Accessibility and Accommodation Requests

For questions about accessibility or accommodations for persons with disabilities, or to request a translator, interpreter, or other communication aids, please contact Melissa Bisset at 503-856-3412 or bissetm@keizeror.gov. The City of Keizer is committed to providing equal access to all public meetings and information per the requirements of the ADA and Oregon Revised Statutes (ORS). The Keizer Civic Center is wheelchair accessible.

To provide oral comments via electronic means, please contact the City Recorder's Office no later than 2:00 p.m. on the day of the meeting. Regular City Council meetings are streamed live through www.KeizerTV.com and cable-cast on Comcast Channel 23 within the Keizer City limits. Board, Commission, and Committee meetings are streamed live on YouTube @KeizerTV23.

KEIZER PLANNING COMMISSION

Wednesday, August 12, 2026, 6:00 PM
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. **CALL TO ORDER**

2. **APPROVAL OF MINUTES**

   a. **June 2026**

3. **APPEARANCE OF INTERESTED PERSONS**

   This time is made available for those who wish to speak about an issue that is not on the agenda.

4. **PUBLIC HEARING:**

   a. **Master Plan Amendment/Property Line Adjustment/Conditional Use Permit Case 2026-06: Keizer Station Area B**

5. **NEW-OLD BUSINESS/STAFF REPORT**

6. **COUNCIL REPRESENTATIVE REPORT**

7. **COMMISSIONER REPORTING TO COUNCIL: LINDSEY KING ON TUES, SEPT, 8TH AT 6PM**

8. **NEXT MEETING: SEPTEMBER 9TH - 6PM**

9. **ADJOURNMENT**

MINUTES
KEIZER PLANNING COMMISSION
Wednesday, June 10, 2026
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. CALL TO ORDER Chair Matt Lawyer called the meeting to order at 6:00 pm.

Present:	**Council Liaison Present:**
Matt Lawyer, Chair	Councilor Juran
Jeremy Grenz, Vice Chair	
Lindsey King	**Youth Liaison Absent:**
Fernando Lopez	Talia Mesecar
Robb Witters	
	Staff Present:
Absent:	Shane Witham, Planning Director
Larry Scruggs	Adam Brown, City Manager
Frank Hostler	Joseph Lindsay, City Attorney
	Dawn Wilson, Deputy City Recorder

2. APPROVAL OF MINUTES

a. April 2026 Commissioner Jeremy Grenz moved for approval of the April 2026 Minutes as presented. Commissioner Fernando Lopez seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Witters, and Lopez in favor with Scruggs and Hostler absent.

3. APPEARANCE OF INTERESTED PERSONS The interested person spoke under item a.

4. NEW-OLD BUSINESS/STAFF REPORT

a. Discussion on Goats Planning Director Shane Witham summarized the staff report on the request to have the City amend its Code to allow for goats in residential areas with appropriate restrictions.

Mr. Witham commented that he wanted this meeting to be a work session and had worked with Ms. Monica Njorogoe, the person who made the formal

written request, about getting a doctor's note stating that she needed the goat for emotional support.

Mr. Witham noted that recently, the City received some complaints and did some enforcement activity concerning having goats. Mr. Witham asked if there was a desire to regulate goats and to consider the Americans with Disabilities Act (ADA) needs, along with the neighborhood impact.

Chair Lawyer commented that he wasn't comfortable prioritizing a text amendment for allowing goats over the other work in the upcoming months.

Monica Njorogoe, Keizer, commented that she didn't want to put pressure on the City, she could rehome the goats somewhere else, and she was willing to pursue her request at a later time.

Pursuant to Ms. Njorogoe's email, Commissioner Grenz asked Ms. Njorogoe about the current ordinances she referenced, stating that other animals, including horses may receive consideration for emotional support services. Ms. Njorogoe confirmed that it was not in Keizer and that it was pursuant to the ADA. City Attorney Joseph Lindsay clarified that the ADA included service animals and miniature horses that were trained for a particular task.

Chair Lawyer summarized that the two questions for the Planning Commission by asking whether this should be taken up as a text amendment or press pause and conduct outreach.

Commissioner Grenz stated that ADA accommodations were intended for disabilities and task-trained service animals and expressed concerns that accommodating emotional support animals would be too broad.

