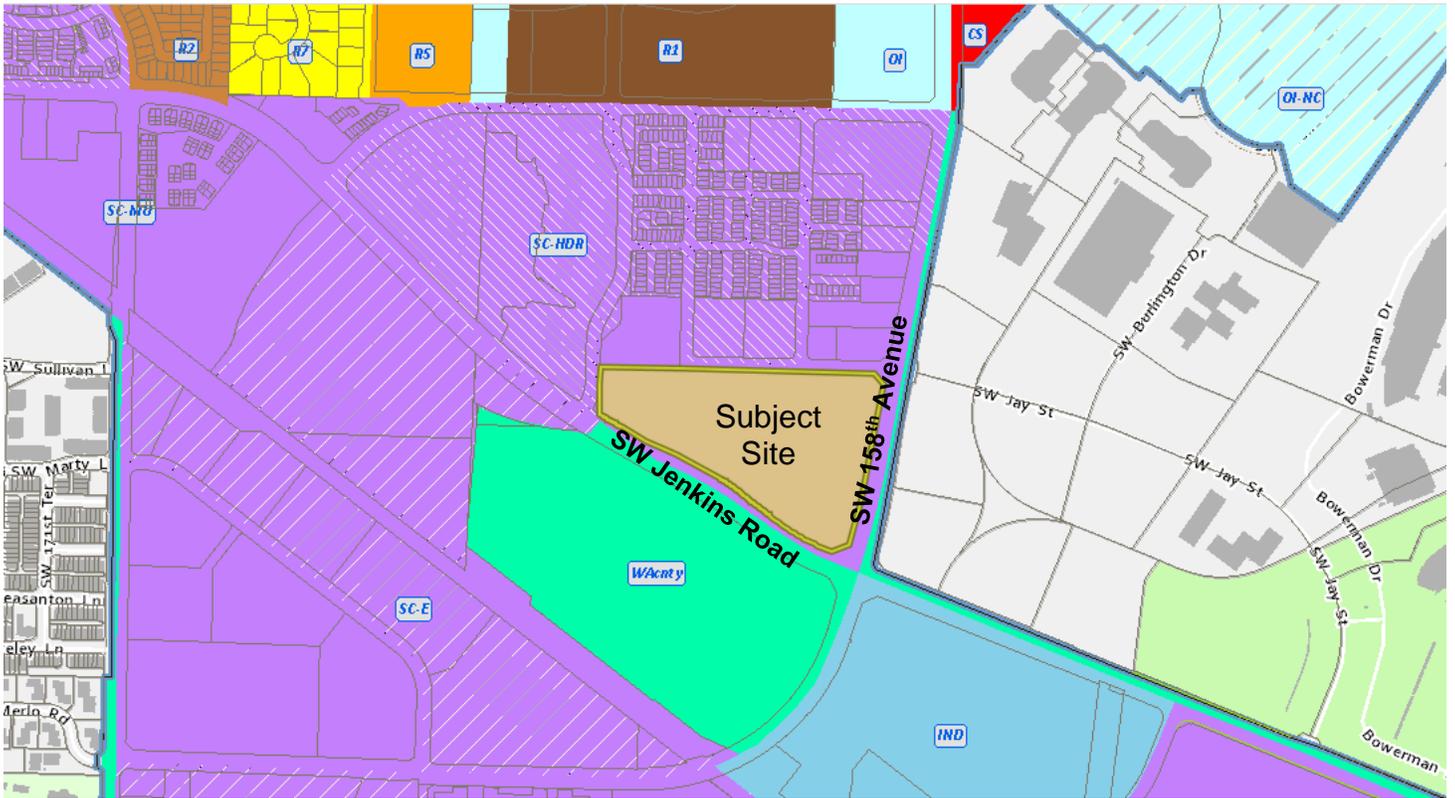
#### **Exhibit 2. Materials submitted by the Applicant**

- Exhibit 2.1 Submittal Package including plans – Received June 3, 2020

#### **Public Comment**

No public comments received as of the date of Staff Report issuance.

Costco Tire Center Addition  
CU2020-0001 / DR2020-0019



Costco Tire Center Addition  
CU2020-0001 / DR2020-0019



**FACILITIES REVIEW COMMITTEE**  
**Costco Tire Center**  
**(DR2020-0019 / CU2020-0001)**

**Section 40.03.1 Facilities Review Committee:**

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

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

**The Facilities Review Committee Criteria are reviewed for all criteria that are applicable to the submitted application as identified below:**

- **All twelve (12) criteria are applicable to the Design Review Three (DR2020-0019) and Major Modification of a Conditional Use (CU2020-0001) applications.**
  - **The Facilities Review Committee recommends approval of the Design Review Three (DR2020-0019) and Major Modification of a Conditional Use (CU2020-0001) subject to the conditions of approval.**
- A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.**

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities. The City of Beaverton (City) is the sanitary sewer, storm drainage and water service provider to the site.

The property is developed with a Costco Wholesale retail location with an existing Costco Tire Center. The existing, four bay, tire center is adjacent to the parking lot on the western side of the building. The proposed project is for the addition of 1,267 square feet in the tire center for two, new car bays. The project also includes parking lot improvement to bring the site into compliance with ADA accessibility requirements.

### Public water

The site is served by Beaverton Water Service and the existing capacity is adequate to serve the proposed addition.

### Public Sanitary Sewer

The site is served by City of Beaverton and the existing capacity is adequate to serve the proposed addition.

### Stormwater Drainage, Treatment and Detention

The Preliminary Drainage Report is included as Attachment 13. The report states that development and other activities which create and/or modify 1,000 square feet or greater of impervious surface or increase the amount or rate of surface water leaving a site, are required to implement or fund techniques to reduce impacts to the downstream receiving water body. The proposed project modifies more than 1,000 square feet in both the west and the east basins. The LIDA improvements installed as part of the 2012 project will remain. The project proposes to implement underground detention and proprietary treatment systems. The project proposes to install detention facilities to satisfy the hydromodification requirements.

Owners of new development and other activities which create or modify 1,000 square feet or greater of impervious surfaces or increase the amount of stormwater runoff or pollution leaving the site, are required to implement or fund permanent water quality approaches to reduce contaminants entering the storm and surface water system. Water quality was previously installed for the west basin as part of the previous project in 2012. The project proposes to install new water quality to treat the runoff within the east basin.

