



File No: SP 22-02 Valley Pressure Washing

Proposal: The applicant is proposing a 7,500 sf truck wash facility with two truck and RV wash bays, an office, mechanical room, staff area, restrooms, and lobby areas. The site will feature new access driveways, a dumpster facility, landscaped areas, and 11 parking spaces. The site has no street access but uses a private easement.

I. BACKGROUND

- A. Applicant: Cehrs Enterprises
- B. Location: Southerly of Old Salem Road, southerly of Loves Tire Center and easterly of Henry's Food Court.
- C. Review Type: The proposed Site Development Review requires a hearing before the Planning Commission. The Planning Commission is scheduled to hold a hearing on the application on June 21, 2022. The Planning Commission decision can be appealed to the City Council. Any appeal of the City Council's decision relating to this matter will be considered by the Oregon Land Use Board of Appeals (LUBA).
- D. Public Notice and Hearing: Notice was mailed to all property owners within 200 feet of the proposed location, posted in City Hall on May 26, 2022, and posted on the City's website here - <http://cityofmillersburg.org/planning-commission/>
- E. Review Criteria: Chapter 5.05.060 Site Development Review Criteria
- F. Current Zoning: General Industrial (GI)
- G. Proposed Zoning: N/A
- H. Property Size: 1.18 Acres
- I. Background: The parcel is vacant. The site has no access to a public street but takes access from a private easement.

II. AFFECTED AGENCY, PUBLIC NOTICE, AND PUBLIC COMMENTS

Agencies:

The applicant's materials were transmitted to the following agencies/departments on May 26, 2022: City of Albany, Albany Fire Department, City of Millersburg Engineer, PacificCorp, Linn County Planning and Building Department, Linn County GIS, and Northwest Natural Gas. To date, no comments have been received.

Public:

Notice of the June 21, 2022 hearing was mailed to all property owners within 200 feet of the property. To date, no written comments from the public have been received by staff.

III. CRITERION

CITY OF MILLERSBURG DEVELOPMENT CODE

The applicable site development review criteria are from section 5.05.060. All analysis and findings are in addition to those provided by the applicant, which are included here by reference.

The review of a site plan shall be based upon the following criteria:

(1) The proposed use is allowed in the zone and complies with the underlying zone development standards.

ANALYSIS: The use is a truck wash facility, which is a form of vehicle maintenance and service listed as permitted uses in the GI Zone. Section 2.10.020 lists the uses that are permitted in the GI zone, specifically uses 4, and 6. A Site Development Review Permit is required. The site is not located adjacent to any residential zone, which would have triggered additional setbacks. All other zoning standards are met.

FINDING: Based on the analysis above, the project meets the required criteria.

(2) The proposed use will not create negative impacts on the surrounding area resulting from traffic flow, noise, dust, glare, odor, potential incompatible adjacent uses such as parking lots, or other impacts identified in the public hearing process.

ANALYSIS: All surrounding development is industrial in nature. Large trucks are already using the property to the north, which is a Loves' parking area. The applicant is expecting to have the bulk of their traffic come from users already on

the site from Loves or similar neighboring uses. The site provides the ability to accommodate stacking of trucks waiting to use the facility. There are two bays, and the driveway to the bay areas, according to the applicant, can accommodate about eleven trucks before the stacking would leave the site and impact the private street used for access. It is not anticipated that the stacking would ever reach NE Old Salem Road. The bulk of the activities will take place within the structure, so there should be no glare, noise, or dust to a level that will have negative impacts to the surrounding development.

FINDING: Based on the analysis above, the project meets the required criteria.

(3) The City may impose conditions of approval intended to mitigate potential impacts including but not limited to:

a. Provisions for public utilities, including drainage and erosion control needs;

ANALYSIS: The site will require all new utility connections, as nothing has ever been developed on the site previously. There is a 20-inch waterline and a 12-inch sewer line located in Old Salem Road. The applicant will be responsible for connecting. Additionally, the applicant is proposing the addition of a fire hydrant on the project site.

For stormwater the applicant is proposing to drain to the southwest the project site into an existing private drainage feature. This will require an easement agreement with that property owner. Conditions of approval will be added to require a full drainage plan prior to construction. An erosion control plan will also be required.

FINDING: Based on the analysis above, with conditions of approval, the project meets the required criteria.

b. Parking, traffic safety, and connectivity of internal circulation to existing and proposed streets, bikeways, and pedestrian facilities;

ANALYSIS: Parking is reviewed below in the standards section of the staff report. The project fully complies with the Code requirements for parking. The site does not have any frontage on a public street; however, access is provided via a private easement. The applicant has provided documentation that the additional business is permitted through the existing private easement agreement. There is no pedestrian access to the facility, which is not an issue given the nature of the facility. Bike parking is provided.

FINDING: Based on the analysis above, the project meets the required criteria.

c. Provision for adequate noise and/or visual buffering from non-compatible uses including using site and landscaping design to provide needed buffering; and

ANALYSIS: The project does not require any buffering from non-compatible uses. The project is required to provide landscaping pursuant to section 3.09.030(1)b. Landscape areas are shown on the site plan.

FINDING: Based on the analysis above, with conditions of approval, the project meets the required criteria.

CONDITIONS OF APPROVAL:

- Prior to final inspection (certificate of occupancy), the applicant shall provide the City with a landscape plan showing the proposed landscaping for the site. Said plan shall be fully consistent with the requirements of 3.09.030(1)b.

d. Protections from any potential hazards.

ANALYSIS: The proposal is not anticipated to use or require any hazardous materials onsite in significant quantities.

FINDING: Based on the analysis above, the project meets the required criteria.

IV. STANDARDS

The proposed design complies with all the specifications and design requirements of Chapter 2, specifically the GI zone setbacks and siting requirements, and Chapter 3 General Provisions. The following analysis is a summary of only applicable standards or items that required additional explanation and/or additional conditions of approval to show clear consistency:

CHAPTER 3.03 OFF STREET PARKING

This chapter includes requirements for off street parking. Table 14 explains how many spaces are required.

ANALYSIS: Table 14 lists uses and spaces required for those uses. The applicant has included the following rationale in their narrative:

The proposed building is 7,500 square feet and 4 employees will be onsite per shift. Per the included table, the proposed site will require 12 vehicle parking spaces and 1 bicycle parking space.

Vehicle and Bicycle Parking Space Requirements			
Land Use Activity	Vehicle Spaces	Bicycle Spaces	Measurement
K. Service or repair shop	1 space per 800 sq. ft. of gross floor area, plus 1 space per 2 employees*	1	Per 30 vehicle spaces

Rationale: $*7,500 \text{ SF} / 800 = 9.375 + (4 \text{ EMPLOYEES} / 2) = 12 \text{ SPACES REQ.}^{\text{'D}}$

Staff concurs with this analysis. All parking stalls comply with stall size requirements, and the drive aisle is 24 feet wide, fully complying with the aisle requirements.

Parking lot landscaping is required. The plans show full compliance with all landscape requirements, though precise landscape plans were not provided showing planting density. A requirement for such has been added as a condition of approval.

FINDING: Based on the analysis above, with conditions of approval, the project meets the standards.

CHAPTER 3.04 STORM DRAINAGE AND GRADING

This chapter includes requirements for proper drainage of the site and treatment of stormwater.

ANALYSIS: As outlined above, the applicant has not provided a drainage study. A 1200-C permit and a Millersburg permit for temporary erosion protection during construction will be obtained by the contractor prior to any ground disturbing activities. Conditions of approval have been added to assure development matches the requirement of the Code.

FINDING: Based on the analysis above, with conditions of approval, the project meets the standards.

CHAPTER 3.06 SIGNS

This chapter includes requirements for signage.

ANALYSIS: No signage is proposed. Any signs would need to be permitted through a separate process.

FINDING: This does not apply.

CHAPTER 3.09 LANDSCAPING STANDARDS

SECTION 3.09.030(1)b NON RESIDENTIAL LANDSCAPING

Landscaping is required in all setback areas.

ANALYSIS: Detailed landscape plans are required.

FINDING: Based on the analysis above, with conditions of approval, the project meets the standards.

V. RECOMMENDATION

Based on the above findings of fact, and the conditions of approval, the proposed project satisfies the applicable criteria and standards, and staff recommends the Planning Commission approve Application No. SP 22-02.

VI. PROPOSED MOTION

Based on the findings of fact in the staff report, and the conditions of approval, the proposed project satisfies the applicable criteria and standards, and the Planning Commission approves Site Plan SP 22-02 with the conditions of approval.

VII. ALTERNATIVE RECOMMENDATION

Should the Planning Commission elect not to approve the proposed development, they could continue the item for further discussion or deny the application citing the specific criteria not satisfied by the application.

VIII. CONDITIONS OF APPROVAL

General Conditions:

1. This land use approval shall substantially comply with the submitted preliminary plans included as Exhibit C, except as indicated in the following conditions. Additional development or change of use may require a new development application and approval.
2. Copies of any required federal or state permits that may be required shall be filed in the Record File of this application.
3. This approval does not negate the need to obtain permits, as appropriate from other local, state, or federal agencies, even if not specifically required by this

decision.

Prior to Building Permit Issuance

4. Stormwater detention and water quality facilities shall be designed as required to meet City standards. Stormwater calculations shall be submitted to the City Engineer for review and approval. Maintenance of detention basin and water quality facilities shall be the responsibility of the City.
5. The applicant shall submit engineering plans for all public improvements, including connections to public utilities (water, sewer, stormwater, and streets) to the City Engineer. The engineering plans shall conform to the Millersburg Engineering Design Standards, to the satisfaction of the City Engineer.

Prior to Grading:

6. The applicant must obtain a City of Millersburg Erosion Control Permit and Grading Permit prior to construction.
7. Stormwater:
 - Obtain a 1200C Erosion Control Permit and a **City of Millersburg Erosion Prevention and Sediment Control Permit** for all the disturbed ground, both on and off site that is in excess of one acre. The applicant shall follow the latest requirements from DEQ for NPDES 1200-C Permit submittals.
 - Stormwater facilities shall be designed and constructed in accordance with the City of Millersburg Engineering Standards. A **City of Millersburg Grading Permit** is required for this work.
8. All required public improvement plans shall be approved by the City prior to beginning construction. All utilities shall remain uncovered until inspected and approved by the City. All required public improvements shall be completed and approved by the City prior to occupancy.

Prior to Final Inspection:

9. Prior to final inspection (certificate of occupancy), the applicant shall provide the City with a landscape plan showing the proposed landscaping for the site. Said plan shall be fully consistent with the requirements of 3.09.030(1)b.
10. Install the landscaping according to the landscape plan prior to occupancy or provide security, at the option of the City. Landscaping shall be completely installed or provide for erosion control measures around any disturbed or exposed

areas.

IX. NOTICES TO THE APPLICANT

The applicant should also be aware of the following standards and processes that are required for development. These are not part of the decision on this land use case and are provided as a courtesy to the applicant. Please contact City Hall with any questions.

1. All applicable System Development Charges (SDCs) will be due at time of building permits.
2. All applicable Connection Charges will be due at time of building permits.
3. Compliance with the Conditions of Approval is the responsibility of the developer or its successor in interest.
4. All required street signage and street lighting shall be approved by the City Engineer and installed.
5. Dust shall be controlled within the development during construction and shall not be permitted to drift onto adjacent properties.
6. The developer is responsible for all costs associated with any remaining public facility improvements and shall ensure the construction of all public streets and utilities within and adjacent to the tentative map as required by these conditions of approval, to the plans, standards, and specifications of the City of Millersburg.
7. **This approval is valid for a period of one (1) year from the date of the decision notice.** Extensions may be granted by the City as afforded by the Millersburg Development Code.
8. The continual operation of the property shall comply with the applicable requirements of the Millersburg Development Code.
9. This approval does not negate the need to obtain permits, as appropriate from other local, state, or federal agencies, even if not specifically required by this decision.
10. Noise shall be kept at the minimum level possible during construction. The developer shall agree to aggressively ensure that all vehicles working in the

development shall have adequate and fully functioning sound suppression devices installed and maintained at all times.

11. All construction sites shall be maintained in a clean and sanitary condition at all times. Construction debris includes food and drink waste. All waste shall be contained on site in proper containers or construction fencing enclosures and shall leave the construction site in proper disposal containers. Failure to comply with this condition may result in a "Stop Work" order until deficiencies have been corrected to the satisfaction of the City.

X. EXHIBITS

- A. Zoning Map
- B. Vicinity Map
- C. Applicant's exhibits dated:
 - a. Lease agreement
 - b. Lancaster Mobley Trip Generation Report dated 12.7.21
 - c. Site Plan Exhibits dated 5.10.22
 - d. Floor plans and elevations dated 5.12.22
 - e. Applicant's Narrative
- D. Public Hearing Notice

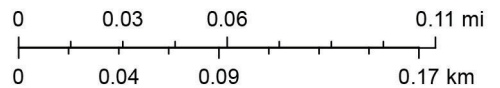
SP 22-02 Zoning Map



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- Highways
- LIMITED INDUSTRIAL
- COMMERCIAL OFFICE
- PUBLIC FACILITIES
- GENERAL COMMERCIAL
- RESIDENTIAL MIXED DENSITY
- GENERAL INDUSTRIAL
- RURAL
- MIXED USE
- RESIDENTIAL LOW DENSITY



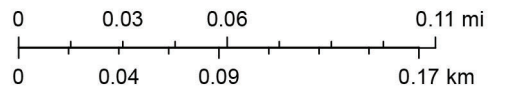
Linn County GIS, City of Albany, County of Linn, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, USDA, GeoTerra, 2021






SP 22-02 Vicinity Map



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-  Highways
-  Roads
-  Railroad
-  City Boundary
-  Tax Lots

Linn County GIS, City of Albany, County of Linn, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, USDA, GeoTerra, 2021

C

AFTER RECORDING RETURN TO

Love's Travel Stops & Country Stores, Inc.
10601 North Pennsylvania
Oklahoma City, Oklahoma 73120
Attn: Sr. Real Estate Coordinator

(This space reserved for recording information)

ACCESS EASEMENT AGREEMENT

THIS ACCESS EASEMENT AGREEMENT (this "Agreement") is entered into as of this 2 day of May 2017 (the "Effective Date"), by and between LOVE'S TRAVEL STOPS & COUNTRY STORES, INC., an Oklahoma corporation ("Grantor"), having a mailing address of 10601 N. Pennsylvania Ave., Oklahoma City, Oklahoma 73120, Attention: Vice President of Real Estate & Development, THE HEADRICK PROPERTIES, LLC, an Oregon limited liability company ("Headrick"), having a mailing address of 6408 Old Salem Road NE, Albany, Oregon 97321, and DMK PROPERTIES, LLC, an Oregon limited liability company ("DMK," and with Headrick, each a "Grantee" and together, the "Grantees"), having a mailing address of

- A. Grantor is the owner of certain real property located in Millersburg, Linn County, Oregon, as more particularly described on Exhibit A attached hereto (the "Grantor Tract");
- B. Headrick is the owner of certain real property, consisting of two separate tracts ("Headrick Tract A" and "Headrick Tract B") generally located adjacent to the Grantor Tract, as more particularly described on Exhibit B;
- C. DMK is the owner of certain real property generally located adjacent to the Grantor Tract, as more particularly described on Exhibit C (the "DMK Tract" and together with Headrick Tract A and Headrick Tract B, the "Grantee Tracts"); and
- D. The Grantees desire to obtain, and the Grantor desires to permit, the non-exclusive use of that certain portion of the Grantor Tract as more particularly described on Exhibit D (the "Access Easement Area") for the purpose of vehicular and pedestrian ingress and egress to and from Headrick Tract A, Headrick Tract B, and the DMK Tract, as set forth and under the terms and conditions below.