Commissioner Witters agreed with Chair Lawyer and Commissioner Grenz and felt that this would be a heavy burden on the City and since there wasn't a specific use or training for goats, that this wouldn't be an appropriate time.

Commissioner King agreed that this was not the right time to pursue a text amendment and would support postponing the discussion. She expressed concern with tailoring code provisions specifically to ADA emotional support animals and suggested that any future discussion focus on goats with clear criteria and additional public involvement.

Mr. Witham clarified that the City Code does not specifically address or provide allowances for ADA animals; however, federal ADA requirements preempt local Code where applicable.

Chair Lawyer noted the following challenges to allowing goats on residential property:

- Varied lot sizes, causing a disparity.
- Goats are herd animals and require goat companionship.
- Noise by goats.
- Goats are active and jump over fences quickly, and the current fence regulations may prohibit the necessary height to keep goats contained in smaller lots.
- Critter and pest conflicts could be created. Urban yards were not set for pasture-type settings.
- Enforcement would be a nightmare with overburdened police staff, especially when they have safety issues to address.

Chair Lawyer further felt that allowing goats was inconsistent with the Oregon Administrative Rules in which goats were considered livestock.

Chair Lawyer found it very difficult from a policy perspective to try to build a framework around those people who want goats, being responsible and respectful of the people who don't necessarily want to have goats next to them—and for the health and safety of the actual animals.

Commissioner Lopez commented that even if there were language changes, that other laws may state that the City couldn't have goats. He appreciated hearing about the challenges raised by the other members.

Commissioner Grenz moved to suspend the rules to take formal action on agenda item a. Robb Witters seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Witters, and Lopez in favor with Scruggs and Hostler absent.

Commissioner Grenz moved that the Planning Commission make a formal recommendation to pursue no changes in the Code related to emotional support animals. Commissioner King seconded. Motion passed unanimously as follows: Lawyer, King, Grenz, Witters, and Lopez in favor with Scruggs and Hostler absent.

Chair Lawyer thanked Ms. Njorogoe for her attendance and presenting her case and engaging with the members.

b. New Policy for Committees, Boards, and Commissions to Apply for Grants

City Attorney Joseph Lindsay shared that if the Planning Commissioner ever wanted to apply for a grant, that the steps were included in the packet. The idea was to have a group decision, go to staff, and then the actual decision would be by the City Council.

There was a brief discussion about the types of grants that the Planning Commission could apply for.

City Manager Adam Brown commented that Youth Liaison Talia Mesecar

wanted to stay on the Planning Commission until college and that she was the top flute player in Oregon for the second year in a row and a very astute person.

5. COUNCIL REPRESENTATIVE REPORT There was no Councilor report.

6. YOUTH LIAISON REPORT There was no Youth Liaison report.

7. COMMISSIONER REPORTING TO COUNCIL: Robb Witters on June 15th at 6pm Chair Lawyer would report to Council on June 15th.

8. NEXT MEETING: July 8th It was noted that the **next meeting** would be **July 1st** instead of July 8th.

Chair Lawyer reminded members to be mindful of ex parte communications and potential conflicts of interest and to promptly address any concerns if they arise. If there was any uncertainty, members were encouraged to talk with the City Attorney. The importance of maintaining proper procedure was emphasized, with a reminder that cases were often decided on procedural issues rather than substantive merit, and that care should be taken to avoid situations that could create procedural complications.

Chair Lawyer provided an update on the Goldstar Monument in the final phase and all of the flags were ordered.

9. ADJOURNMENT Meeting adjourned at: 6:42 p.m.

Minutes approved: _____

To: Planning Commission

From: Shane Witham, Planning Director

Subject: Master Plan Amendment/Property Line Adjustment/Conditional Use Permit Case 2026-06: Keizer Station Area B

Proposed Motion

I move the Planning Commission recommend approval of Master Plan Amendment/Property Line Adjustment/Conditional Use Permit Case 2026-06, with conditions to City Council for consideration.