### Transportation

The subject property is accessed from three streets: SW Jenkins Road, SW 158<sup>th</sup> Avenue, and SW Jay Street. SW Jenkins Road and SW 158<sup>th</sup> Avenue are both classified as Arterial streets maintained by Washington County. SW Jay Street is a Neighborhood Route that is maintained by the City of Beaverton.

The existing right-of-way improvements will be maintained with the proposed project. If public right-of-way improvements are needed a right-of-way permit would need to be obtained from Washington County.

A Trip General Letter, prepared by Kittleson & Associates, Inc., provided a peak hour trip generation analysis for the site. The project will result in a maximum of eight (8) additional peak hour trips, or 36 weekday daily trips. The number of new trips for the site, as a result of the project, does not exceed the threshold of 20 or more trips in any hour on a residential street, or 300 or more average weekday trips; therefore, a Traffic Impact Analysis (TIA) is not required.

### Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). The applicant has provided a copy of the TVF&R Service Provider Permit #2020-0029 and no conditions of approval are required. Compliance with TVF&R requirements will also be verified at the time of Site Development Permit issuance.

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

- B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.**

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were shared with Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and City Police Department.

#### Schools

The project does not involve the addition of residential units; therefore, school capacity will not be impacted.

#### Transit Improvements

The subject lot is adjacent to the bus stop at the corner of SW Jenkins Road and SW 158<sup>th</sup> Avenue, Route 67 on SW 158<sup>th</sup> Avenue, which provides frequent service between Bethany/158th and PCC Rock Creek. This application provides for a pedestrian walkway through the parking lot from the sidewalk on SW Jenkins Road, thus, access to transit service.

The property is also located within a half mile of the Merlo/SW 158<sup>th</sup> Avenue MAX Station stop.

#### Police

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

#### Pedestrian and Bicycle Facilities

The subject property is adjacent to and accessed from SW Jenkins Road and SW 158<sup>th</sup> Avenue which are designated Class 2 Major Pedestrian Routes.

SW Jay Street is designated a Class 1 Major Pedestrian Route. All existing public right-of-way improvements are proposed to be maintained as existing.

Short-term and long-term bicycle parking spaces exist on site and are located under the large covered entrance.

#### Parks

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). The applicant's materials were shared with THPRD who have not provided comments or recommendations to the Facilities Review Committee.

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal as conditioned.

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

- C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).**

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Station Community – Multiple Use zone, as applicable to the criterion. As demonstrated in the chart, the development proposal meets all criterion.

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

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

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

Staff will provide findings for the applicable Design Review Standards (Code Section 60.05) as well as provisions applicable within the Design Review (DR2020-0019) and Major Modification of a Conditional Use Adjustment (CU2020-0001) sections of the staff report.

Lighting (60.05)

The technical lighting standards apply to additions and site modifications for roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks and building entrances. The project will maintain the existing parking lot and building lighting, with the addition of new wall mounted sconces directed toward the pedestrian walkway adjacent to the proposed building addition.

Off-Street Parking (Section 60.30)

The standard parking ratio for retail uses in Multiple-Use zones is 3.0 spaces per thousand square feet, and a maximum limit of 5.1 spaces per 1,000 square feet in Parking Zone A (within ½ mile of a light rail station).

The existing site provides parking as approved under CU2010-0015/DR2010-0132 (See Sheet DD1.1-02 in Attachment 11). The approved CU2010-0015 plans reported parking reconfigurations resulting in total parking of 623 stalls, resulting in a parking ratio of 4.21 stalls per 1,000 SF of building area (623/148.03 SF).

The parking reconfiguration proposed relocates ADA and full-size spaces, and the building addition will eliminate three (3) full-size spaces. The project will result in an addition of one (1) ADA space and the elimination of four parking spaces for a net reduction of three parking spaces. The resulting parking ratio with the 1,267-sf building addition, is 4.15 stalls per 1,000 SF of building area (619 stalls/149,300 SF); therefore, the proposal therefore complies with off-street parking ratio requirements.

The modified parking area at the front of the store has non-conforming drive aisle widths that are less than the required 24-feet, for two-way circulation and 90-degree parking spaces. The four parking spaces on the west side of the modified area are proposed to be reconfigured, which result in a drive aisle width of 23.9 feet. A condition of approval has been added that requires that the drive aisle widths be maintained if no changes to the adjacent parking spaces are proposed or to meet the required drive aisle width if the adjacent parking spaces are being altered, including modification of parking space dimensions.

Short-term and long-term bicycle parking spaces exist on site and are located under the large covered entrance.

Street and Bicycle and Pedestrian Connection Requirements (Section 60.55.25)

The applicant's plans show that existing public pedestrian improvements extend to the boundaries of the site adjacent to SW Jenkins Road and SW Jay Street. The applicant's plans show striped walkways internal to the site are provided to the primary building entrance, connecting the proposed building to the abutting public circulation system in a direct and efficient manner. The development's frontage is approximately 2,500 feet in length; therefore, eight pedestrian walkways would be required for pedestrian entrances to the site pursuant to Section 60.55.25.10.B. The applicant proposes to maintain the three entrances on SW Jenkins Road and one entrance on SW Jay Street. The entrances are adjacent to the proposed additions and reconfigurations; therefore, additional entrances would not be required at this time pursuant to the scope of work. At such time the property is redeveloped the number of pedestrian connections to the public right-of-way would need to meet code.

Trees and Vegetation (Section 60.60)

No Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove) are found onsite. The applicant has submitted a Sensitive Area Pre-Screening Site Assessment conducted by Clean Water Services, dated November 25, 2019, which does not indicate the presence of sensitive areas on the subject site.

Utility Undergrounding (Section 60.65)

The applicant has provided a preliminary utility plan demonstrating the undergrounding of the proposed utilities. The Committee recommends a standard condition of approval requiring that utility lines are placed underground, consistent with Section 60.65.

**Therefore, the Committee finds that with the condition of approvals, the proposal meets the criterion for approval.**

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

The applicant states that this proposal is for a small addition to an existing building. The development has been in place for many years and common facilities and areas are currently maintained. The proposed improvements will

not preclude the owner from providing trash and recycling facilities, landscaping and parking facility maintenance and building maintenance.