NOW THEREFORE, in consideration of the terms and conditions hereof and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. GRANT OF EASEMENT. Grantor hereby grants, bargains, transfers, and conveys to the Grantees, for the benefit of the Grantee Tracts, a perpetual, non-exclusive easement over, upon, and across the Access Easement Area for purposes of pedestrian and vehicular ingress, egress, and access (but not for parking) to and from the Grantee Tracts and any publicly dedicated roadway or right of way adjacent thereto by Grantees, and their respective tenants, assignees, licensees, agents, employees, customers, contractors, and invitees (the "Access Easement").

2. RESERVATION OF RIGHTS. Notwithstanding the grant of the Access Easement, Grantor specifically reserves the right (i) to use the Access Easement Area for any lawful purpose which does not materially impair the exercise of a Grantee's rights hereunder, and (ii) to grant other non-exclusive easements and rights to use the Access Easement Area for the purposes described hereunder; provided, however, in no event shall the exercise of any such rights adversely affect the rights and benefits granted to

and conferred upon the Grantees hereunder.

3. **CONSTRUCTION AND MAINTENANCE OF ROADWAY.** In connection with Grantor's development and improvement of the Grantor Tract, Grantor shall pave or otherwise cause the construction of a 32 foot wide roadway sufficient to support heavy duty truck traffic within the Access Easement Area, in such manner and according to such specifications as Grantor may determine, in its sole discretion (the "Roadway"). Grantor shall be responsible to repair, maintain, and replace as necessary ("Maintenance"), the Roadway; provided, however, the costs associated with such Maintenance shall be divided between the then current owners of the Grantor Tract and Grantee Tracts, and their successors and assigns, in the following manner: 50% to Grantor Tract, 25% to DMK Tract, 12.5% to Headrick Tract A, and 12.5% to Headrick Tract B. The Grantee Tract owners shall reimburse the Grantor Tract owner for such amounts promptly upon receipt of written demand therefor. Notwithstanding the foregoing, if any such maintenance, repair, or replacement is required solely due to the negligent or willful act of Grantor or a Grantee or any of its tenants, assignees, licensees, agents, employees, customers, contractors, or invitees, all costs associated with the maintenance, repair, or replacement of the Access Easement Area or the improvements and facilities located thereon including, without limitation, the Roadway shall be borne solely by such Grantor or Grantee.

4. **USE OF ACCESS EASEMENT AREA.** In no event shall a Grantee or Grantor change, or permit any change to, the location of the Access Easement Area or any improvements therein without the prior written consent of the other party. Neither a Grantee nor Grantor shall block, close, or impede the free flow of traffic to, from or across the Access Easement Area or erect or permit the erection of any barriers, obstructions or other improvements on or within the Access Easement Area that unreasonably interfere with the use thereof by the other parties or their respective tenants, assignees, licensees, agents, employees, customers, contractors, and invitees for the purposes contemplated in this Agreement.

5. **INDEMNITY.** Each of Grantor, Headrick, and DMK agrees to indemnify, defend and hold the other parties, and their respective affiliates, officers, directors, tenants, licensees, agents, employees, customers, contractors and invitees, harmless from and against all claims, demands, causes of action, suits, judgments, damages, liabilities, losses or expenses (including without limitation, attorney's fees) of every kind and character which may arise, be imposed, or be incurred as a consequence of or arising out of any act, negligence, or omission on the part of such indemnifying party, its tenants, assignees, licensees, agents, employees, customers, contractors and/or invitees, in the exercise of rights granted under, or otherwise in relation to, this Agreement.

6. **TERM.** This Agreement and the Access Easement created hereby shall have a term commencing on the Effective Date and continuing in perpetuity; provided, however, in the event that the Access Easement Area is accepted by the applicable governmental agency for public dedication and such governmental agency assumes the obligation to maintain and repair the Access Easement Area and any improvements therein, this Agreement shall terminate and be of no further force and effect as of the effective date of such public dedication. In such event, upon the request of Grantor, each Grantee agrees to execute and deliver a release of this Agreement in recordable form.

7. **NOTICE.** All notices or other communication herein required or permitted shall be in writing and given by personal delivery or sent by (i) registered or certified mail return receipt requested, postage prepaid, or (ii) nationally recognized overnight courier service, addressed as first set forth above (unless written notice of change thereof is provided). Notice shall be deemed received on the earlier of (i) actual receipt, (ii) three (3) business days after deposit in the U.S. Mail, or (iii) the first business day after deposit with an overnight courier.

8. **MISCELLANEOUS.** This Agreement (i) shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns; (ii) embodies the entire understanding of the

parties with respect to the subject matter hereof and may be amended or modified only by an instrument in recordable form, executed by the parties hereto; and (iii) together with the terms and provisions hereof, shall be deemed covenants running with the land for all purposes. Nothing contained in this Agreement shall be deemed to create a gift or be deemed a dedication of any portion of the Access Easement Area or the Grantor Tract to the general public or for any public use or purpose whatsoever. Headings contained in this Agreement are for reference purposes only and shall not affect in any way the meaning or interpretation hereof. If either party commences litigation or other legal action or proceeding against the other party to enforce its rights hereunder, the prevailing party in such litigation, action or proceeding shall be entitled to recover from the other, in addition to any other relief granted, its reasonable attorney's fees, costs and expenses incidental to such thereto. This Agreement may be executed in counterparts which, when taken together, shall constitute one and the same instrument.

[Signature Pages to Follow]

EXHIBIT B

Legal Description of Headrick Tract A

THAT PORTION OF THE JOHN MEEKER DONATION LAND CLAIM NO. 60, IN TOWNSHIP 10 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN AND ALSO BEING IN THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 10 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, IN THE CITY OF MILLERSBURG, LINN COUNTY, OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHICH IS SOUTH 01°54'14" WEST (SOUTH 00°16'00" WEST) 840.18 FEET AND SOUTH 87°37'46" EAST (SOUTH 89°16'00" EAST) 811.76 FEET AND NORTH 01°38'14" EAST (NORTH) 383.42 FEET FROM THE NORTHEAST CORNER OF THE SARAH FARLOW DONATION LAND CLAIM NO. 59, IN TOWNSHIP 10 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, IN LINN COUNTY, OREGON;

THENCE SOUTH 87°37'46" EAST (SOUTH 89°16'00" EAST), 140.57 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 01°38'14" EAST, 235.21 FEET;

THENCE SOUTH 88°10'48" EAST, 332.10 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF THE SOUTHERN PACIFIC RAILROAD PROPERTY;

THENCE SOUTHWESTERLY ALONG SAID WESTERLY RIGHT-OF-WAY ALONG A 3467.75 FOOT RADIUS CURVE LEFT, THE LONG CHORD OF WHICH BEARS SOUTH 09°56'33" WEST, 240.48 FEET, A CENTRAL ANGLE OF 3°58'27", A CURVE DISTANCE OF 240.53 FEET TO A POINT WHICH BEARS SOUTH 87°37'46" EAST (SOUTH 89°16'00" EAST), FROM THE POINT OF BEGINNING;

THENCE NORTH 87°37'46" WEST (NORTH 89°16'00" WEST), 297.38 FEET TO THE BEGINNING.

(BEARING SHOWN IN PARENTHESIS ARE HISTORIC BEARING CALLED IN OLD DEEDS.)

Legal Description of Headrick Tract B

THAT PORTION OF THE JOHN MEEKER DONATION LAND CLAIM NO. 60, IN TOWNSHIP 10 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN AND ALSO BEING IN THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 10 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, IN THE CITY OF MILLERSBURG, LINN COUNTY, OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST 134.20 FEET OF THE FOLLOWING DESCRIBED PREMISES AS DISCLOSED BY COUNTY SURVEY 10151 FILED SEPTEMBER 9, 1968 LINN COUNTY SURVEY RECORDS, TO-WIT:

BEGINNING AT A POINT 840.18 FEET SOUTH 01°54'14" WEST (SOUTH 0°16' WEST) AND 523.4 FEET SOUTH 87°37'46" EAST (SOUTH 89°16' EAST) OF THE NORTHEAST CORNER OF THE SARAH FARLOW DONATION LAND CLAIM NO. 59 IN TOWNSHIP 10 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, LINN COUNTY, OREGON; THENCE NORTH 01°38'14" EAST (NORTH) 650.12 FEET TO THE SOUTH LINE OF THE OLD PACIFIC HIGHWAY; THENCE NORTH 55°54'07" EAST (NORTH 54°21' EAST), ALONG THE SOUTH LINE OF SAID HIGHWAY, 354.84 FEET; THENCE SOUTH 01°38'14" WEST (SOUTH) 860.62 FEET; THENCE NORTH 87°37'46" WEST (NORTH 89°16' WEST) 288.36 FEET TO THE PLACE OF BEGINNING.

AND LYING SOUTHERLY OF A LINE BEGINNING AT A POINT WHICH IS SOUTH 01°54'14" WEST (SOUTH 00°16'00" WEST) 840.18 FEET AND SOUTH 87°37'46" EAST (SOUTH 89°16'00" EAST) 811.76 FEET AND NORTH 01°38'14" EAST (NORTH) 383.42 FEET FROM THE NORTHEAST CORNER OF THE SARAH FARLOW DONATION LAND CLAIM NO. 59, IN TOWNSHIP 10 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, IN LINN COUNTY, OREGON; THENCE NORTH 87°37'46" WEST (NORTH 89°16'00" WEST), 134.21 FEET.

(BEARING SHOWN IN PARENTHESIS ARE HISTORIC BEARING CALLED IN OLD DEEDS.)

E

Memorandum

To: Jerry Cehrs, Property Owner

CC: Michael Riccitelli, PE
Green Cascades, LLC

From: Myla Cross
Nick Mesler, EIT
Daniel Stumpf, PE

Date: December 7, 2021

Subject: Valley Power Washing - Trip Generation & TSDC Analysis



Introduction

This memorandum reports the trip generation analysis of the proposed Valley Power Washing development located at 6457 Old Salem Rd NE in Millersburg, Oregon. It is anticipated that a low number of unique, primary trips will be generated by the proposed development as it is located adjacent to a Love's Travel Stop which acts as the primary source of business. The applicant seeks to determine the necessary fees associated with the City of Millersburg's Transportation System Development Charges (TSDC's) by completing a trip generation analysis using data collected from a sister site located in Coburg, Oregon. Figure 1 displays a vicinity map of the project site, with the project site outlined in yellow.

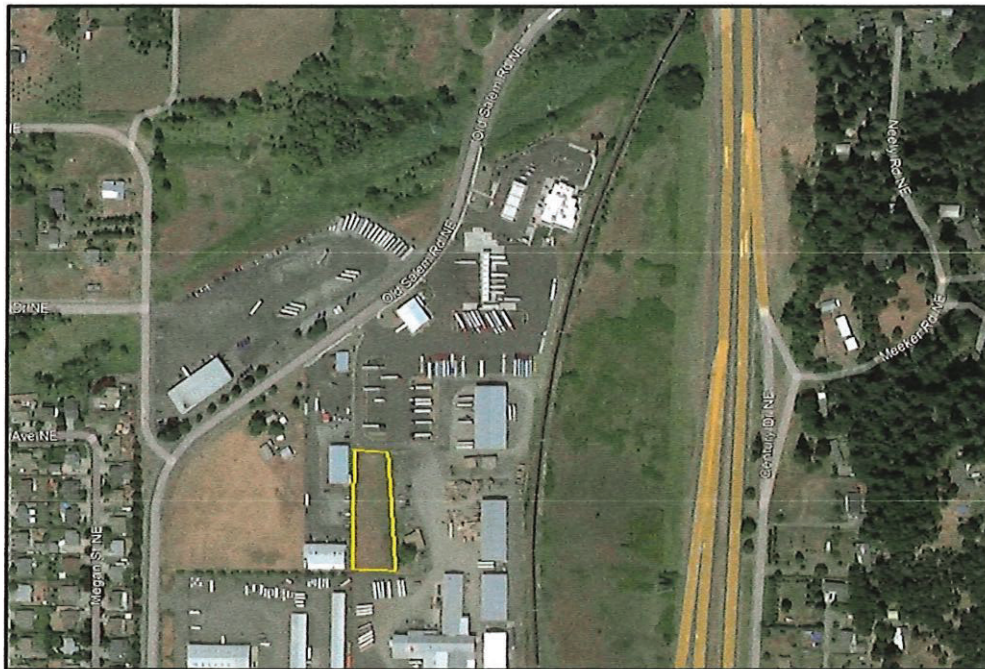


Figure 1: Project Location (image from Google Earth)

Peer Site Trip Generation

Based on coordination with the City of Millersburg and the project applicant, a method to estimate trip generation was identified. Two data collection efforts provided by the project applicant were utilized to create a site-specific trip generation rate for truck power washing. It should be noted that site operations for truck power washing operates significantly different from traditional self-service car washing or automated car washing facility. Therefore, a site-specific trip generation rate is necessary to identify an appropriate estimate of likely trip generation.

Total Truck Power Washing Traffic

In order to estimate the average daily trips expected to be generated by the proposed development, a summary of patron data was collected at an existing Valley Power Washing operation located at 32906 E Pearl Street in Coburg, Oregon. This location is located adjacent to a truck stop, similar to the proposed Millersburg location.

Six months of recent patron data was collected and provided by the project applicant. These six months include the three busiest (June-August 2021) and three least busy (October-December 2020) of a typical year. Patron data for a typical day in each month was averaged to find the average daily traffic generated by the Coburg site. The data identified an average of 20.17 patrons being served on an average day.

The Coburg location allows patrons to hold an “account”, which gives them a discounted rate or membership to use the power washing services, whereas the proposed location in Millersburg will not provide an opportunity for patrons to hold accounts. Therefore, trips associated with account holders will not be included in the trip generation analysis as it pertains to the Millersburg development. These trips are additional and unique to the Coburg location. Including them in the analysis for the Millersburg location would not accurately reflect the operations of the proposed site. Of the 20.17 average daily patrons, 6.5 average patrons were account holders. Therefore, the average expected number of patrons at the proposed Millersburg site is 13.67 patrons. One staff person is anticipated to travel to and from the site daily; however, these trips are anticipated to occur outside of the peak hour.

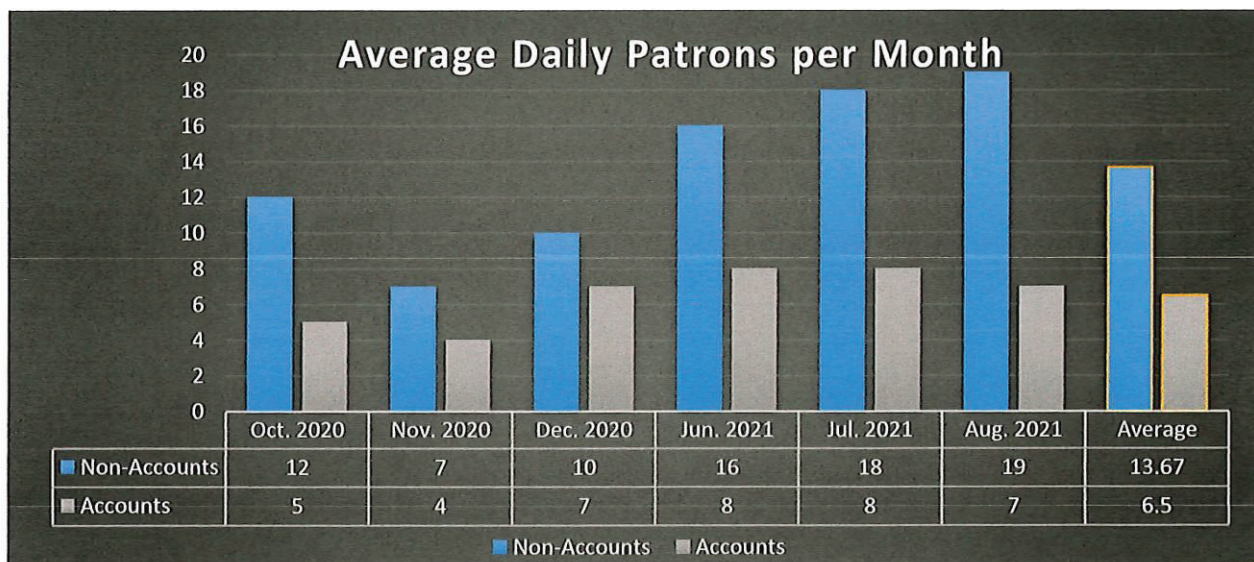


Figure 2: Project Location (image from Google Earth)



Internal Trip Generation Discount

In order to distinguish the primary trips generated by the washing station, patrons were categorized into two groups: those who utilized the truck stop adjacent to the operation as well the washing station, and those who only utilized the power washing service.