I. Summary

This matter is before the Planning Commission for a public hearing to consider a Master Plan Amendment, a Property Line Adjustment, and a Conditional Use Permit for Keizer Station Area B. The specific area being amended is located on the east side of Keizer Station Boulevard adjacent to the existing Transit Center, and is currently vacant. The amendment will modify the previously approved plan by changing the location and number of buildings approved for that area, which is east of Keizer Station Boulevard. The original approval contained one building of 10,000 square feet in area with an undefined use. The proposal is to develop 2 separate buildings, totaling 6,611 square feet combined, to be developed with an automated car wash and a quick lube oil service facility. The property line adjustment is being requested in order to consolidate the existing 4 separate parcels into one, in order to allow for development of the site with buildings so as not to have issues with setbacks and building code provisions due to the location of property lines. The Conditional Use Permit is requested due to the fact that the uses proposed are categorized as *"automotive service, except repair"* (SIC 754) and are allowed Keizer Station Area B only as a conditional use, on the east side of Keizer Station Boulevard.

II. Background

A. The current Master Plan approval for Keizer Station Area B was approved in 2017. This application wishes to modify that approval, specifically in the area east of Keizer Station Boulevard to allow for the development of an automated car wash and quick lube oil service (Oil Stop Inc. and Happy's Car Wash). In December of 2025, the Keizer Development Code was amended to allow certain "auto-oriented" uses in Keizer Station Area B, limited to the area east of Keizer Station Boulevard.

B. The City of Keizer currently owns the subject property, and has entered into a purchase and sale agreement to sell the property to the applicant. However, the

master plan must be amended in order for the prospective buyer to be allowed to develop. Therefore, they are applying for land use approvals to obtain entitlements for developing the property.

C. The applicant is requesting a Master Plan Amendment, Property Line Adjustment, and Conditional Use Permit to allow for the development of a car wash and quick lube oil service facility. The applicant submitted extensive materials to support their application request, which are attached. A hearing was set for July 1, 2026, but due to some engineering details/concerns, the applicant requested their application to be put on hold and to postpone the originally scheduled public hearing while they worked through some of the questions raised regarding transportation, access, and grading on the site. The applicant has provided updated traffic analysis and queuing analysis, along with a modified site plan on July 21st to offer as a refinement to the original application materials, which are attached.

D. Notice of the Public Hearing was sent out, the property was posted, and the notice was also published in the KeizerTimes for the rescheduled hearing date.

III. Current Situation

A. A Master Plan Amendment requires hearings before both the Planning Commission and City Council. With the Planning Commission making a recommendation to City Council. Planning Commission will hold the public hearing and at the close of the public hearing direct staff on their recommendation to City Council.

B. Request for Comments and notice of the Public hearing were sent out to adjacent property owners and agencies - the following comments were received:

1. City of Keizer Public Works Department submitted extensive comments with recommended conditions, which is attached. The proposed conditions have been incorporated into staff's proposed conditions of approval. Exhibit "E-1" from the existing order is also attached for reference as it will remain unchanged.

2. The Salem Area Mass Transit District (Cherriots) submitted a letter opposing the request, citing concerns with the traffic analysis, which is attached. Cherriots also "re-submitted" the letter again on August 5th (also attached). It should be noted that the applicant submitted additional/updated information on the traffic analysis and queing analysis, which has been reviewed and found to be acceptable by the City Engineer.

3. Comments were also received from PGE which included development requirements and are attached for reference.

C. Staff has reviewed the submitted materials and is offering findings which demonstrate compliance with the applicable review critera, as well as proposed conditions of approval, which are attached. It should be noted the existing conditions for the Area B masterplan remain mostly in-tact and are not being substantially changed. Staff has "redlined" the existing conditions for convenience to show the changes proposed, and has also provided a new section of conditions specific to the proposed development.

IV. Analysis

A. **Strategic Impact** - Not directly applicable. However Strategic Plan Goal #3 includes a task to sell city-owned properties, and this land use application may help the City accomplish a land sale.
B. **Financial** - Not directly. However, the approval may assist the City in selling the subject property, and development of the property will result in increased tax revenue and employment opportunities.
C. **Timing** - Notice has been published, posted on the property, and sent to surrounding property owners identifying the time and place for the public hearing.
D. **Policy/Legal** - The Keizer Code requires that Master Plan Amendments be heard before the Planning Commission and City Council with Planning Commission making a recommendation to City Council.

V. Alternatives

A. Recommend approval with conditions as outlined by Staff to City Council.

B. Recommend approval with modified conditions as identified by the Planning Commission to City Council.

C. Recommend denial of the application on the basis the applicant has not met applicable review criteria.

D. Continue the public hearing to a date certain if more information is needed to make a recommendation on the matter.

VI. Recommendation

Staff recommends that Planning Commission open the public hearing, receive testimony, close the public hearing, deliberate, and recommend approval of Master Plan Amendment/Property Line Adjustment/Conditional Use Permit Case 2026-06 with conditions to City Council.