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

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

In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. Safe and efficient vehicular and pedestrian circulation patterns are provided within the boundaries of the development.

The existing pedestrian entrances will be maintained on site and will not substantially change the traffic patterns of the established retail site. The pedestrian facilities are clearly marked across drive aisles or are separated when adjacent to driveway entrances. Maintenance (asphalt and striping replacement) and replacing a striped walkway with concrete are proposed near the addition and at the main entrance. These will enhance the site's existing vehicular and pedestrian circulation systems.

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

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

In review of Criterion G, staff incorporates the findings prepared in response to A, B, D and F above. The applicant's states that the proposal is for a small building addition to an existing tire center on a site with existing vehicular and pedestrian circulation systems that connect to the surrounding systems including public streets. Maintenance (asphalt and striping replacement) and replacing a striped walkway with concrete are proposed near the addition and at the main entrance. These upgrades to existing pedestrian facilities meet the code requirements and enhance the site's existing vehicular and pedestrian circulation systems and connections. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient and direct manner.

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

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

In review of Criterion H, staff incorporates the findings prepared in response to A, above. TVF&R has reviewed the proposed development and has provided a Service Provider Letter dated April 23, 2020. The proposal will show compliance to the City's Building Code Standards prior to issuance of Site Development and Building permits, which includes compliance with TVF&R standards.

**Therefore, the Committee finds that with the conditions of approval the proposal meets the criterion for approval.**

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

The proposed project has been designed to meet City codes and standards for an addition to an existing building and the reconfiguration of parking in an existing parking lot and will provide adequate protection from crime and accident to the maximum extent practicable. The Committee finds that review of the construction documents at the Building and Site Development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

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

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

The applicant states that this proposal is for an addition to an existing tire center on a developed site. No significant changes are proposed to the grade and the existing site is relatively flat. A stormwater plan and report have been provided demonstrating compliance with surface drainage and water storage facilities. The applicant will submit detailed civil plans to the City's Engineering Department for review and approval prior to commencing any development work.

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

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

The development will be required to meet all applicable accessibility standards of the International Building Code, the Fire Code, and other standards as required by the American Disabilities Act (ADA). Compliance with ADA requirements are reviewed at the time of Building permit application. Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals.

The applicant states that an addition ADA parking spaces have been added to the site and existing striped walkways from the main entrance to SW Jenkins Road will be replaced with concrete, enhancing safety. No significant renovations are proposed to the ADA facilities onsite and will be maintained. The Committee finds that as proposed, it appears that the general site layout can meet accessibility requirements.

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

- L. The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.**

The Design Review and the Major Modification of a Conditional Use applications were submitted on February 10, 2020. Staff deemed the project complete on May 22, 2020. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

**Code Conformance Analysis**  
**Chapter 20 Use and Site Development Requirements**  
**Station Community – Mixed Use (SC-MU) Zoning District**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code 20.20.20</b>			
Use – Vehicle Service Minor	Conditional Use in the Station Community – Mixed Use	The use is Prohibited within a physical distance of ¼ mile of a light rail transit station platform, Conditional between ¼ mile and ½ mile of a station platform and Permitted if greater than ½ mile of a station platform.  The building addition is between ¼ mile and ½ mile from the Merlo Road/SW 158 <sup>th</sup> Avenue station platform.	Yes
<b>Development Code Section 20.20.15 (Station Community - Mixed Use)</b>			
Minimum Land Area	N/A	No parcel size required.	N/A
Floor Area Ratio	Min. FAR = 0.4 Min. with a DRBCP = 0.3 Max. FAR = 1.0	The applicant proposes an additional 1,267 square feet of floor area in addition to the existing 148,040 square feet for a total of 149,307 square feet of floor area on a 496,584 square foot site for a FAR of 0.3, the minimum permitted while utilizing the DRBCP tool to show how the FAR of 0.4 can be achieved with future buildout. The applicant has addressed the DRBCP in the Design Review Three.	Yes, with DRBCP (see DR findings)
Lot Dimensions	Min. Width = none Min. Depth = none	Not required in this zone.	N/A
Minimum Yard Setbacks	Front Max = 20 feet Side = None Rear = None	Footnotes 7 refers to Section 60.05.15.6: Buildings subject to the street frontage standard shall be located no farther than 20 feet from the	Yes, the building was developed in

		<p>property line. The area between the building and property line shall be landscaped to standards found in Section 60.05.25.5.B. or 60.05.25.5.C.</p> <p>Footnote 10: Side or rear yards abutting Residential or Multiple Use zoning where the Multiple Use zoning designation allows residential development, the minimum setback shall equal the abutting zoning district's required rear yard setback. The required setback would be none in this specific case.</p>	<p>Washington County and annexed into the City. The building is existing, non-conforming, and the front yard setback will be maintained.</p>
Maximum Building Height	60 feet	The proposed building addition is 25 feet in height.	Yes

## Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development, redevelopment, add additions.	The applicant has requested to be reviewed pursuant to the Design Review Standards and Guidelines.	See DR2020-0019 Section of Staff Report
<b>Development Code Section 60.10</b>			
Floodplain Regulations	Requirements for development within floodplains.	The subject lot is not located within a floodplain.	N/A
<b>Development Code Section 60.15</b>			
Land Division Standards	Grading and tree protection standards pertaining to land divisions.	The existing lot is not proposed to be altered.	N/A
<b>Development Code Section 60.30</b>			
Off-street motor vehicle parking	<p><b>Retail, including shopping center and service businesses:</b></p> <p>3 spaces for each 1,000 square feet.</p> <p>Min Required: 448 spaces (145,305 square feet/1000 square feet) x 3= 436 parking spaces.</p> <p>Max Allowed: 761 spaces (145,305 square feet/1000 square feet) x 5.1= 741 parking spaces.</p>	The applicant's narrative states that there will be 619 parking spaces on the subject site.	Yes
Required Bicycle Parking Short Term and Long Term	<p><b>Retail</b></p> <p><u>Short term:</u> 2 spaces or 1 space per 12,000 sq. ft. of floor area</p> <p><u>Long Term:</u> 2 spaces or 1 space per 12,000 sq. ft. of floor area</p>	Existing bicycle facilities are provided under the covered and lit entrance.	Yes

<b>Development Code Section 60.33</b>			
Park and Recreation Facilities and Service Provision	Annexation to THPRD	The property is located within THPRDs district therefore annexation is not necessary.	N/A
<b>Development Code Section 60.55</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes

**CU2020-0001**  
**ANALYSIS AND FINDINGS FOR**  
**Major Modification of a Conditional Use**

**Section 40.15.05 Conditional Use Applications; Purpose**

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site-specific conditions designed to minimize or mitigate identified adverse impacts, or denied. A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications. Within the SC-S (Station Community-Sunset) zoning district, a Planned Unit Development is required to ensure that specific development requirements are satisfied. This Section is carried out by the approval criteria listed herein.