Data was collected for eleven days by the project applicant during the period of September 30th to October 14th, 2021. This data is a survey of patrons using the truck power washing station and whether or not they used the adjacent gas station as well. Data collected at the peer site provided by the applicant is summarized in

Table 1. Patrons who utilized only the power washing station generate primary trips while patrons that utilize both the power washing station and truck stop generate internal trips. Detailed data collection obtained from the applicant is in the appendix.

Table 1: Trip Generation – Coburg Valley Power Washing

Date	Primary Patrons	Internal Patrons	Account Holder Patrons
Thursday, September 30 th	14	5	0
Friday, October 1 st	9	1	9
Saturday, October 2 nd	2	2	2
Sunday, October 3 rd	3	2	2
Monday, October 4 th	4	3	0
Wednesday, October 6 th	5	7	8
Thursday, October 7 th	5	4	11
Friday, October 8 th	7	3	11
Saturday, October 9 th	2	2	5
Wednesday, October 13 th	2	0	0
Thursday, October 14 th	5	0	3
Total	58	29	51

As shown in Table 1, 58 of the total trips in the study period were generated by patrons primarily using the power washing station, 29 of the total trips were internal trips generated by patrons that had utilized the truck stop and the power washing station, and 51 of the total trips were generated by account holders. The proposed development located in Millersburg will not offer accounts, therefore only the patrons with no accounts are included in the analysis.

The average daily number of truck traffic generated by non-account holders at the Coburg location during the eleven days of data collection was 8 round trips. Of these round trips, 67% of patrons used only the power washing station and the other 33% utilized both the truck stop and power washing station. Therefore, one-third of the total truck trips generated by the site are considered pass-by trips and not considered unique trips generated solely for the purpose of using the power washing station.



Transportation System Development Charge

Per the City of Millersburg, the Transportation System Development Charge (TSDC) fees associated with power washing development include a fee of \$5,800 per PM trip generated.

As noted previously, the Millersburg Valley Power Washing site is anticipated to receive a daily average of 13.67 patrons. Each patron generates one (1) in and one (1) out trip; therefore, the site is anticipated to generate 27.33 average daily trips. Based on survey data of the peer site in Coburg, 67% of site traffic is anticipated to be power wash only, whereas 33% are anticipated to be power wash and gas station patrons; therefore, 18.31 average daily primary trips are anticipated.

In order to estimate the number of trips that are projected to be generated by the development during the PM peak hour, trip rates from the *Trip Generation Manual*¹ were utilized. Specifically, data from the land use code 949, Car Wash and Detail Center was used to estimate the proposed development's trip generation based on the number of wash stalls to be developed. This land use code was identified to be the most closely related to the truck power washing site. It should be noted that the latest edition of the ITE Trip Generation Manual was used for the analysis, the 11th Edition, released in September 2021. ITE Code 949 identifies an average daily trip rate of 156.2 trips per stall and an average PM peak hour trip rate 13.6 trips per stall. This equates to approximately 8.7% of daily site traffic accessing the site during the PM peak hour. ITE trip generation rate information is provided as an attachment to this report.

Thus, based on an average daily trip generation rate of 18.31 primary trips for the proposed Millersburg site, an anticipated PM peak hour trip generation rate of 1.594 trips is anticipated. Therefore, based on the estimated PM peak hour trip generation, a total TSDC fee of \$9,248.12 is appropriate to be levied on the proposed Valley Power Washing site.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



Truck Wash	TA Truck Stop & Truck Wash
1. Brian Farr	MITCH MAWOOD (JAMIE DAVIS)
2. SWAN Ulmer	MIKE BRUNT RV
3. Aaron Trace	Lee Coleman
4. Spring Creek / Ole Hembree	Steven Kulink
5. TL Roberts	Garrett Tullitt
6. Michael Wofford	
7. Michael Trudell	
8. Santos TMOCO	
9. CREWAL FREIGHTLINE	
10. James A. Meliwert	
11. Hoy Anderson KMA	
12. Vicky Singh	
13. Wade Haney	
14. Dana Ferguson	
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Truck Wash		TA Truck Stop & Truck Wash
1.	CURTIS CUTLER	Darwin L. Sheppard account
2.	Peter Pavel	Ray Scherette, Pa
account 3.	Aaron Connell / 2,000 hrs	
4.	Spencer Pockam	
account 5.	Aaron Connell / Thomas Sons	
6.	Aaron Connell / Pickup	
7.	Aaron Connell / Horse Tail	
account 8.	Picc Logging	
9.	Dale Anderson	
account 10.	Aaron Connell / Collett Trucking	
account 11.	Aaron Connell / Taber Trucking	
account 12.	Steel Mill / Koro #2	
account 13.	Aaron Connell / Region Advantage	
account 14.	Aaron Connell / Berlin Trucking	
account 15.	Aaron Connell / Snowy River Trucking	
16.	Mike Crawford Trucking	
17.	Stem J. Wood	
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Traffic Study

Date 10/2/21

account	Truck Wash	TA Truck Stop & Truck Wash	account
1.	Aaron Connell / RAM	Aaron Connell / St August	
2.	Aaron Connell / Pickup	Aaron Connell / Two Nuts + A Bolt Trucking	
3.	Aaron Connell / RV	Aaron Connell / DL Trucking	
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Traffic Study

Date 10/3/21

	Truck Wash	TA Truck Stop & Truck Wash
1.	Aaron Connell / Pickup	Aaron Connell / Nicholson Trucking
2.	Aaron Connell / RV	Aaron Connell / Randhawa
3.	Aaron Connell / TAG	
4.	Aaron Connell / Heartland	
5.	Aaron Connell / RV	
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Truck Wash	TA Truck Stop & Truck Wash
1. <i>B. A. Lee</i>	
2. <i>Bob</i>	<i>Jim</i>
3.	<i>Adan Toron</i>
4. <i>Adan Toron</i>	<i>Adan Toron</i>
5. <i>Sam A</i>	
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	Truck Wash	TA Truck Stop & Truck Wash
account 1.	Aaron Connell / Brackley Trucking	Aaron Connell / Double D Trucking
account 2.	Aaron Connell / Jenks	Aaron Connell / Mad Hat
3.	Aaron Connell / Travis Farmer	Aaron Connell / Blackman
4.	Aaron Connell / RV Life	Aaron Connell / Team Transport account
5.	Aaron Connell / Geck Squad	Aaron Connell / Chris Cooper
6.	Aaron Connell / Gohlek	Aaron Connell / A. Gus's Traveling
account 7.	Aaron Connell / Stafford Robert	Aaron Connell / Pat Binger
8.	Aaron Connell / RY	Aaron Connell / Statch account
account 9.	Aaron Connell / Jenks Trucking	Aaron Connell / Road Link Trucking
account 10.	Aaron Connell / A+ Towing	
account 11.	Aaron Connell / Thomast Son	
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	Truck Wash	TA Truck Stop & Truck Wash	
1.	Aaron Connell/Vandanstael	Aaron Connell/Vaughn Land + Cattle	
account 2.	Aaron Connell/Pope Kenworth	Aaron Connell/Blackman	
account 3.	Aaron Connell/Thomas & Son	Aaron Connell/Baker Commercial	account
account 4.	Aaron Connell/Ss Alvarado	Aaron Connell/Prime	account
5.	Aaron Connell/RV	Aaron Connell/Team Trans	account
account 6.	Aaron Connell/Pilot	Aaron Connell/Thomas & Son	account
account 7.	System Transport/Aaron Connell	Aaron Connell/Semms Logistics	
8.	Aaron Connell/Camp RV	Aaron Connell/Brachin	account
9.	Aaron Connell/Jones Logistics	Aaron Connell/Blue Sky Ranch	
10.	Aaron Connell/Mathews Hoses		
account 11.	Aaron Connell/RAM		
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	Truck Wash	TA Truck Stop & Truck Wash
	1. Aaron Connell / Little Trucking	Aaron Connell / Jaxonys Trucking
	2. Aaron Connell / Averitt	Aaron Connell / Lasso
account	3. Aaron Connell / Ste Piche	Aaron Connell / Thomas account
	4. Aaron Connell / RV	Aaron Connell / D+V Trucking
account	5. Aaron Connell / ARD Trucking	Aaron Connell / System Transport account
account	6. Aaron Connell / Jerry Bowers	A.
	7. Aaron Connell / Jovanys	
	8. Aaron Connell / Kappelhaush Trucking	
	9. Aaron Connell / JMT Transport	
account	10. Aaron Connell / RAA	
account	11. Aaron Connell / Jerry Bowers	
account	12. Aaron Connell / Acres	
account	13. Aaron Connell / A+Towing	
	14. Aaron Connell / Cater Logistics	
account	15. Aaron Connell / Ste Piche	
account	16. Aaron Connell / Davin's Trucking	
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	Truck Wash	TA Truck Stop & Truck Wash
1.	Aaron Connell / Lands Star	Aaron Connell / Huberd
account 2.	Aaron Connell / Thomas + Son	Aaron Connell / ACR
3.	Aaron Connell / Wild Bills	
account 4.	Aaron Connell / 19A6	
account 5.	Aaron Connell / Collet Towling	
account 6.	Aaron Connell / Truckwinds	
account 7.	Aaron Connell / ARI	
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Traffic Study

Date 10/13/21

Truck Wash	TA Truck Stop & Truck Wash
1. <u>Accra Connell/STS Excavation</u>	
2. <u>Racon Connell/Bob Howl</u>	
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Truck Wash

TA Truck Stop & Truck Wash

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account

1.	Belvin Taylor / BOB Haul	
2.	Kevin Taylor / Rusty Brodeur	
3.	Kevin Taylor / XPO	
4.	Kevin Taylor / JK Pville	
5.	Belvin Taylor / PD Trailing	
6.	Kevin Taylor / 3C Custom Concrete	
7.	Kevin Taylor / Walmart	
8.	Kevin Taylor / JK Farms	
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Car Wash and Detail Center (949)

Vehicle Trip Ends vs: Wash Stalls
On a: Weekday

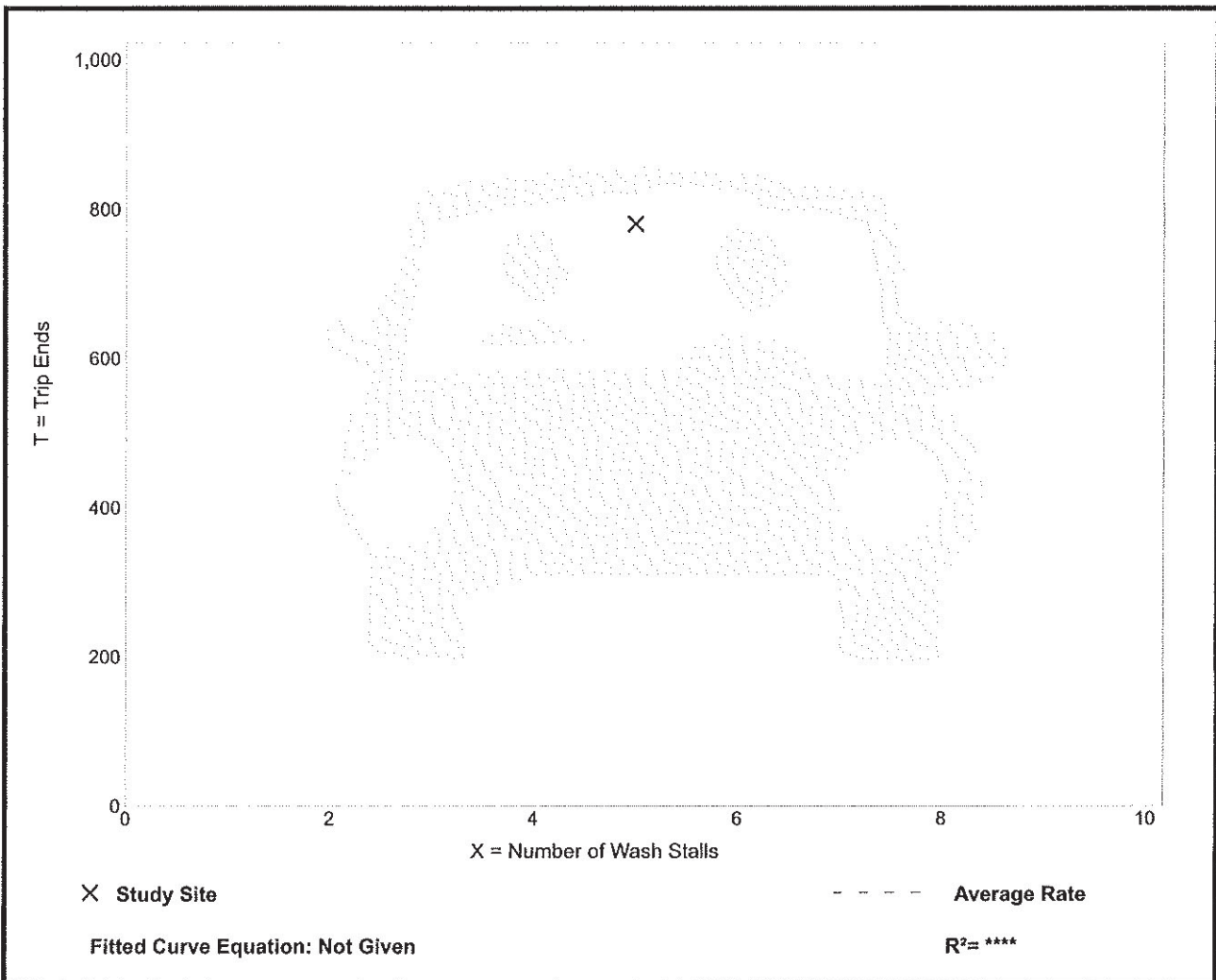
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Wash Stalls: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
156.20	156.20 - 156.20	*

Data Plot and Equation

Caution – Small Sample Size



Car Wash and Detail Center (949)

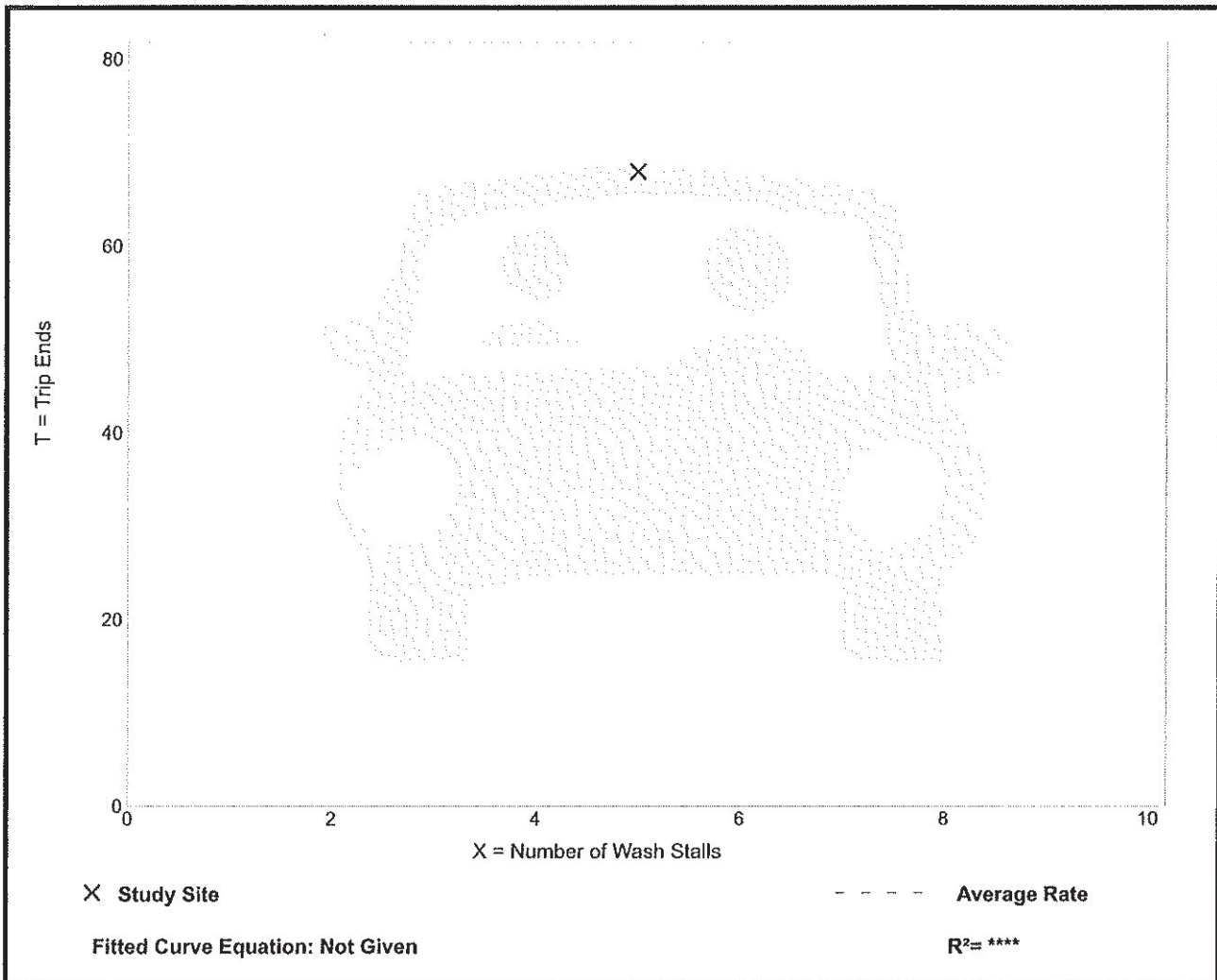
Vehicle Trip Ends vs: Wash Stalls
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Wash Stalls: 5
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
13.60	13.60 - 13.60	*

Data Plot and Equation

Caution – Small Sample Size



GENERAL NOTES:

THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION SHALL BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS PERTAINING THERE TO.

NO SITE PREPARATION, SITE DISTURBANCE, BACK EXCAVATION OR OTHER CONSTRUCTION SHALL BE COMMENCED UNTIL ALL PERMITS REQUIRED BY OTHER LAWS, ORDINANCES, RULES OR REGULATIONS SHALL HAVE BEEN ISSUED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT ALL EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE. ANY AND ALL DAMAGES DONE TO EXISTING UTILITIES DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPETENTLY REPAIRED AT HIS/HER EXPENSE.

NO DEBRIS SHALL BE BURIED ON THIS SITE.

THE OWNER SHALL PROCURE ALL PERMITS. THE CONTRACTOR SHALL CONFORM TO ALL PERMITS AND INSPECTIONS REQUIRED BY THE CITY OF MILLERSBURG, AND OTHER AGENCIES AS REQUIRED.

CONTRACTOR SHALL PROVIDE ALL BONDS AND INSURANCE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION.

ALL MATERIALS AND WORKMANSHIP FOR PUBLIC FACILITIES IN STREET RIGHT-OF-WAY OR EASEMENTS SHALL CONFORM TO APPROVING AGENCIES CONSTRUCTION SPECIFICATIONS, WHEREBY EACH HAS JURISDICTION. THE CONTRACTOR SHALL CONFORM TO THE CURRENT STATE OF OREGON BUILDING CODE AND/OR PLUMBING SPECIALTY CODES AS APPLICABLE.

UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, CONSTRUCTION OF ALL PUBLIC FACILITIES SHALL BE PERMITTED BETWEEN 7:30 AM, AND 5:00 PM, MONDAY THROUGH FRIDAY.

THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS, PROJECT REPORT, AND PROJECT SPECIFICATIONS INCLUDING SUCH AS NECESSARY TO MEET APPLICABLE CODE AND AGENCY REQUIREMENTS AND PROVIDE A COMPLETE PROJECT.

CONTRACTOR TO NOTIFY CITY, COUNTY AND ALL UTILITY COMPANIES A MINIMUM OF 48 HOURS (2 BUSINESS DAYS) PRIOR TO START OF CONSTRUCTION, AND COMPLY WITH ALL OTHER REQUIREMENTS OF OHS 757.541 TO 757.571.

INSPECTIONS BY THE PROJECT ENGINEER, CITY, COUNTY, OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE APPROVED CONSTRUCTION DRAWINGS, PROJECT REPORTS, PROJECT SPECIFICATIONS, APPLICABLE CODES AND AGENCY REQUIREMENTS.

CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER CITY, COUNTY, AND OTHER REQUIREMENTS IN ACCORDANCE WITH THE CURRENT WAIVED INCLUDING OREGON AMENDMENTS, ASSESS TO THE PUBLIC AND THE PUBLIC SHALL BE KEPT CLEAR OF ALL CONSTRUCTION ACTIVITIES. ALL WORK SHALL BE PROTECTED BY THE CURRENT WAIVED CONTROL MEASURES SHALL BE APPLIED AND IN ACCORDANCE WITH ALL CONSTRUCTION LAWS.

THE LOCATION AND DESCRIPTIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS SURVEY ARE COMPARED FROM AVAILABLE RECORDS, FIELD SURVEY OF ONE CALL UTILITY LOCATE, AND/OR ABOVE GROUND OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ALL EXISTING MONUMENTS SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR PER OHS 209.150 AT THE CONTRACTOR'S EXPENSE.

CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CONSTRUCTION SHALL BE REQUIRED. ALL EXISTING UTILITIES SHALL BE PROTECTED BY THE CURRENT WAIVED MODIFICATION IS NECESSARY, CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, AND THE DESIGN ENGINEER SHALL OBTAIN APPROVAL FROM THE CITY ENGINEER PRIOR TO CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE NOTIFIED AS NECESSARY PRIOR TO BREAKAWAY OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS. THE CITY WILL NOT PROVIDE FORTHOLDING.

ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION, OR PROTECTION TO EXISTING UTILITIES IN AN EQUAL OR BETTER MANNER THAN ORIGINAL CONDITIONS AND TO THE SATISFACTION OF THE CITY ENGINEER.

CRUSHED ROCK UNDER PAVED AREAS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST CURRENT OREGON SHALL BE COMPACT TO 95% OF THE MAXIMUM DRY DENSITY PER ASTM 199 TEST METHOD. THE CONTRACTOR IS REQUIRED TO PROVIDE TESTING RESULTS FROM A CERTIFIED LABORATORY. WITTEN COMPACTON RESULTS MUST BE RECEIVED BY THE ENGINEER PRIOR TO PLACING AC PAVEMENT.

AC PAVEMENT SHALL CONFORM TO THE REQUIREMENTS OF THE MOST CURRENT OREGON STANDARD CONSTRUCTION SPECIFICATIONS. AC PAVEMENT SHALL BE COMPACTED TO A MINIMUM OF 92% OF MAXIMUM DENSITY AS DETERMINED BY THE RICE STANDARD. THE CONTRACTOR IS REQUIRED TO PROVIDE TESTING RESULTS FROM A CERTIFIED LABORATORY. WRITTEN CONSTRUCTION RESULTS MUST BE RECEIVED BY THE ENGINEER.

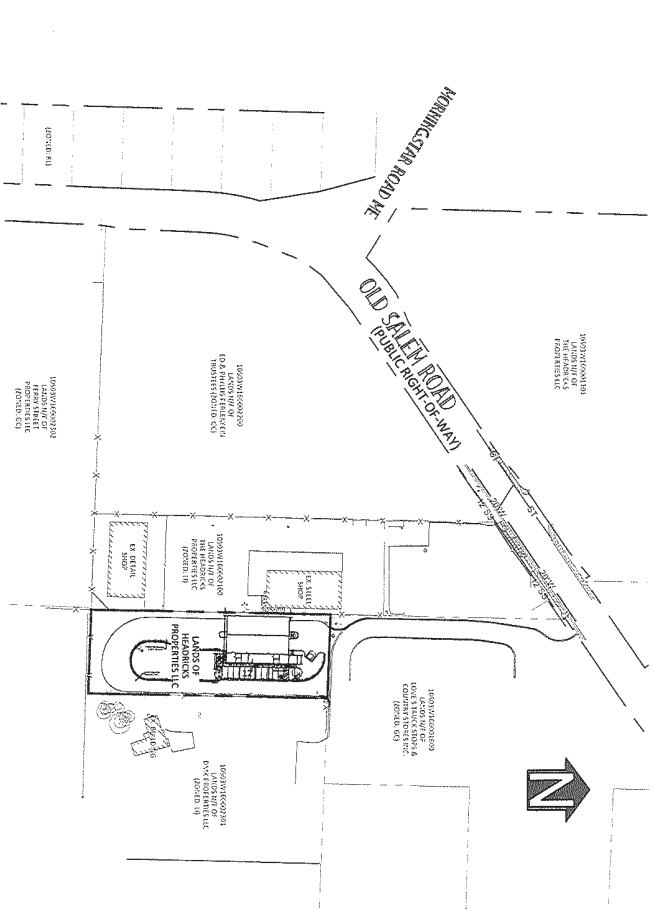
THE CONTRACTOR SHALL PROVIDE TEMPORARY SEEDING ON ALL EXPOSED SLOPES AND DISTURBED AREAS FOR EROSION PREVENTION.

ALL MATERIALS AND WORKMANSHIP FOR PRIVATE WATER, SANITARY, SEWER, AND STORM DRAIN SHALL CONFORM TO THE CURRENT STATE OF OREGON PLUMBING SPECIALTY CODE FOR PRIVATE UTILITIES.

ARCHITECTURAL SERVICES

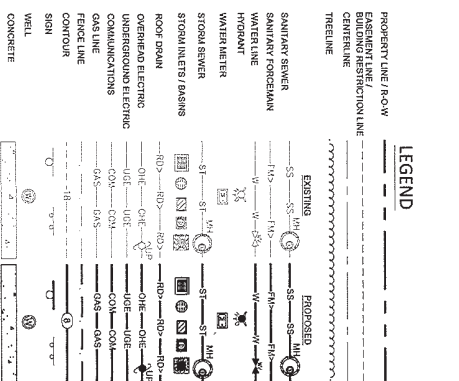
VARIOUS ARCHITECTURE LLC SHALL PERFORM THE ARCHITECTURAL DESIGN AND PREPARE WORKING DRAWINGS FOR THIS PROJECT. CONSTRUCTION MUST BE PERFORMED WITHIN THE CONFORMANCE WITH THESE DRAWINGS, AND ANY/OR OMISSIONS FOUND ON THE DRAWINGS MUST BE BROUGHT TO THE ATTENTION OF VARIOUS ARCHITECTURE LLC IMMEDIATELY.

PLAN TO ACCOMPANY LAND USE APPLICATION
VALLEY PRESSURE WASHING
 PREPARED FOR
 CITY OF MILLERSBURG, OREGON



ATTENTION EXCAVATORS:
 OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITIES SERVICE CENTER (OUC) TO LOCATE ALL UTILITIES BEFORE YOU BEGIN ANY EXCAVATION. CALL 800-688-4001 TO OBTAIN A FREE OUC CARD. YOU MUST HAVE THIS CARD WITH YOU AT ALL TIMES WHILE YOU ARE EXCAVATING. CALL 800-688-4001 FOR MORE INFORMATION.

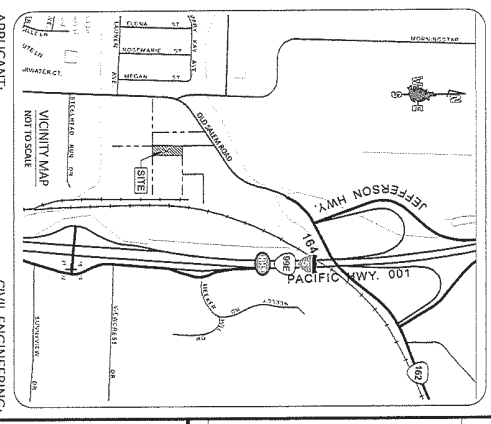
FLOOD PLAIN NOTE:
 THIS SITE IS LOCATED WITHIN FLOOD ZONE. THE FLOOD INSURANCE RATE MAP (FIRM) NUMBER IS 41090202965. THE LAST REVISED SEPTEMBER 29TH, 2010.



ADJACENT ZONING / USES	USE
NORTH	GENERAL COMMERCIAL (GC)
EAST	INDUSTRIAL (I)
SOUTH	INDUSTRIAL (I)
WEST	INDUSTRIAL (I)
SOUTHWEST	INDUSTRIAL (I)
SOUTHEAST	INDUSTRIAL (I)

OFF-STREET PARKING & LOADING	MEASUREMENT
TABLE 14 - VEHICLE & PARKING SPACE REQUIREMENTS	
LAND USE ACTIVITY	VEHICLE SPACES
REPAIR SHOP	1 SPACE PER 800 SQ. FT. OF GROSS FLOOR AREA
REPAIR SHOP	1 SPACE PER 30 VEHICLE SPACES

LAND USE APPLICATION TITLE SHEET	NO.
EXISTING SITE CONDITIONS	CO.0
PROPOSED SITE LAYOUT	CO.1
PROPOSED TURNING PATH	CO.1
PROPOSED UTILITIES	CO.2
PROPOSED SITE GRADING	CO.3



APPLICANT:
 CEHRS ENTERPRISES, LLC
 608 VALLEY PRESSURE WASHING
 717 7TH AVENUE SE
 BRANFLET WA 98148
 TEL: 206-835-1877
 EMAIL: vpw@cehres.com

CIVIL ENGINEERING:
 C/O MICHAEL RICHFIELD, PE
 717 7TH AVENUE SE
 BRANFLET WA 98148
 TEL: 206-835-1877
 EMAIL: mrichfield@cehres.com

ARCHITECT:
 VARIOUS ARCHITECTURE & DESIGN, LLC
 235 2ND AVENUE SW
 ALBANY, OR 97321
 TEL: 503-536-8844
 EMAIL: christina@variousarchitect.com

UTILITY DATA:
 THE PROPERTY LINES WERE DETERMINED BY EXAMINING THE SURVEY OF RECORD. THIS IS AN UNCORRECTED COPY OF THE DATA AS SUBMITTED TO THE OREGON STATE PLANNING AND COORDINATE SYSTEM (R4083-98).