**Section 40.15.15.2.C Approval Criteria:** In order to approve a Major Modification of a Conditional Use application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

Automotive Services are considered a conditional use in the SC-MU zone; however, a tire center has been part of the Costco building prior to annexation into the City of Beaverton. The proposal to build a 1,267 square foot addition to the auto service business requires conditional use approval.

Pursuant to Section 30.35 Uses Under Conditional Use Provisions Not Nonconforming Uses, conditional uses on sites that were annexed or in effect before adoption in the Development Code are considered conforming and are not subject to the non-conforming use standards in Chapter 30. While conforming uses may continue to operate without further land use approval, this code section as well as other parts of Chapter 30 do not address the expansion of such uses. For conditional uses deemed to be conforming per Section 30.35, expansion of the use requires the City to evaluate the impacts associated with the increase in the use through a conditional use application but does not require review of the overall use on the parcel. Since these uses remain conditional uses, the appropriate conditional use approval process would need to be completed for any increase/change in the use that was in operation at the time the annexation or new code adoption occurred. In the case of the Costco, its tire center was annexed into the City after being approved in the County, so the existing tire center is considered a conforming use per 30.35.

After annexation to Beaverton, a Conditional Use approval was granted in 2010 for operation of the Costco fuel center as a Minor Automotive use. Therefore, major modification of a Conditional Use is appropriate because the addition will constitute more than 25% of the existing gross floor area of the existing minor automotive use.

The applicant's request is consistent with the threshold for a Major Modification from the numerical Site Development Requirement specified in Chapter 20. The following threshold is met:

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

**Therefore, staff finds that the criterion is met.**

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

The applicant has provided all applicable fees.

**Therefore, staff finds that the criterion is met.**

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

The location of the proposed 1,267 square foot building addition is a conforming Minor Automotive Service use that has been continuously in operation prior to annexation of the property in 2004. The proposal will add two (2) service bays at the Tire Center, increasing the number of bays from four (4) to six (6), and increasing the Tire Center square footage by 1,267 square feet, from 5,280 to 6,547. The building addition is within the area between  $\frac{1}{4}$  mile and  $\frac{1}{2}$  mile away from a transit station platform and is on the same side of the main Costco building as the Fueling Facility approved under CU2010-0015 on the subject property. For those reasons, the proposed use and the location of the proposed building addition are consistent with the zoning regulations the City has adopted to implement policies of the Comprehensive Plan as they apply to the subject property, as well as consistent with the Fuel Station Conditional Use and Design Review proposal approved in 2011, CU2010-0015/DR2010-0132. (See Attachment 11, Site Plans from CU2010-0015/DR2010-0132.)

***Goal 3.6.1 Support pedestrian-oriented mixed-use areas.***

The property was annexed into the City in 2004 with an existing large-scale retail business on the property. The goal of mixed-use areas and station community properties is to promote a mix of commercial, residential, employment and civic uses at relatively high densities. The goal also aims to limit or prohibit auto-oriented commercial uses. The 2011 Condition Use application also addressed the Chapter 3 goals, stating that staff did not

find it applicable and could be interpreted to apply to a new development proposal.

The proposed addition does support the goal of providing addition employment and easy access to public transportation for employees. The proposed addition will add additional floor area, increasing the density of the development. The existing pedestrian facilities through the parking lot between SW Jenkin Road and the main entrance will be upgraded from striped asphalt to a new contrasting concrete material. The modification meets the pedestrian walkway standards. The proposal is providing additional intensity and floor area to the site which is located in an area with a mix of housing and commercial uses.

**Therefore, staff finds the goal is not applicable.**

**Goal 3.6.4 Station Communities: Encourage development and redevelopment around light rail stations that leverage proximity to light rail as an amenity for urban living/working and supports a variety of transportation modes.**

This proposal is an expansion of an existing use, not a new development or redevelopment of the site. The site was developed in the County and annexed to the City after development occurred.

**Therefore, staff finds the goal is not applicable.**

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

The additional is located adjacent to the existing tire center with the same use. The building is located 114 feet from the nearest property line and there is an existing landscape buffer along the property line. The building will be constructed for tilt up concrete panels, which is a thick material and will help to provide noise dampening. With the distance from the property line and building materials, the project will result in minimal noise impact to adjacent properties; therefore, this will help protect the health acoustical environment.

**Therefore, staff finds the goal has been met.**

Staff finds that the goals of the Comprehensive Plan are either not applicable to the proposed addition to an existing use that was approved in the County or has meet the applicable goals.

**Therefore, staff finds that the criterion is met.**

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

The subject site contains both the Tire Center, a conforming use per BDC Section 30.35

that was initially constructed under a 1997 Washington County land use approval (97-329-D(IND)/AMP), and the Fueling Facility and Parking Modifications approved by the City of Beaverton in 2011 by CU2010-0015 and DR2010-0132. Costco completed construction and has operated both of those Minor Vehicle Service uses in compliance with the applicable approvals. The applicant is not requesting removal or modification of the existing conditions of approval.

**Therefore, staff finds the criterion is met.**

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

This proposal will allow for a 1,267 square foot expansion of the existing Tire Center, on the west side of the building, from a four-service-bay facility to a total of six-service-bays. The addition is located north of the existing tire center. The proposed expansion will be integrated into the existing design of the building and extend the width of the existing Tire Center to the north along the on the west side of the main Costco Wholesale store building. The building expansion will not affect the on-site circulation pattern or access locations, nor will it generate a significantly higher number of vehicle trips on the local street network. For all the above reasons, the proposed building addition and use are compatible with properties in the surrounding area, and the project will not affect livability, development and use of neighboring properties.