ZONING:
 GENERAL INDUSTRIAL

WATER SYSTEM:
 WATER DISTRIBUTION IS BY THE CITY OF ALBANY

SANITARY SEWER:
 SANITARY SEWER IS BY THE CITY OF ALBANY

AREA RATIONALE:
 GROSS AREA: 51,546.93 SQ. FT. (1.18 ACRES)
 IMPROVED AREA: 34,066.27 SQ. FT. (0.78 ACRES)
 COVERAGE: 66.3% IMPROVED

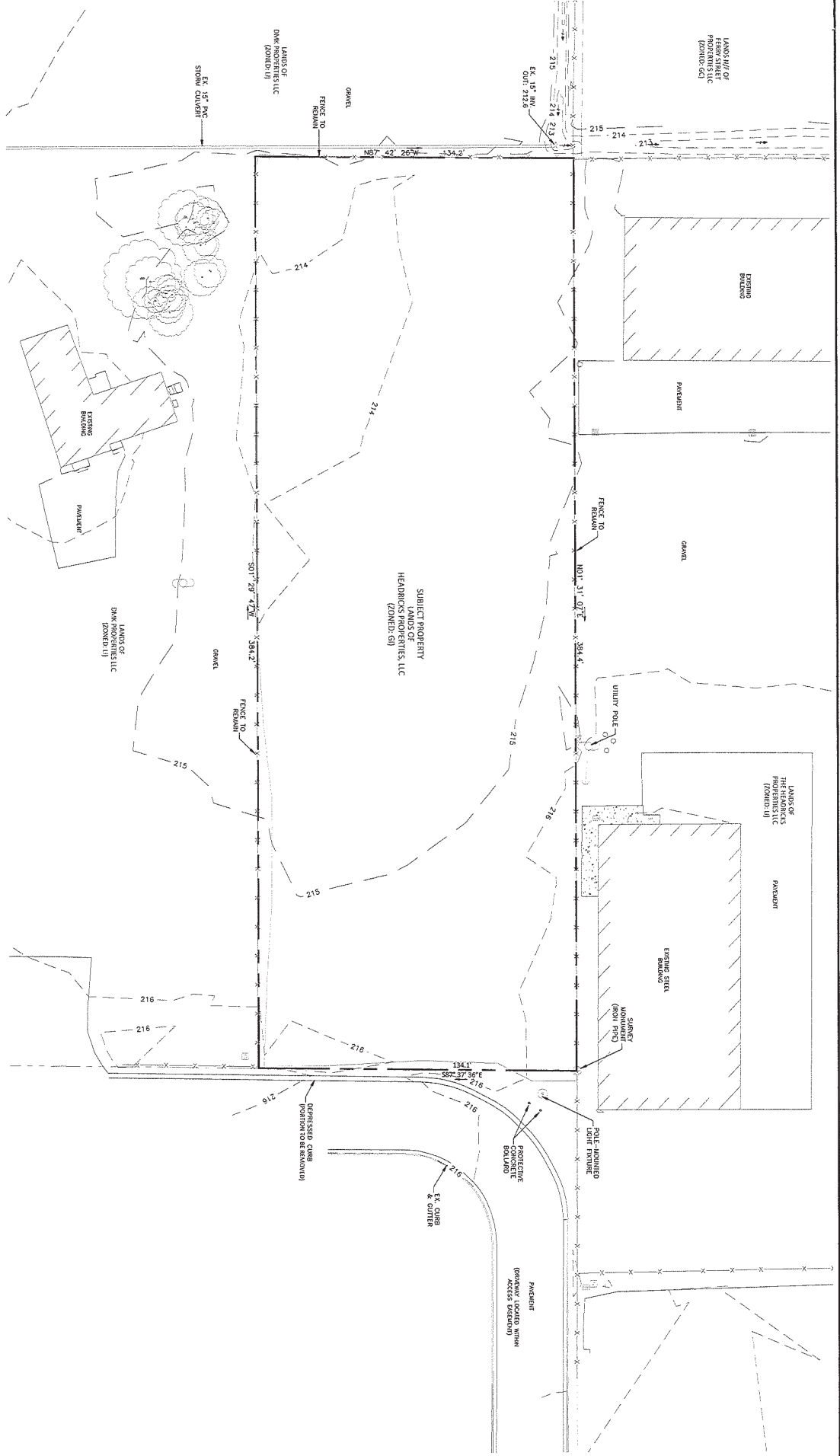
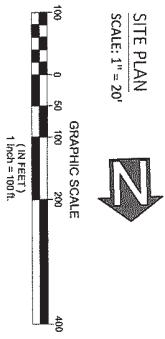
GREEN Cascades, LLC
 CIVIL DESIGN & CONSTRUCTION ENGINEERING

PRELIMINARY

COVER SHEET
 PROJECT: VALLEY PRESSURE WASHING
 PREPARED FOR: CEHRS ENTERPRISES
 SITUATE IN: MILLERSBURG, OREGON

WARNING:
 THESE DRAWINGS ARE PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THE DRAWINGS SHALL BE MADE BY THE ARCHITECT OR ENGINEER. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE DATA AND INFORMATION PROVIDED HEREON.

DATE: 05-20-2023
PROJECT NO.: 1101-21
SHEET NO.: CO.0



EXISTING CONDITIONS

PROJECT:
VALLEY PRESSURE WASHING
PREPARED FOR:
CEHRS ENTERPRISES
SITUATE IN:
MILLERSBURG, OREGON



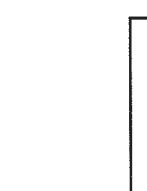
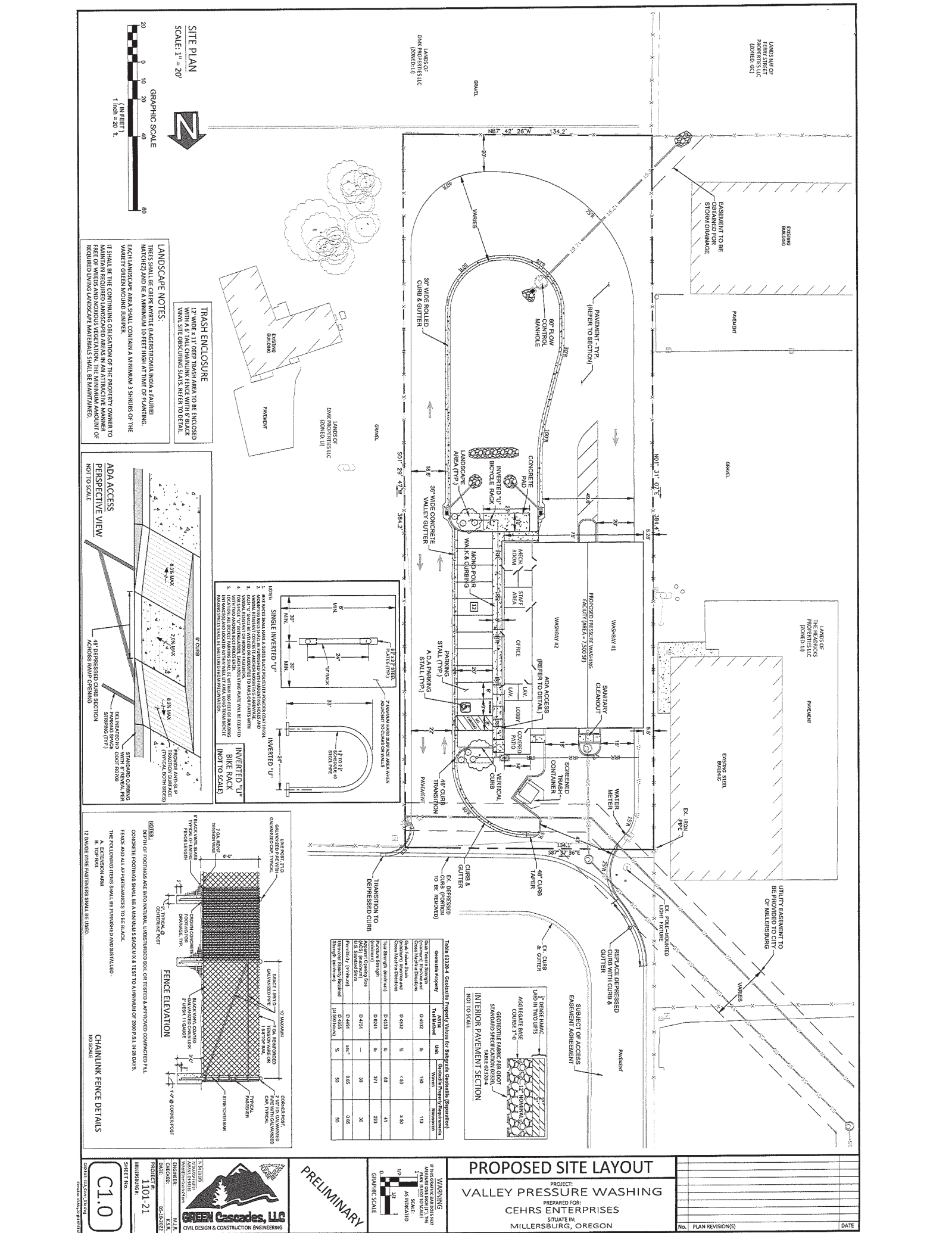
PRELIMINARY



PROJECT #:
1101-21
CHECKED BY:
M.J.B.
DATE:
05/25/2011

SHEET NO.
CO.1

No.	PLAN REVISION(S)	DATE



SITE PLAN
SCALE: 1" = 20'

GRAPHIC SCALE
1" HIGH = 20' FT.
0 10 20 30 40 50

LANDSCAPE NOTES:
TREES SHALL BE CAREFULLY PROTECTED FROM DAMAGE AND REMOVED ONLY IF NECESSARY. ANY REMOVAL SHALL BE IN ACCORDANCE WITH THE CITY OF MILLERSBURG LANDSCAPE MAINTENANCE ORDINANCE. EACH LANDSCAPE AREA SHALL CONTAIN A MINIMUM OF 3 SHRUBS OF THE SAME SPECIES AND A MINIMUM OF 1 TREE OF 3" CALIBER. IT SHALL BE THE CONTINUING OBLIGATION OF THE PROPERTY OWNER TO MAINTAIN THE LANDSCAPE PERMANENTLY IN AN ATTRACTIVE MANNER. ANY DAMAGE TO THE LANDSCAPE SHALL BE REPAIRED WITHIN 30 DAYS OF REQUIRED LIVING LANDSCAPE MATERIALS SHALL BE MAINTAINED.

TRASH ENCLOSURE
12" WIDE X 11" DEEP TRASH AREA TO BE ENCLOSED WITH A 6" TALL CHAINLINK FENCE WITH 8" BLACK VINYL SITE OBSCURING SOILS. REFER TO DETAIL.

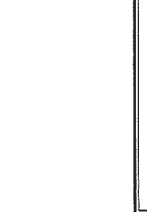


TABLE 2023-4 - Geotextile Properties for Sloped Geotextile (Continued)

Geotextile Property	Test Method	Unit	Minimum	Maximum
Area Weight	D 483	lb/yd ²	100	110
Openings	D 483	%	< 50	3.50
Stitch Strength	D 483	lb	371	413
Stitch Spacing	D 483	in.	30	25
Stitch Strength	D 483	lb	6.05	0.05
Stitch Spacing	D 483	in.	50	50



CHAINLINK FENCE DETAILS
NO SCALE

GREEN Cascades, LLC
CIVIL DESIGN & CONSTRUCTION ENGINEERING

PROJECT NO: 1101-21
DATE: 05-23-2024
SHEET NO: C1.0

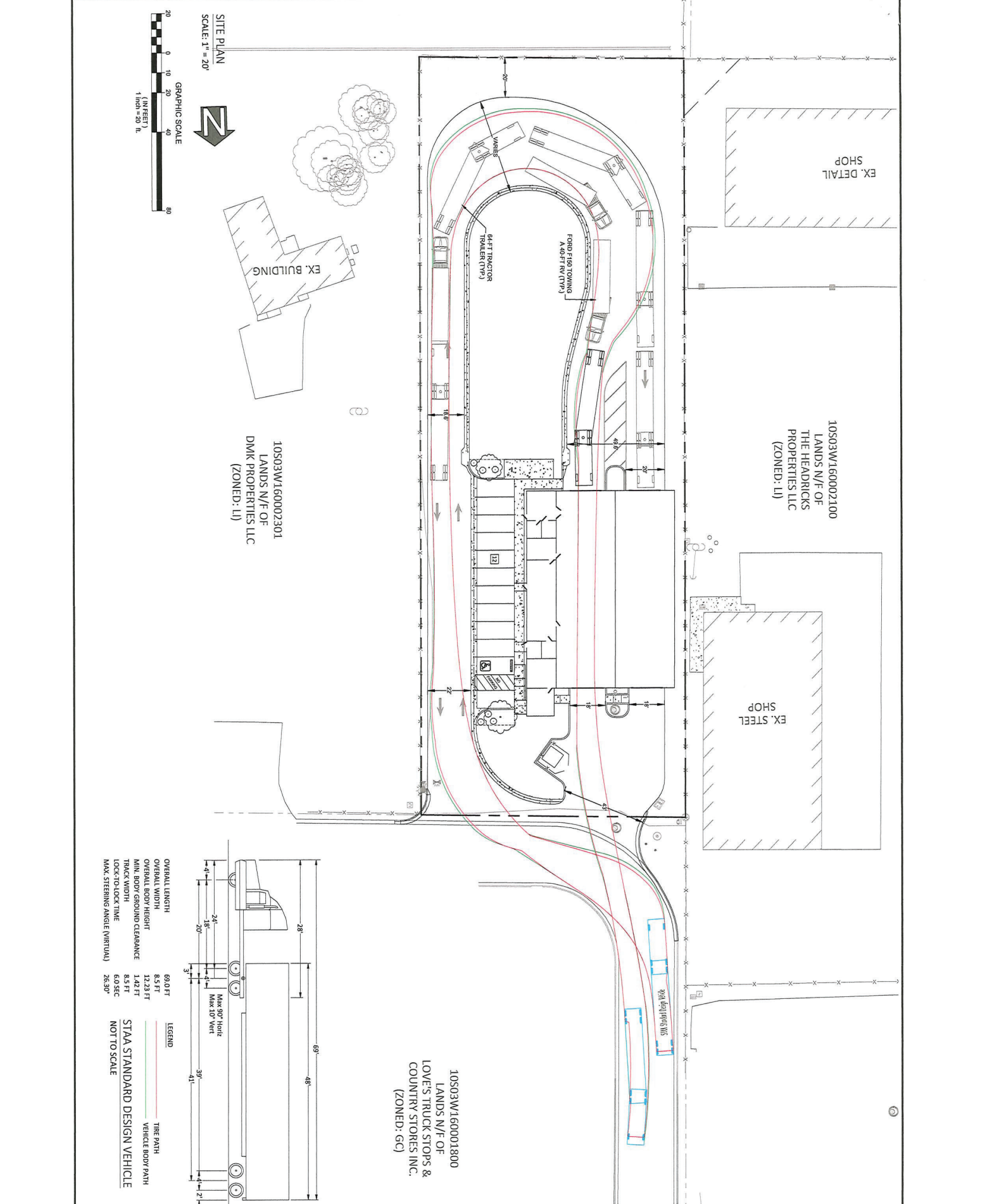
PROPOSED SITE LAYOUT
PROJECT: VALLEY PRESSURE WASHING
PREPARED FOR: CEHRS ENTERPRISES
SITUATE IN: MILLERSBURG, OREGON

PRELIMINARY

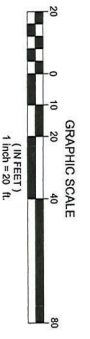
WARNING: THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE SIGNATURE OF THE DESIGNER.

GRAPHIC SCALE: 1" = 20'

No.	PLAN REVISION(S)	DATE



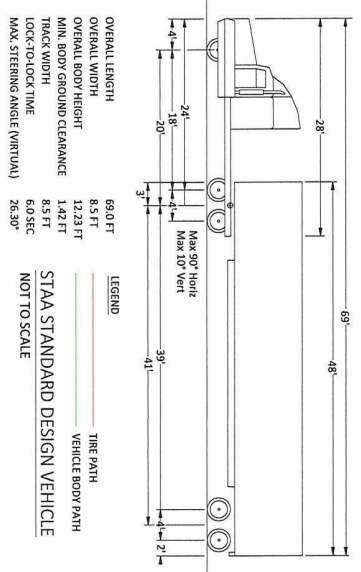
SITE PLAN
SCALE: 1" = 20'



10S03W160002301
LANDS N/F OF
DMK PROPERTIES LLC
(ZONED: 1J)

10S03W160002100
LANDS N/F OF
THE HEADRICKS
PROPERTIES LLC
(ZONED: 1J)

10S03W160001800
LANDS N/F OF
LOVES TRUCK STOPS &
COUNTRY STORES INC.
(ZONED: GC)



PARAMETER	VALUE	UNIT
OVERALL LENGTH	69.0	FT
OVERALL WIDTH	48.5	FT
OVERALL BODY HEIGHT	28.23	FT
MIN. BODY GROUND CLEARANCE	1.42	FT
TRACK WIDTH	20.0	FT
LOCK-TO-LOCK TIME	6.0	SEC
MAX. STEERING ANGLE (VIRTUAL)	26.30	DEG

LEGEND
--- THE PATH
--- VEHICLE BODY PATH
 STAA STANDARD DESIGN VEHICLE
 NOT TO SCALE

C1.1

GREEN Cascades, LLC
 CIVIL DESIGN & CONSTRUCTION ENGINEERING
 PROJECT NO. 1101-21
 DATE: 05-20-2022
 DRAWN BY: M.J.B.
 CHECKED BY: K.S.E.
 MILLERSBURG, OR

PRELIMINARY

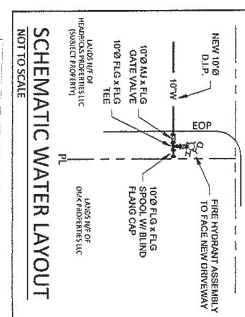
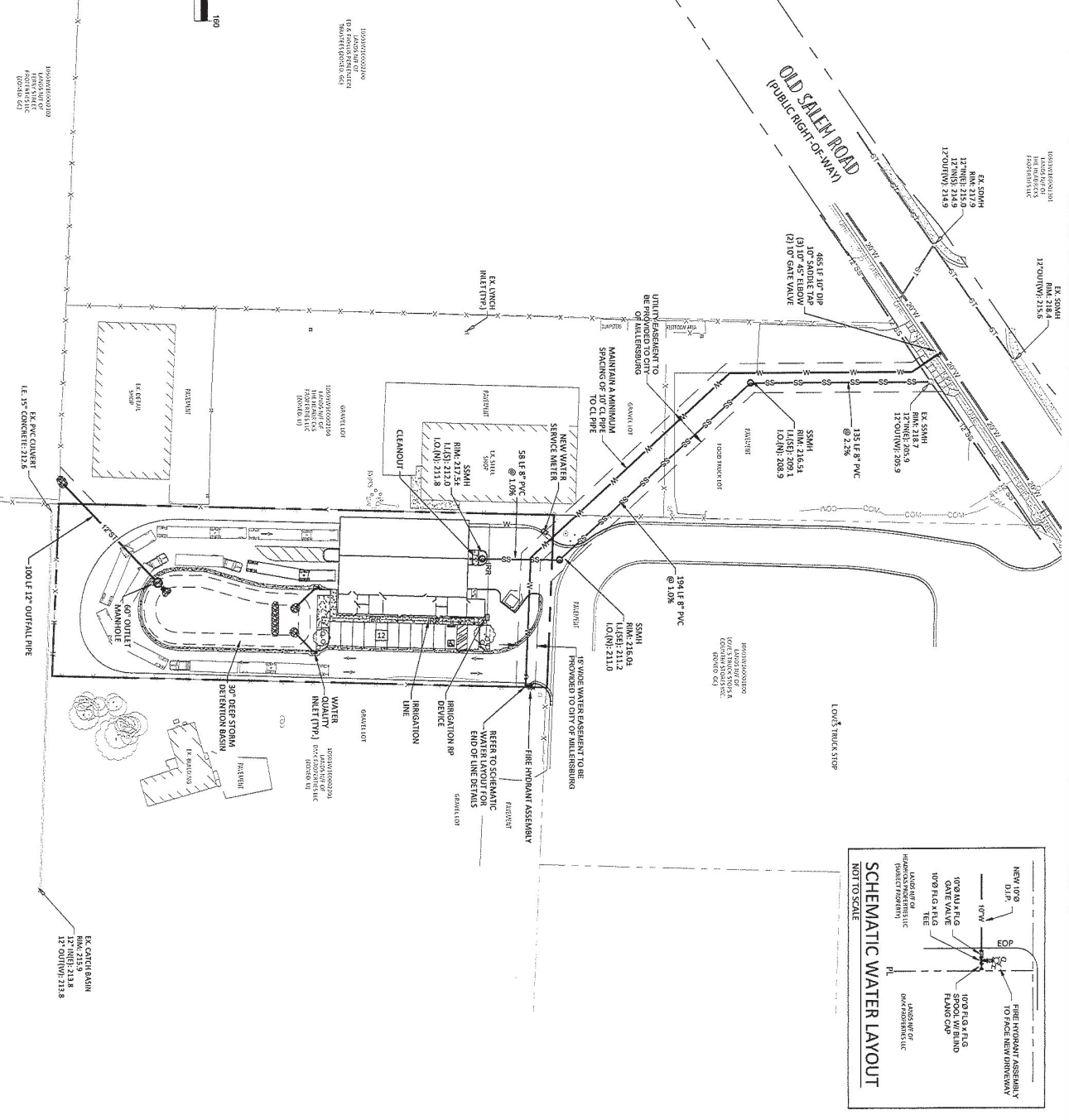
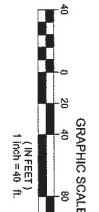
WARNING: IF THIS GRAPHIC SCALE IS NOT MADE PROPORTIONAL TO THE PLOT SCALE, IT IS NOT TO BE USED.
 GRAPHIC SCALE

PROPOSED VEHICLE TURNING PATH

PROJECT:
VALLEY PRESSURE WASHING
 PREPARED FOR:
CEHRS ENTERPRISES
 SITUATE IN:
MILLERSBURG, OREGON

No.	PLAN REVISION(S)	DATE

SITE PLAN
SCALE: 1" = 40'



PROJECT: 101-21
DATE: 05-15-2022
DRAWN BY: K.S.H.
CHECKED BY: M.L.R.
MILLERSBURG, OR

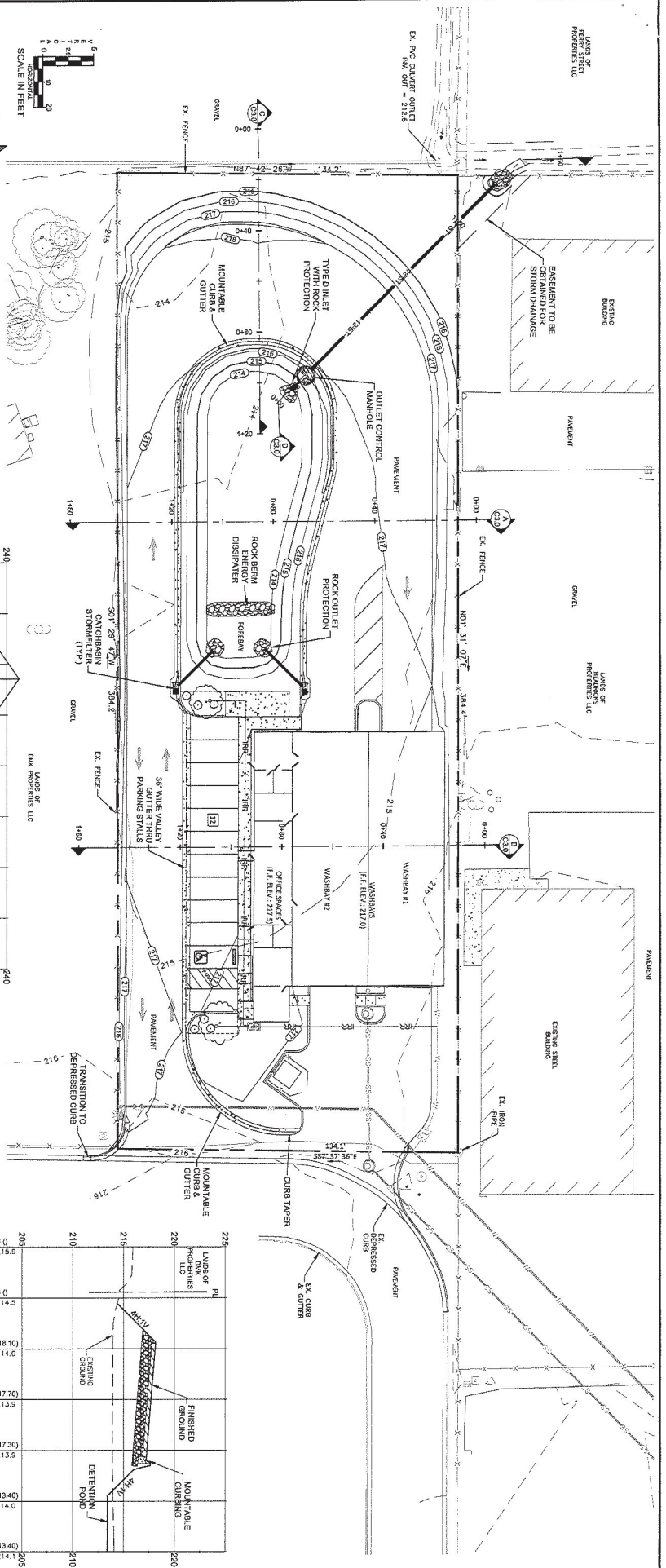
PRELIMINARY

WARNING: THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.

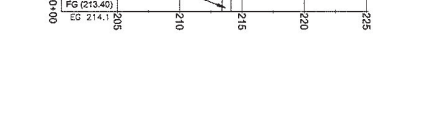
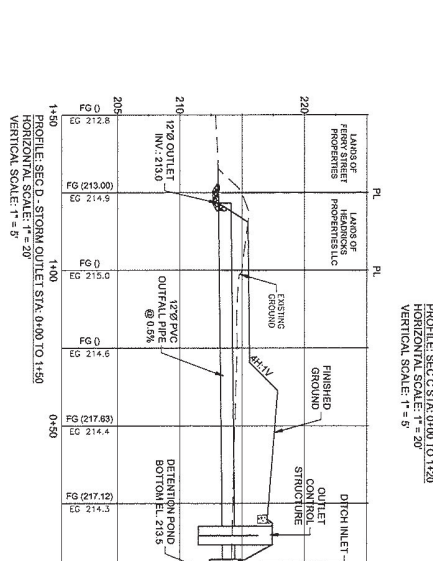
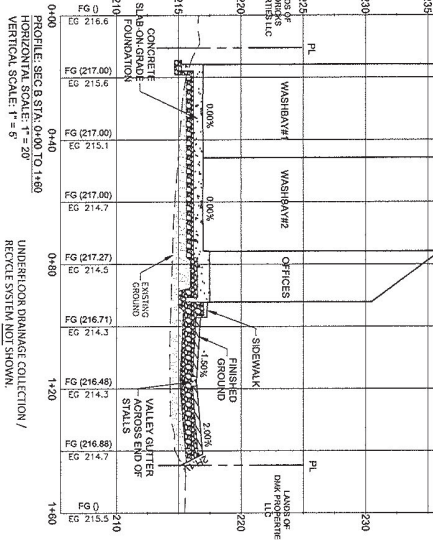
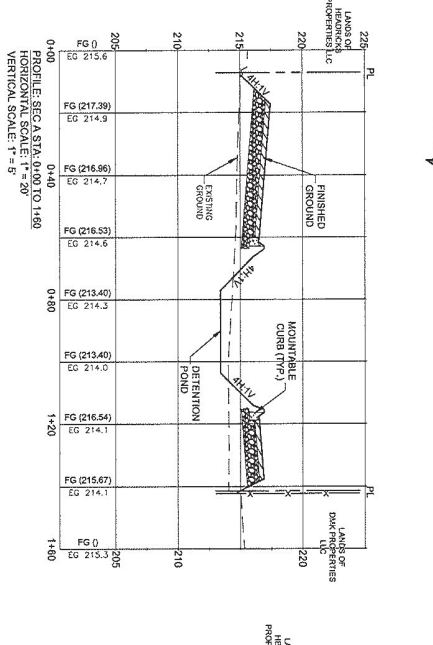
PROPOSED UTILITY PLAN

PROJECT: VALLEY PRESSURE WASHING
PREPARED FOR: CEHRS ENTERPRISES
SITUATE IN: MILLERSBURG, OREGON

No.	PLAN REVISION(S)	DATE



SITE PLAN
SCALE: 1" = 20'



PROPOSED SITE GRADING

PROJECT:
VALLEY PRESSURE WASHING
PREPARED FOR:
CEHRS ENTERPRISES
MILLERSBURG, OREGON

PRELIMINARY

GREEN Cascades, LLC
CIVIL DESIGN & CONSTRUCTION ENGINEERING

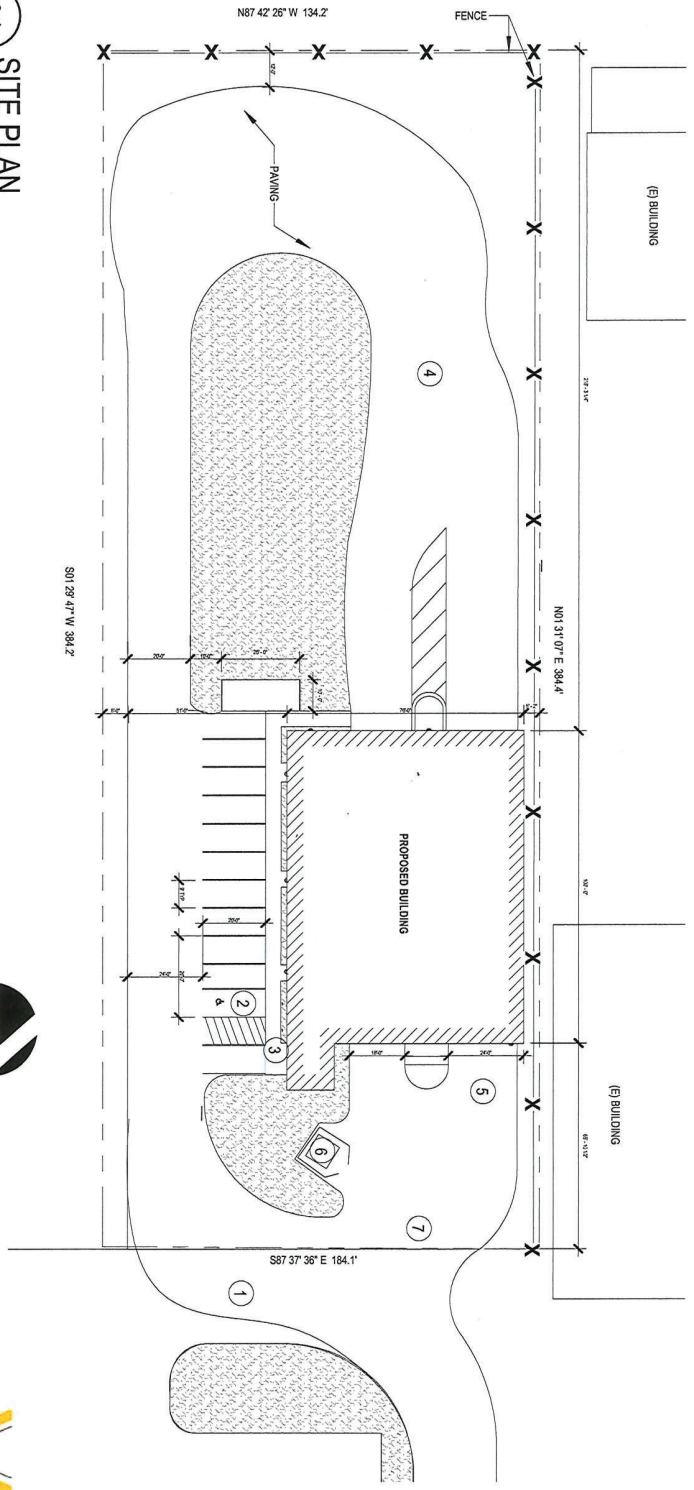
PROJECT # 1101-21
DATE 05/18/2023

C3.0

WARRANTING: THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE WRITTEN APPROVAL OF THE DESIGNER.