**Therefore, staff finds the criterion is met.**

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

This request does not include a proposal to amend conditions imposed by the previous Conditional Use Permit approval, CU2010-0015.

**Therefore, staff finds the criterion is met.**

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

All required application materials and documents related to the Major Modification of a Conditional Use request have been submitted to the City in the property sequence. This Major Modification of a Conditional Use application is dependent upon approval of the associated Design Review Three application, as such staff recommends a condition of approval requiring the Design Review Three application also be approved.

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

met.

**Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2020-0001 Costco Tire Center Addition** subject to the applicable conditions identified in Attachment D.

**DR2020-0019**  
**ANALYSIS AND FINDINGS FOR**  
**DESIGN REVIEW THREE APPROVAL**

**Planning Commission Standards for Approval:**

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

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

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

The proposed Tire Center addition will add approximately 1,267 square feet to the existing Tire Center and modify the landscaping and parking lot along the western facade of the existing Costco Wholesale building. While the addition will be integrated into the existing building design, the building addition is subject to a Design Review Three because the applicant has requested approval under the applicable Guidelines, meeting threshold 8. In addition, the applicant meets threshold 5 as a Design Review Build out Concept Plan is necessary to show how the minimum FAR can be met on the site with future development.

The following thresholds are met:

- 5. For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*
- 8. A project meeting the Design Review Two thresholds which does not meet an applicable design standard.*

**Therefore, staff finds the criterion is met.**

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

The applicant has provided all applicable fees.

**Therefore, staff finds the criterion is met.**

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

The proposal does not meet the Design Review Three application thresholds numbers 1 through 6. The application meets the thresholds numbers 7 and 8.

**Therefore, staff finds the criterion is not applicable.**

4. **For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist:**

- a. **A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or**
- b. **The location of existing structural improvements prevent the full implementation of the applicable guideline; or**
- c. **The location of the existing structure to be modified is more than 300 feet from a public street.**

The proposed building addition will expand the existing Tire Center and is located immediately north of the Tire Center on the west side of the main Costco Wholesale building. The specific location is not immediately adjacent to any street frontage or and the closest Major Pedestrian Route is SW Jay Street, which is designated a Class 1 Major Pedestrian Route, is approximately 114 feet to the north. Subsection b is applicable to the proposed project with respect to standards and guidelines and moving toward compliance with building located along the frontage. Where the proposed project cannot satisfy the Development Standards, the applicant requests approval under the corresponding Design Guidelines, as allowed by Criterion 6 below.

**Therefore, staff finds the criterion is met.**

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

The 2011 approval of the Fuel Station (CU2010-0015 and DR2010-0132) included a DRBCP showing how future additional site development could achieve floor area ratio (FAR) of 0.4:1. Attachment 8 of the applicant's submittal package includes a copy of the approved DRBCP (from the City's land use casefile) revised to show the location of the proposed Tire Center addition.

The revised DRBCP demonstrates that the proposed building expansion contributes to, and is not in conflict with, full implementation of the DRBCP over time and that the full DRBCP can accomplish the full required 0.4 FAR for the site

**Therefore, staff finds the criterion is met.**

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

The proposed Tire Center expansion meets Design Review Three application threshold 8. The findings below demonstrate compliance with Design Standards or, where necessary, Design Guidelines.

**Therefore, staff finds the criterion is met.**

7. **For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).**

The proposed addition meets the Design Review Three Application Threshold number 8. However, the applicant seeks to address a combination of both the Design Standards and Design Guidelines.

**Therefore, staff finds the criterion is not applicable.**

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

All required application materials and documents related to the Design Review Three request have been submitted to the City in the property sequence. This Design Review Three application is dependent upon approval of the associated Major Modification of a Conditional Use application, as such staff recommends a condition of approval requiring the Major Modification of a Conditional Use application also be approved.

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2020-0019 Costco Tire Center Addition** subject to the applicable conditions identified in Attachment D.

**Design Standards Analysis**  
**Section 60.05.15 Building Design and Orientation**

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Building Articulation and Variety</b>		
<b>60.05.15.1.A</b> Max length of attached residential buildings in residential zones	The project site is located within the Station Community - Multiple Use (SC-MU) zone, no attached residential buildings are proposed. This standard does not apply.	<b>N/A</b>
<b>60.05.15.1.B</b> Min 30% articulation	The building is visible from and within 200 feet of adjacent SW Jay Street, which is a public street. The proposed addition will be setback approximately 114 feet from the street. The addition proposes to match the existing scale, color and materials. The submitted elevation drawings illustrates the proposed features.  The applicant has addressed the guidelines.	<b>Guidelines</b>
<b>60.05.15.1.C</b> Max 40' between architectural features	The proposed tire addition has been designed to match the concrete tilt façade of the existing Costco Warehouse, extending the pattern and spacing of overhead service bay doors by adding two (2) new doors adjacent to and north of the existing four (4).	<b>Yes</b>
<b>60.05.15.1.D</b> Max 150 sq. ft. undifferentiated blank walls facing streets	The proposed development does not include detached or attached residential buildings. The development is wholly commercial. This standard does not apply.	<b>N/A</b>
<b>Roof Forms</b>		
<b>60.05.15.2.A - B</b> Min roof pitch = 4:12 for sloped roofs	The proposed Tire Center addition will be constructed with tilt-up panels matching the existing Tire Center part of the building, with a parapet wall concealing roof surfaces from view. This construction will be consistent with subparagraph D, matching the existing roof form. This standard is met.	<b>Yes</b>
<b>60.05.15.2.C</b> Flat roofs need parapets	Parapet walls proposed around flat roof.	<b>Yes</b>
<b>60.05.15.2.D</b> New structures in existing development be similar to existing development roof	The roof and parapet will match existing building.	<b>Yes</b>
<b>60.05.15.2.E</b> 4:12 roof standard is not applicable to smaller feature roofs	No feature roofs are proposed.	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Primary Building Entrances</b>		
<b>60.05.15.3</b> Weather protection for primary entrance	No additional primary building entrances are proposed as part of this development. The Tire Center will utilize the existing four (4) tire bays and the proposed additional two (2) bays for vehicular service access. Costco members can also use the primary entrance of the Costco Wholesale store.	<b>N/A</b>
<b>Exterior Building Materials</b>		
<b>60.05.15.4.A</b> Residential double wall construction	Not a residential project.	<b>N/A</b>
<b>60.05.15.4.B</b> Maximum 30% of primary elevation to be made of unfinished concrete block	The applicant has requested review subject to the guidelines.	<b>Guideline</b>
<b>60.05.15.4.C</b> Foundations	The proposed Tire Center addition will match the existing concrete tilt building material and finishes of the Costco Wholesale store and Tire Center. This approach is designed to minimize the visibility of the building addition and blend in with the existing structure.  The applicant requests review subject to the guidelines.	<b>Guideline</b>
<b>Roof-Mounted Equipment</b>		
<b>60.05.15.5.A through C</b> Roof-mounted equipment screening. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.	No roof-mounted equipment is proposed as part of this building addition.	<b>N/A</b>
<b>Building Location and Orientation along Streets in MU and Com. Districts</b>		
<b>60.05.15.6.A - F</b> Buildings in Multiple Use zones shall occupy a minimum public Street along Major Pedestrian Routes.	The building and location will be maintained.  The applicant requests review subject to the guidelines.	<b>Guideline</b>
<b>Building Scale along Major Pedestrian Routes</b>		
<b>60.05.15.7.A through C</b> 22' Height Minimum 60' Height Maximum	The addition does not include a primary entrance.	<b>N/A</b>
<b>Ground Floor Elevation on Commercial and Multiple Use Buildings</b>		
<b>60.05.15.8.A-B</b> Glazing Requirements	The addition does not include a primary entrance.	<b>N/A</b>
<b>Compact Detached Housing Design</b>		
<b>60.05.15.9.A-K</b>	Compact Detached Housing is not proposed.	<b>N/A</b>

## Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Connections to the public street system</b>		
<b>60.05.20.1</b> Connect on-site circulation to existing and planned street system	The proposed Costco Tire Center addition will not inhibit the existing on-site circulation system or access to the adjacent street, SW Jay Street. The addition will be consistent with the existing onsite pedestrian circulation in front of the existing Tire Center.	<b>Yes</b>
<b>Loading Areas, solid waste facilities and similar improvements</b>		
<b>60.05.20.2.A - E</b> Screen from public view	The proposed Tire Center addition will not change the loading area or solid waste facilities associated with the existing Costco Wholesale warehouse. The proposed roll-up doors do not constitute loading docks and thus no screening is required.	<b>N/A</b>
<b>Pedestrian Circulation</b>		
<b>60.05.20.3.A -C</b> Link to adjacent pedestrian facilities	The existing connections to SW Jenkins Road and SW Jay Street will be maintained for pedestrian access.	<b>Yes</b>
<b>60.05.20.3.D-F</b> Pedestrian paths through parking lots	<p>The proposed Tire Center addition will displace three (3) existing parking spaces and require lengthening and minor realignment of the pedestrian warning striping along the Tire Center façade, adapting to the changed building footprint while providing the same connectivity as the existing pedestrian circulation system. Where the Tire Center overhead bay doors face a two-way drive aisle, the existing pedestrian path system provides a preferred pedestrian corridor on the opposite side of the drive aisle; the pedestrian walkway is identified by striping as well as protected by landscape islands on both sides, and directs pedestrians to a preferred concrete-surfaced crossing location close to the main entrance.</p> <p>The pedestrian walkways through the parking area will be modified and will be constructed of concrete paving with pedestrian striping. The modification is consistent with parking lot pedestrian walkway requirements.</p>	<b>Yes</b>
<b>60.05.20.4.A</b> Street Frontages and parking areas	There is an existing planting strip separating the parking from the property line that varies in width; no changes are proposed to this setback. This standard does not apply to the changes proposed in	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	the existing parking area.	
<b>60.05.20.5.A</b> Landscape planters in parking lots.	Modifications are proposed at the parking area near the main entrance, facing SW Jenkins Rd (asphalt repair/repaving and replacing parking stripes). Two new stamped concrete walkways will replace the existing striped walkways, connecting the main entrance to SW Jenkins Rd. There is an existing planting strip separating the parking from the property line that varies in width; no changes are proposed to this setback. The existing landscape planters will be maintained with the modification of the parking area.	<b>N/A</b>
<b>60.05.20.5.B</b> Landscape islands	No new landscaping islands or additional parking spaces are proposed as part of the Tire Center addition.	<b>N/A</b>
<b>60.05.20.5.C</b> Raised walkways	The applicant is not proposing to count raised walkways as landscape islands.	<b>N/A</b>
<b>60.05.20.5.A-D</b> Landscape island trees	Proposed landscape plantings are limited to three (3) replacement tree plantings (to mitigate the removal of two (2) Landscape Trees where the building expansion is proposed) and restoration of previously approved plants where construction affects existing planter islands.	<b>Yes</b>
<b>Off-Street parking frontages in Multiple Use Zones</b>		
<b>60.05.20.6.A</b> Maximum parking along frontage	No new parking is proposed with the Tire Center addition. Three (3) parking spaces will be eliminated for the proposed building expansion, on the west side of the existing Costco Wholesale main building. The existing parking along the frontages will be maintained with the project.	<b>N/A</b>
<b>60.05.20.7.A-C</b> Sidewalk and Walkways	The proposed Tire Center addition will require a corresponding realignment of the pedestrian path adjacent to the Tire Center façade. Significantly, the addition will have two (2) west-facing overhead doors opening to vehicle service bays, like the existing four-bay façade immediately to the south. The Tire Center façade does not meet the definition of building elevations that include a primary building entrance, multiple tenant entrances or display windows (per subparagraph B) because of its vehicle-service-access function. This standard is not applicable at the proposed building	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	addition's specific location.	
<b>Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts</b>		
<b>60.05.20.8.A</b> Drive aisles to be designed as public streets, if applicable	No drive aisles are designed as public streets.	N/A
<b>Ground Floor uses in parking structures</b>		
<b>60.05.20.9</b> Parking Structures	No parking structures are proposed.	N/A

### Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Minimum Landscaping</b>		
<b>60.05.25.5.A</b> Minimum Landscape Area (10%)	The proposed Tire Center addition will displace approximately 480 SF of existing approved landscape area immediately north of the Tire Center, adjacent to the west wall of the Costco Wholesale main building. The site currently has 101,640 SF of landscaping on the total 614,528 square-foot site (16.5% of site area). The reduction in landscaping, to 101,160 square feet, will not affect compliance: landscaping remains at 16.5% of total site area, which exceeds the 10% standard in Multiple Use zones.	Yes
<b>60.05.25.5.B</b> Planting Requirements	No new landscaping areas are proposed as part of the proposed Tire Center addition and parking lot changes. Plants damaged or removed by the construction will be replaced to restore conditions consistent with existing approvals, and three new trees will be planted to mitigate for removal of two Landscape Trees, nominally increasing the number of trees on site.	Yes
<b>60.05.25.5.C</b> Hard surface pedestrian plaza	No hard surface pedestrian plaza proposed.	N/A
<b>60.05.25.5.D</b> Foundation Landscaping	The proposed Tire Center addition will displace approximately 480 SF of landscaping at the northwest corner of the Tire Center and warehouse, adjacent to the building façade. Landscaping will be planted adjacent to the building, mimicking current conditions, including planting of an additional evergreen tree within the	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	remaining landscape planter. Landscaping is not appropriate on the west façade of the Tire Center because it is dominated by overhead doors providing vehicle access to service bays.	
<b>Retaining Walls</b>		
<b>60.05.25.8</b> Retaining Walls	No retaining walls are proposed.	<b>N/A</b>
<b>Fences and Walls</b>		
<b>60.05.25.9.A through E</b> Materials	No fences or walls are proposed or modified as part of this application	<b>N/A</b>
<b>Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines</b>		
<b>60.05.25.10.A - C</b> Minimize grade changes	The proposal is wholly commercial and multi-use in nature and zoned Station Community - Multiple Use (SC-MU). No abutting properties are in Residential zoning designations. Additionally, the proposed project construction is not located near a site perimeter, and no grading near a property boundary is proposed.	<b>N/A</b>
<b>Integrate water quality, quantity, or both facilities</b>		
<b>60.05.25.11</b> Location of stormwater facilities	No additional integrated water quality/quantity facilities are proposed as part of this application.	<b>N/A</b>
<b>Natural Areas</b>		
<b>60.05.25.12</b> No encroachment into buffer areas.	No natural areas exist on site. The applicant has submitted a Clean Water Services Sensitive Area Pre-Screening Site Assessment form.	<b>N/A</b>
<b>Landscape Buffering Requirements</b>		
<b>60.05.25.13</b> Landscape buffering between contrasting zoning districts	Due to the minor extent of development, the applicant has not proposed new landscape areas. The perimeter of the lot has existing landscaping that will be maintained. The addition is located approximately 114 feet from the property line in an area with existing parking.	<b>N/A</b>

### Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Adequate on-site lighting and minimize glare on adjoining properties</b>		
<b>60.05.30.1.A - B</b> Lighting complies with the City's Technical Lighting Standards	The existing site lighting will be maintained, and the addition will provide one new wall mounted sconce on the northern corner of the addition.	<b>Yes</b>
<b>60.05.30.1.C</b> Lighting of Ped Plazas	No pedestrian plazas are proposed.	<b>N/A</b>
<b>60.05.30.1.D</b> Lighting of building entrances	The applicant's lighting plan includes existing lighting at building entrances.	<b>N/A</b>
<b>60.05.30.1.E</b> Canopy lighting recessed	No canopies are proposed.	<b>N/A</b>
<b>Pedestrian-scale on-site lighting</b>		
<b>60.05.30.2.A – C</b> Pedestrian Lighting	No pole-mounted or bollard lights are proposed. The proposed development will include one new wall mounted sconces direct toward the pedestrian walkway adjacent to the proposed building addition.	<b>Yes</b>

## DESIGN REVIEW GUIDELINES ANALYSIS

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

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

### 4. Exterior building materials.

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)*
- B. *Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C) [ORD 4531; April 2010]*

The proposed Tire Center addition will match the existing concrete tilt up building material of the Costco Wholesale store and Tire Center, which convey an impression of permanence and durability. Its location is internal to the site on the west elevation of the main Costco Wholesale store and does not face any public street. The addition will be set back approximately 114 feet from the nearest public street right-of-way, SW Jay Street. The minor automotive services use in the addition is not a suitable use for windows providing views into interior activity or display areas.

Between the Tire Center and SW Jay Street, the main Costco Building is screened by dense landscaping with grass, a hedge, shrubs and landscape trees adjacent to the pedestrian walkway and parking spaces. The proposed building addition is designed to maintain the current site's methods of visually softening and maintaining interest along building edges close to the public street. This approach is designed to minimize the visibility of the building addition as a later construction using different materials and wall configuration, which would result in an arbitrary and incoherent appearance on the building's west façade.

**Therefore, staff finds that the Guideline is met.**

### 6. Building location and orientation in Commercial and Multiple Use zones.

- A. *Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape*

*and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standards 60.05.15.6.A and B)*

The existing Costco Wholesale Warehouse building, including the Tire Center, was constructed prior to the City's annexation of the property and subsequent application of the Station Community - Multiple Use (SC-MU) zone to the site. The existing Tire Center is located along the western facade of the main Costco Wholesale store building, and the proposed addition will extend the Tire Center northward towards SW Jay Street. Pedestrian connections will be articulated along the facade, directing customers out towards the adjacent public walkway along SW Jay Street, a Class 1 Major Pedestrian Route. The public sidewalk along SW Jay Street leads out to SW 158th Avenue while interior pedestrian pathways lead customers out to SW Jenkins Road, a Class 2 Major Pedestrian Route.

Attempting to locate a Tire Center expansion closer to SW Jenkins Road would be inconsistent with SC-MU Zoning standards because the expansion would then be within ¼ mile of a light rail station platform. It would also have the effect of crowding the building's main pedestrian entrance, reducing space available for pedestrians near the main entrance.

The applicant has carefully considered the factors listed in this Guideline in preparing the proposal: property size, shape and topographical conditions, as well as the existing and proposed uses of the building and site. The resulting location and orientation of the proposed building addition is designed to seamlessly match the existing building and add to the overall capacity and efficiency of the Tire Center to serve customers.