NO.	PLAN REVISION(S)	DATE

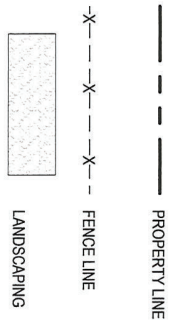
01 SITE PLAN
1" = 40'-0"



SITE PLAN:

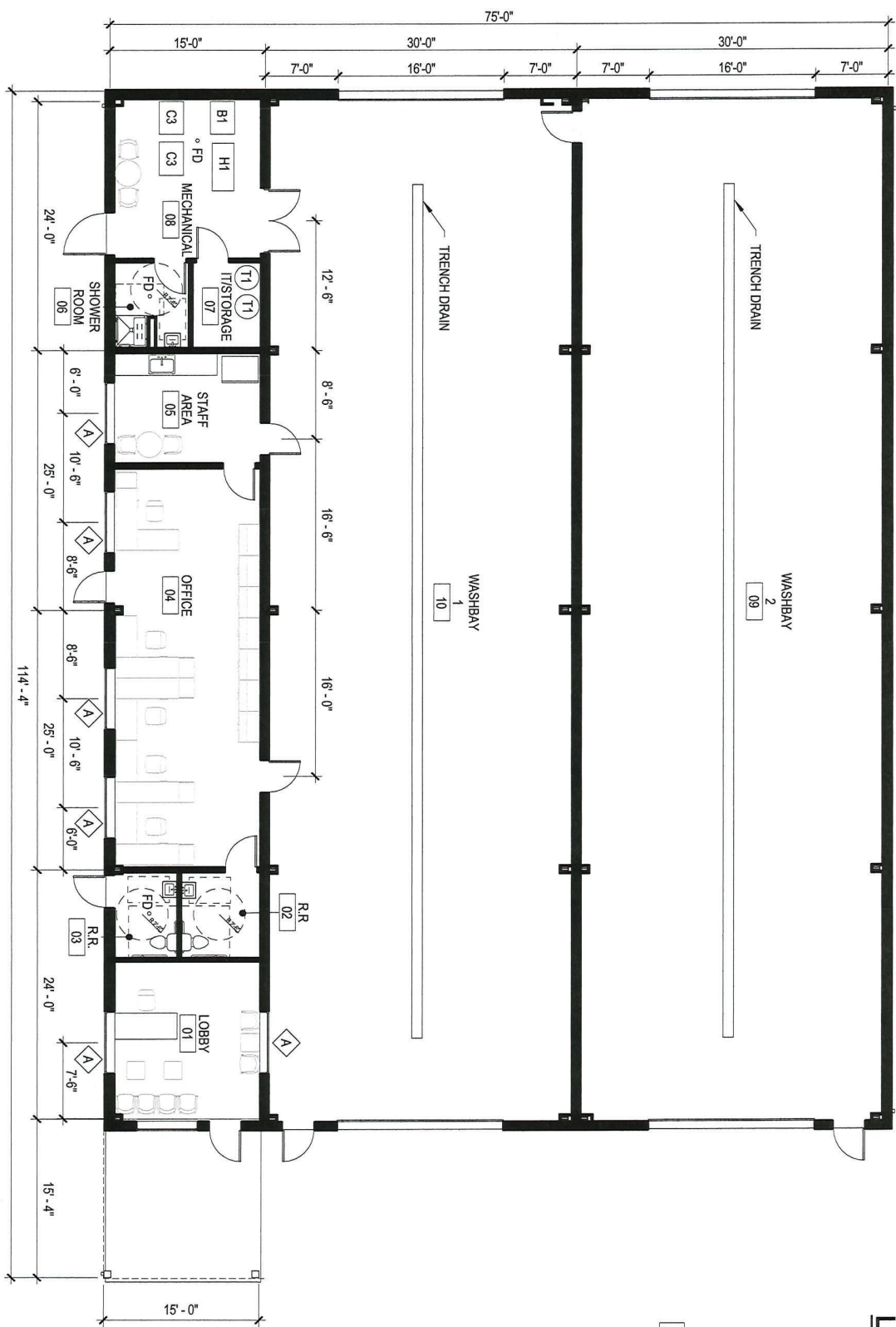
1	ENTRY
2	PARKING: 1 ADA, 11 STANDARD
3	LOBBY ENTRY
4	TRUCK BUILDING ENTRY
5	TRUCK BUILDING EXIT
6	REFUSE AREA
7	TRUCK EXIT

LEGEND:



FLOOR PLAN

01 FLOOR PLAN
1" = 10'-0"

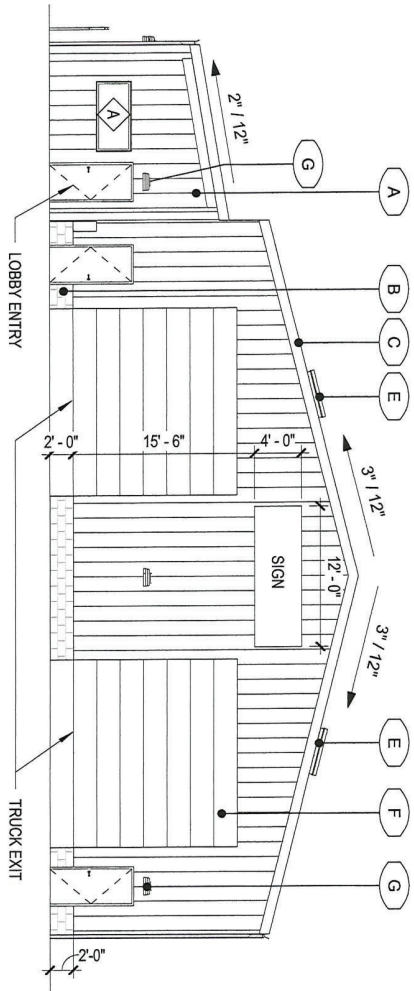


LEGEND:

- NEW DOOR
- NEW WALL
- WINDOW TAG
- 100 GALLON STORAGE TANK
- HOT WATER MECHANICAL UNIT
- BOILER
- COLD WATER UNITS STACKED 3 HIGH
- FLOOR DRAIN



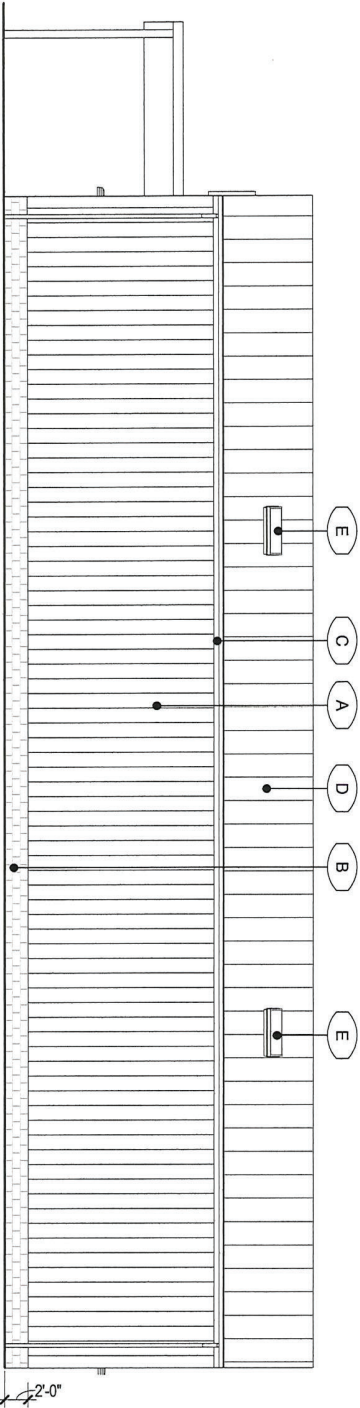
ISSUE:	SPR SET
DATE:	06/12/2022
PAGE:	PRE.02



01 NORTH ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH LEGEND:

A	VERTICAL PANEL	TYPE: PBR	FINISH: CHARCOAL GRAY
B	CMU	TYPE: GROUND FACE	FINISH: CHARCOAL
C	BUILDING TRIM/ GUTTERS	TYPE: MBCI	FINISH: RUSTIC RED
D	METAL ROOFING	TYPE: DLK	FINISH: POLAR WHITE
E	SKYLIGHTS	TYPE: INTEGRATED CURB	
F	OVERHEAD DOOR		
G	EXTERIOR LIGHT	TYPE: WSR LED - LITHONIA	FINISH: BLACK



02 EAST ELEVATION
3/32" = 1'-0"

EXTERIOR ELEVATIONS

ISSUE:	SPR SET
DATE:	05/12/2022
PAGE:	PRE-04



WSR LED

Architectural Wall Sconce



Inverted available with WLU option only.

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

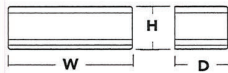
Introduction

The classic Architectural Wall Sconce is now available with the latest in LED technology. The result is a long-life, maintenance-free product with typical energy savings of 75% compared to metal halide versions. The integral battery backup option provides emergency egress lighting, without the use of a back-box or remote gear, so installations maintain their aesthetic integrity.

The WSR LED is ideal for replacing existing 50 – 175W metal halide wall-mounted products. The expected service life is 20+ years of nighttime use.

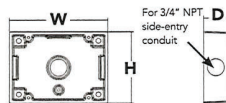
Specifications Luminaire

Height: 7-1/4" (18.4 cm)
Width: 18" (45.7 cm)
Depth: 9" (22.8 cm)
Weight: 17 lbs (7.7 kg)



Optional Back Box (BBW)

Height: 4" (10.2 cm)
Width: 5-1/2" (14.0 cm)
Depth: 1-1/2" (3.8 cm)



Ordering Information

EXAMPLE: WSR LED 2 10A700/40K SR3 MVOLT DBBTD

WSR LED							Finish (required)
Series	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options ¹	
WSR LED	1 One engine (10 LEDs)	700 mA options: 10A700/30K 3000K 10A700/40K 4000K 10A700/50K 5000K	SR2 Type II	MVOLT ¹	Shipped included (blank) Surface mount	Shipped installed	DBBTD Dark bronze
	SR3 Type III		120 ¹	PE Photoelectric cell, button type ^{4,5}			DBLTD Black
	2 Two engines (20 LEDs)		SR4 Type IV	208 ¹	Shipped separately ² BBW Surface-mounted back box UTS Uplight 5 degrees	SF Single fuse (120, 277, 347V) ⁴	DNATD Natural aluminum
				240 ¹		DF Double fuse (208, 240, 480V) ⁴	DWRXD White
				277 ¹		DMG 0-10V dimming driver (no controls)	DSSXD Sandstone
				347		ELCW Emergency battery backup ⁶	DBBTDX Textured dark bronze
				480		WLU Wet location door for up orientation ⁷	DBLTDX Textured black
						PIR Motion/ambient light sensor ⁴	DNATXD Textured natural aluminum
						DS Dual switching ⁹	DWHGXD Textured white
						SPD Separate surge protection ¹⁰	DSSTXD Textured sandstone
						Shipped separately	
						VG Vanguard	
						WG Wire guard	

Emergency Battery Operation

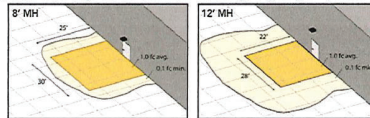
The emergency battery backup (ELCW option) is integral to the luminaire - no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All ELCW configurations include an independent secondary driver with an integral relay to immediately detect AC power loss. Dual light engines are wired in parallel so both engines operate in emergency mode and provide additional component redundancy. These design features meet various interpretations of NFPA 70/NEC 2008 - 700.16.

The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples below show illuminance of 1 fc average and 0.1 fc minimum of the single-engine Type IV product in emergency mode.

WSR LED 1 10A700/40K SR4
MVOLT ELCW
10' x 10' Gridlines
8" and 12" Mounting Height



NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with photocell (PE), fusing (SF, DF), or dual switching (DS).
- May also be ordered separately as an accessory. Ex: WSBWW DBBTD U. Must specify finish.
- Must be ordered with fixture; cannot be field installed.
- Not available with MVOLT option. Button photocell (PE) can be ordered with a dedicated voltage option. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Not available with 480V option. Not available with motion/ambient light sensor (PIR).
- Integral battery pack is rated for -20° to 60°C operating temperature. ELCW warranty is 3-year period. Not available with 347V or 480V. Not available with WLU. Not available with ELCW.
- WLU not available with PIR or ELCW.
- Specifies the SensorSwitch SFQD-7-GDP control (photocell included); see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with WLU, VG or WG.
- Provides 50/50 luminaire operation via two independent drivers and light engines on two separate circuits. Not available with one engine, MVOLT, ELCW, WLU, SF, or DF. Must specify voltage; voltage must be the same for both drivers. When ordered with photocell (PE) or motion sensor (PIR), only the primary power source leads will be controlled.
- See electrical section on page 2 for more details.



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WSR-LED
Rev. 10/06/16

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts.

Light Engines	Drive Current (mA)	Performance Package	System Watts (MWQLT)	Dist. Type	40K (4000K, 70 CRI)				
					Nominal Lumen	B	U	G	LPW
1 (10 LEDs)	700	10A700-K	24W	SR2	2,005	1	0	1	84
				SR3	2,029	1	0	1	84
				SR4	1,959	1	0	1	82
2 (20 LEDs)	700	10A700-K	47W	SR2	3,944	1	0	1	84
				SR3	4,028	1	0	1	86
				SR4	3,851	1	0	1	82

1 See electrical load chart for 347/480V system watts.

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.10
10°C	1.06
20°C	1.02
25°C	1.00
30°C	0.98
40°C	0.92

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the WSR LED 2 10A700 platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.94	0.88	0.77

Electrical Load

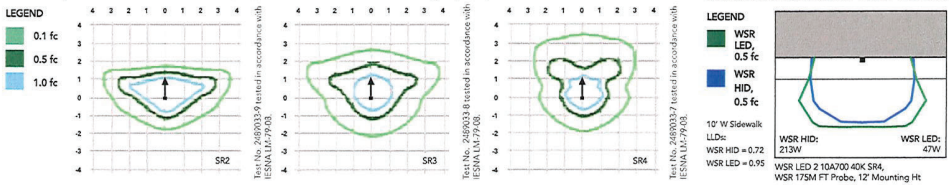
Light Engines	Drive current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
1	700	24W	0.24	0.14	0.12	0.1	-	-
		29W ¹	-	-	-	-	0.09	0.07
2	700	47W	0.44	0.27	0.23	0.20	-	-
		53W ¹	-	-	-	-	0.17	0.12

1 Higher wattage is due to electrical losses from step-down transformer.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's WSR LED homepage.