**Therefore, staff finds that the Guideline is met.**

- D. *Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered. (Standard 60.05.15.6.E)*

The Costco Tire Center addition does not propose additional primary entrances to the facility, which would be inappropriate because the space will be devoted to a minor automotive service use area, where customers are not allowed for safety reasons. The existing primary entrance of the Costco Wholesale building faces outward to SW Jenkins Road and includes direct pedestrian connections out towards the right-of-way. The proposed building addition does not affect the site's compliance with this guideline.

**Therefore, staff finds that the Guideline is met.**

## **7. Building scale along Major Pedestrian Routes.**

- A. *Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single-family dwellings are permitted. (Standards 60.05.15.7.A and B)*

- B. Building heights at or near the street should help form a sense of enclosure but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A)*

As noted above under Section 20.20.15 Site Development Standards, SW Jay Street and SW Jenkins Road are Major Pedestrian Routes (MPR), but this application includes no building construction within 20 feet of these rights-of-way. The proposed Tire Center addition will match the existing concrete tilt building material of the Costco Wholesale store and Tire Center. Its location is internal to the site on the west elevation of the main Costco Wholesale store and does not face any public street. The addition will be set back approximately 114 feet from the nearest public street right-of-way, SW Jay Street. Between the Tire Center and SW Jay Street, the main Costco Building is screened by dense landscaping with grass, a hedge, shrubs and Landscape Trees adjacent to the pedestrian walkway and parking spaces. The proposed building addition is designed to maintain the current site's methods of visually softening and maintaining interest along building edges close to the public street. As the proposal is an addition that relies upon the existing structure placing it directly at the right-of-way is not feasible.

**Therefore, staff finds that the Guideline is met.**

**RECOMMENDED CONDITIONS OF APPROVAL**  
**Costco Tire Center Addition**  
**(CU2020-0001 / DR2020-0019)**

The Facilities Review Committee finds that the proposal has demonstrated compliance will applicable technical approval criteria, and therefore, the Committee recommends that the decision-making authority APPROVE the proposal. The committee recommends the following conditions of approval:

**Major Modification of a Conditional Use (CU-2020-0001)**

**A. General Conditions, the applicant shall:**

1. Ensure the associated land use application DR2020-0019 has been approved. (Planning / SP)

**Design Review Three (DR2020-0019)**

**A. General Conditions, the Applicant shall:**

1. Ensure the associated land use application CU2020-0001 has been approved. (Planning / SP)

**B. Prior to Site Development permit issuance, the applicant shall:**

2. Provide a site plan with all drive aisles in the modified parking lot area dimensioned. The aisle widths can be maintained if non-conforming to width requirements and not altered, or shall be design to meet required drive aisle widths if modified, including modification of abutting parking space dimensions.
3. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div. / SAS)
4. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / SAS)
5. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff

approval of the engineering plan revision and work commencing as revised. (Site Development Div. / SAS)

6. Have the applicant for the subject property guarantee all public improvements, site grading, storm water management facilities, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div. / SAS)
7. Preliminary review of the proposed site plans does not identify a required off-site easement. If during plan review, an easement is determined to be necessary, an executed and ready for recording easement document, approved by the City Engineer for legal description and City Attorney for form will be required. (Site Development Div. / SAS/NP)
8. If determined to be needed by the City Building Official, submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. This analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.2. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div. / SAS)
9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div. / SAS)
10. Provide an erosion control plan showing best management practices needed per Clean Water Services Standard Drawing #945. Make provisions for installation of all mandated erosion control measures prior to site disturbance of 500 square feet or more. These shall be maintained and replaced as necessary during the duration of the project to prevent sediment laden run-off from leaving the site. (Site Development Div. / SAS)
11. Provide construction plans and a drainage report demonstrating compliance with City surface water management requirements per City 2019 Engineering Design Manual, Resolution 4542, Section 530; and with CWS Resolution and Order 2019-22 for quantity control for conveyance capacity, hydromodification and quality treatment. Fee-in-lieu can be requested if development meets criteria set forth in City EDM Sections 190, table 530.1, and 530.1.A.4 and CWS Design & Construction Standards Section 4.03.7.a and 4.04.2.a. (Site Development Div. / SAS)
12. Provide plans that delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100-year inundation level shall be identified. (Site Development Div. / SAS)
13. Provide plans showing a Stormfilter system for treatment of the site's piped surface water runoff. Plans shall also show a trash capture water quality pre-treatment unit located directly upstream from any Stormfilter vaults or manholes. Plans shall also show a high flow bypass system to bypass surface water runoff high flows. (Site Development Div. / SAS)

14. Pay any required storm water system development charges (storm water quality, quantity, hydromodification and overall system conveyance) for the new impervious area proposed. (Site Development Div. / SAS)
15. Provide plans showing the installation of a 60" diameter water quality manhole system with minimum five-foot-deep sump and snout system. (Site Development Div. / SAS)
16. Provide plans showing the installation of 60" diameter flow splitter manhole with a high flow bypass system designed to allow for high flows to pass through the mainline as approved by the City Engineer. (Site Development Div. / SAS)
17. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div. / SAS)
18. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div. / SAS)
19. If required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / SAS)

**C. Prior to building permit issuance, the applicant shall:**

20. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / SAS)
21. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div. / SAS)

**D. Prior to final inspection and final occupancy permit issuance of any building permit, the applicant shall:**

22. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div. / SAS)
23. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / SAS)

24. Preliminary review of the proposed site plans does not identify any affected overhead utility poles. If during plan review any overhead utility pole is identified to be affected, the pole and applicable existing overhead utilities will have to be placed underground. Additionally, any new utility service lines within the project and along the street frontage will need to be placed underground. (Site Development Div. / SAS/NP)
25. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified and approved by the decision-making authority. (On file at City Hall). (Planning/SP)
26. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning/SP)
27. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/SP)

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

28. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div. / SAS)
29. Submit any required on-site easements not already recorded by document or dedicated on the plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div. / SAS)
30. Provide a post-construction cleaning, system maintenance, and any StormFilter recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary storm water treatment systems by a qualified maintenance provider as determined by the City Engineer. Additional service report will be required per maintenance schedule and until the maintenance and planting period is complete. (Site Development Div. / SAS)