Isofootcandle plots for the WSR LED 2 10A700/40K SR2, SR3, and SR4. Distances are in units of mounting height (12').



FEATURES & SPECIFICATIONS

INTENDED USE

The classic architectural shape of the WSR LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K (70 CRI). The WSR LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) consist of 10 high-efficiency LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (100,000 hrs at 25°C, L77). Class 2 electronic driver has a power factor >90%, THD <20%. The electronic driver has a power factor of >90%, THD <20%, and a minimum 2.5 KV surge protection. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP65 rated; luminaire is IP65 rated and suitable for wet locations when mounted with the lenses down. WLU option offers wet location listing in "up" orientation. Rated for -30°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



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WSR-LED
 Rev. 10/06/16

SITE PLAN REVIEW

APPLICATION NARRATIVE

Request: Land Use application to construct Valley Pressure Washing facility.

Assessor Tax Parcel: 10S03W160002000 Section 16 T.10S.R.3W., W.M. Linn County, Oregon

Applicant: Cehrs Enterprises c/o Jerry Cehrs
541-791-1677 1130 Old Salem Road NE
vpwtruckwash@gmail.com Albany, OR 97321

Engineer: GREEN Cascades LLC c/o Michael Riccitelli, PE
717 Calapooia St SW Albany, OR 97321
541-231-0375 michael@greencascadesOR.com

Architect: Varitone Architecture c/o Shane Fagan
231 SW 2nd Avenue Albany, OR 97321
541-497-2954 shane@varitonearcgitecture.com

CONTENTS

BACKGROUND/EXISTING CONDITIONS
PROJECT DESCRIPTION
DEVELOPMENT CODE REVIEW & RESPONSE
CONCLUSION

EXHIBITS

EXHIBIT A: LINN COUNTY ASSESSORS MAP
EXHIBIT B: MILLERSBURG ZONING MAP
EXHIBIT C: RECIPROCAL ACCESS EASEMENT
EXHIBIT D: TITLE REPORT & LEGAL DESCRIPTION
EXHIBIT E: TRIP GENERATION MEMORANDUM

SITE PLANS

C0.0 TITLE SHEET
C0.1 EXISTING SITE CONDITIONS
C1.0 PROPOSED SITE LAYOUT
C1.1 PROPOSED VEHICLE TURNING PATH
C2.0 PROPOSED UTILITIES
C3.0 PROPOSED SITE GRADING

BUILDING PLANS

PRE.01 SITE
PRE.02 FLOOR PLAN
PRE.03 EXTERIOR ELEVATIONS
PRE.04 EXTERIOR ELEVATIONS
WSR-LED spec

BACKGROUND/EXISTING CONDITIONS

Cehrs Enterprise currently owns and operates two truck pressure washing facilities under the business name, Valley Pressure Washing, in Albany and Coburg. These facilities provide pressure washing services for tractor trailer trucks and other large recreational vehicles. Cehrs Enterprise has identified the subject property, located at Tax Lot 2000 on Linn County Assessor's Map No. 10S03W16 (Exhibit A) within the City of Millersburg, to begin a third operation. Located south of the Love's Truck Stop, and west of Interstate 5, the property is an unimproved, land-locked parcel with no direct access to the public right-of-way.

The subject property is 51,549 square feet (1.18 acres) and designated as General Industrial (GI) on the Millersburg Zoning Map (Exhibit B). The property has no direct frontage along a public right-of-way. There is a reciprocal access agreement between the owners of this property and the Love's truck Stop (Exhibit C).

The site is bare ground, rectangular, fairly level, and sits in a depression formed by the higher elevations of the surrounding, adjacent properties. Site elevations range 214-ft to 216-ft with a gentle slope from north to south. Municipal and franchise utilities are located along Old Salem Road. This past winter, the property owner to the east added a significant amount of gravel to their lot which further increased the grade differential between the two lots.

The owner of the property has authorized the proposed development as indicated by signature on the application form. A title report with legal description for the subject property is included. (Exhibit D)

PROJECT DESCRIPTION

The applicant is requesting approval to construct a proposed 7,500 square foot steel building to be used as a pressure washing facility with included mechanical room, staff area, office, restrooms, and lobby areas. The development will create 51,549 square feet of impervious surfaces and will use approximately 66% of the site.

All vehicles will enter the site from a proposed entrance at the northeast corner of the property. Tractor trailer trucks and oversized vehicles will be directed one-way, in a clockwise direction, on a paved drive aisle around the perimeter of the site, towards two wash bays accessed on the south side of the building. Vehicles are pressure washed inside one of two wash bays and then exit the building north. Tractor trailer trucks leave the site from an exit location that is located at the northwest of the site. The building will have roll-up doors on the south and north sides for vehicle entrance and exit from the pressure washing facility. The reception lobby will be accessible from a west side public entrance which is oriented towards passenger vehicle parking stalls and concrete walkway located along the western side of the building.

A Trip Generation Memorandum analysis of the proposed Valley Power Washing development has been provided with this application (Exhibit E). Millersburg City staff have been provided initial drafts of this document and generally agreed with the findings.

DEVELOPMENT CODE REVIEW & RESPONSE

An informal pre-application consultation was conducted in September of 2021. This narrative, in combination with provided plans and exhibits, explain how the application meets all required criteria shown in City land use Development Code, Article 2, and any applicable sections of Article 3. In this narrative, references to Code sections are denoted by the symbol for 'section' (§) followed by the applicable section number, for example §2.10.020. Quotations of applicable law are shown in *italics*.

MILLERSBURG DEVELOPMENT CODE - ARTICLE 2 (AND RELATED CRITERION)

§2.10.020 *Permitted Uses*

The proposed development is for fleet vehicle maintenance and storage, a permitted use in the General Industrial (GI) Zone.

§2.10.050 *Dimensional Standards*

The proposed development has been designed to meet all applicable General Industrial dimensional standards.

GI Zone dimensional Standards	
Minimum Lot Area	
All Development	Sufficient to meet setbacks and development requirements
Minimum Setbacks	
All Yards	0 feet
Yards Adjacent to RM, RL, and RU Zones	N/A
Yards Adjacent to Conser Road	N/A
Yards Adjacent to Old Salem Road	N/A
Maximum Structure Height	
Principal and Accessory building	No limit
Maximum Lot Coverage	100%

§2.10.060(1) *Off-Street Parking. Parking, driveway, and loading improvements shall comply with provisions in [Chapter 3.03](#).*

§3.03.030 *Location*

A total of 12 parking stalls, including one ADA compliant stall, are depicted on Site Plan Sheet C1.0. All parking is located onsite along a two-way directional road and designed so that there will not be any backing or maneuvering into the access easement or adjacent properties. The circulation pattern is designed to facilitate traffic flow through the facility and provide maximum safety for vehicles and pedestrians. To avoid unnecessary turning maneuvers, signs will be installed at the end of the parking stall indicating that passenger vehicles are to exit the facility from the same driveway that they entered, and not to proceed along the one-way road loop.

§3.03.060 Off-Street Vehicle and Bicycle Parking Requirements

The proposed building is 7,500 square feet and 4 employees will be onsite per shift. Per the included table, the proposed site will require 12 vehicle parking spaces and 1 bicycle parking space.

Vehicle and Bicycle Parking Space Requirements			
Land Use Activity	Vehicle Spaces	Bicycle Spaces	Measurement
K. Service or repair shop	1 space per 800 sq. ft. of gross floor area, plus 1 space per 2 employees*	1	Per 30 vehicle spaces

Rationale: $*7,500 \text{ SF} / 800 = 9.375 + (4 \text{ EMPLOYEES} / 2) = 12 \text{ SPACES REQ.}^{\text{'D}}$

Proposed vehicle parking stalls and bicycle space are detailed on the site plan. All vehicle stalls will be nine feet wide and 20 feet long. No compact stalls are proposed. All travel aisles and parking spaces will be paved. The driveway adjacent to passenger vehicle parking stalls will be 24 feet wide and accommodates two-way traffic. Drive aisles on the remainder of the site will vary in width to accommodate tractor trailer truck turning movements and are one-way traffic only.

Outside LED lights will be installed along the building exterior to ensure adequate lighting of the entrance and parking areas. All proposed lighting is designed to be downcast and directed to minimize shine off the subject property. The proposed lighting is not designed to blink. No lights are proposed over 20-foot in height. Lights are to be spaced approximately every 30-foot, on center, and depicted on sheet PRE0.3 and PRE0.4 of the Building Plan. A cut sheet with a wall mounted LED light specification is provided with this application, following the building plans, to be used or an approved equal substituted.

§2.10.060(2) Signs. Signs in the G1 zone shall conform to the standards contained in [Chapter 3.06](#)

§3.06 Signs.

A wall sign is proposed on the on the north face of the building. The approximate size and location are depicted on Sheet PRE.04 of the Building Plan. The exact location and placement of sign will be permitted through City of Millersburg review procedures. No free standing or other signage is proposed.

§2.10.060(3) Yards and Lots. Yards and lots shall conform to provisions contained in [Chapter 3.08](#).

§3.08 Yard and Lot Standards

This proposed design does not include front, side, or rear yard projections that would require compliance with Millersburg Development Code.

The property does not front a county or public road. Access to the site will be from an existing paved drive surface that provides access to Loves Truck Stop. Therefore, the vision clearance standards do not apply to the proposed development.

§2.10.060(4) *Site Development Review. All new development and expansion of an existing structure or use in the General Industrial Zone shall be subject to the site development review procedures of [Chapter 5.05](#).*

§5.05.050 *Submittal Requirements*

This application narrative, exhibits, and plans submittal have been prepared to address the standards outlined in Millersburg Development Code and submittal requirements.

§5.05.060(1) *The proposed use is allowed in the zone and complies with the underlying zone development standards.*

All proposed industrial buildings are permitted in the General Industrial (GI) zone.

§5.05.060(2) *The proposed use will not create negative impacts on the surrounding area resulting from traffic flow, noise, dust, glare, odor, potential incompatible adjacent uses such as parking lots, or other impacts identified in the public hearing process.*

Table 1 lists the Zoning designations and uses of the adjacent properties

Direction	Zoning	Use
North	General Commercial (GC)	Love's Travel Stop
Northwest	General Commercial (GC)	Food Carts
West	Limited Industrial (LI)	Ram SteelCo & Innovative Cabinets, LLC
Southwest	Limited Industrial (LI)	PNW AutoWork
South / SE / East	General Industrial (GI)	Plywood Solutions & Pallet Recyclers Northwest

The surrounding properties are industrial and commercial in nature. Existing and proposed uses of the subject property are permitted in the General Industrial zoning district through a Site Development Review and are compatible with other nearby industrial & commercial uses.

The subject property will be accessed via an existing twenty-eight-foot-wide paved drive surface that provides access to Love's Travel Stop. The proposed project supports similar customers as the served by the adjacent Love's Travel Stop. *"It is anticipated that a low number of unique, primary trips will be generated by the proposed development as it is located adjacent to a Love's Travel Stop which acts as the primary source of business."* (Traffic Memorandum, Exhibit D).

Additionally, the site has been designed to avoid impacts to adjacent Love's Travel Stop. Trucks drive up and queue onsite, if necessary. Depending on the mix of vehicles at any given time, the queue can accommodate up to nine trucks without blocking parking stalls and eleven with blocking. Therefore, the sites traffic flow will not create negative impacts on the surrounding area. Average vehicle cleaning time is approximately 30 minutes. It is not anticipated that a truck driver would decide to queue up if there were an anticipated wait time greater than 90 minutes. Therefore, we do not anticipate that the waiting trucks will block passenger parking stalls.



NOTICE OF PUBLIC HEARING
June 21, 2022, 6:00 p.m.
The meeting will be in person
and online or by phone-

See the agenda for the link and phone number details

The **MILLERSBURG PLANNING COMMISSION** will hold a public hearing to consider the request described below. If anyone needs any special accommodations, please let the City know in advance of the hearing. The hearing item may be heard later than the time indicated, depending on the agenda schedule. Interested parties are invited to send written comment or may testify during the hearing. Failure of an issue to be raised in the hearing, in person or by letter, or failure to provide sufficient specific information to allow the Planning Commission an opportunity to respond to the issue will preclude your ability to appeal the decision to the City Council and the Land Use Board of Appeals based on that issue.

The application, all documents and evidence submitted by or on behalf of the applicant and the applicable criteria are available for inspection at no cost or copies are available for a minimal cost. Any document request must be made by phone, email, in person at City Hall or can be viewed at the following web location- <https://www.cityofmillersburg.org/planning/page/current-planning-applications>. A staff report relating to the applicant's proposal will be available seven days prior to the public hearing at the same web location. For further information, contact Millersburg City Hall at (458)-233-6300.

APPLICANTS: Cehrs Enterprises
LOCATION: Southerly of Old Salem Road, southerly of Loves Tire Center and easterly of Henry's food court.
TAX LOT: Township 10 South; Range 3 West; Section 16; Tax Lot10000
PARCEL SIZE: 1.18 acres
ZONING: General Industrial (GI)
REQUEST: The applicant is proposing a 7,500 sf truck wash facility with an office, mechanical room, staff area, restrooms, and lobby areas.
CRITERIA: Millersburg Development Code; Section 5.05.060
FILE No.: SP 22-02

If you need any special accommodations to attend or participate in the hearing, please notify City Hall twenty-four hours before the meeting. For further information, please contact City Hall at (458)-233-6300.

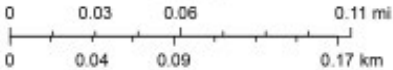
SP 22-02 Vicinity Map



5/26/2022, 1:49:16 PM

1:4,514

- Highways
- Roads
- Railroad
- City Boundary
- Tax Lots



Linn County GIS, City of Albany, County of Linn, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, Geotechnologies, Inc., USGS, EPA, USDA, GeoTerra, 2021

Join Meeting Instructions – General Public

To join the meeting via computer:

1. Click on the link provided or enter the link in your web browser. You will see the following:

Your meeting should start in a few seconds...



If nothing prompts from browser, [download & run](#) .

If this is your first time joining an AspenUC meeting, you will be prompted to install a file. This should run automatically. If not, you may need to click on the blue text. The computer will ask if you want to install the program. Click Yes.

2. The program will now ask you if you want to join the audio using your computer or your phone.
 - o If you want to use the computer audio and microphone, click yes. You will now join the meeting.
 - o If you want to use your phone:
 - click the button on the computer screen that says 'use phone audio.'
 - You will now join the meeting.
 - Dial 503-212-9900. When asked, enter the Meeting ID.
 - You will also be asked to enter you participant ID number. It should be on the computer screen in front you. If you do not have a participant code, just enter #.
3. While the meeting is in progress, you will see the participant toolbar at the bottom of the screen.

Participant toolbar:



4. Use the **Microphone** icon to toggle your microphone on  and off  ..
5. To speak during Public Comment periods “raise hand” by clicking on the hand icon. When the presiding officer calls upon you to speak, the meeting organizer will unmute you. Once your comment period is finished, you will be muted again.

To join the meeting via phone (audio only):

Enter the Dial-in number and when prompted, enter the Meeting ID. If you do not have a participant code, just enter #.

During the meeting, all public participants will initially be muted. During periods for public comment, public participants will be unmuted.

All normal public meeting rules will be followed.