Attachments

1. Application Materials
2. COMMENTS Cherriots
3. Comment Resubmittal_Master Plan Amendment 2026-06 Cherriots
4. COMMENTS PGE
5. Additional Materials dated July 20, 2026
6. COMMENTS PW
7. FINDINGS FOR PC hearing
8. CONDITIONS FOR PC Hearing
9. Exhibit E1

CITY OF KEIZER
LAND USE APPLICATION

LAND USE APPLICATION TYPE

- ☐ Annexation $2,157
- ☐ Comprehensive Plan Amendment $3,006
- ■ Conditional use $856
- ☐ Development Standards Alternative $856
- ☐ Floodplain $488
- ☐ Historical Resource $181
- ☐ Master Plan $3,374
- ■ Master Plan Amendment $2,531
- ☐ Middle Housing Land Division up to 3 lots $1,554
- ☐ Middle Housing Land Division 4 or more lots $4,700
- ☐ Partition $1,145
- ■ Property Line Adjustment $488
- ☐ Subdivision/PUD/Manf Home Park $3,374
- ☐ Variance (Minor, Major or Sign) $856
- ☐ Zone Change $3,006
- ☐ Zone Change & Comprehensive Plan Amendment $4,110
- ☐ Other: _____

SUBMITTAL REQUIRMENTS

In addition to this application form, you must submit all required items listed in The Keizer Development Code and at the end of this application. If you are unsure what is required with your application, please contact the Planning Department at (503) 856-3441 or Planning@keizerOR.Gov

PROJECT INFORMATION

Project name and address: Oilstop & Happy's Drive-Thru Car Wash - 2335 Chemawa Rd. NE

Brief description of the project – include existing and proposed lots sizes:

Request for a master plan amendment, property line adjustment, and conditional use approval to allow development of a quick vehicle servicing uses on a currently undeveloped lot. The quick vehicle services proposed include a car wash (4,691 SF) and oil change (1,920 SF) in separate single-story buildings. Total gross building square feet proposed is 6,611 SF.

APPLICATION INFORMATION

Name (First and Last or LLC)

Oil Stop, Inc. & Happy's Drive-Thru Car Wash

Mailing address

5330 Old Redwood Hwy #C

Petaluma, CA 94954-7112

Phone: 707-586-9934

Email: guestservices@happyswash.com

Applicant's representative

Parish Burns, Entitlements Project Mgr.

Representative's phone & email

Parish@oilstopinc.com, 971-930-5920

SITE INFORMATION

Map and Tax Lot Map 06-3W-36BD

Tax lots 1101, 1201, 1300 & 1401

Site size: 1.4 acres

Current Zoning: CM

PROPERTY OWNER INFORMATION

Name (First and Last or LLC)

City of Keizer

Mailing address

PO BOX 21000

KEIZER, OR 97307

Phone: 503-390-3700

Email: BrownA@keizeror.gov

☐ I am the owner or authorized agent of the owner, empowered to submit this application and affirm that the information submitted with this application is correct to the best of my knowledge.

☐ I further acknowledge that I have read the applicable criteria for review of the land use action I am requesting and understand that I must demonstrate to the City review authority's compliance with these criteria prior to approval of my request.

☐ By checking this box, I consent to the legally binding terms and conditions of this document and I agree that my electronic signature is the legal equivalent of my manual/handwritten signature on this



Signature of Property Owner _____ May 8, 2026
Date

_____ May 8, 2026
Signature of Applicant Date

TO BE SUBMITTED WITH THE APPLICATION

To complete the application, attached the following:

1. A site plan – show existing and proposed (if applicable)
2. A copy of the latest officially recorded title transfer instrument (deed, warranty deed, or contract) giving the legal description for properties involved
3. A written statement describing how the proposal meets the criteria for the application type.
4. A preliminary tree removal plan (if applicable)
5. A preliminary site draining and grading plans (partitions and subdivisions)
6. Additional information as required in the Keizer Development Code (application type specific)
7. ***After submitting application with all required attachments, please call Dina Horner at (503) 856-3442 to pay the application fee.***

HELPFUL LINKS

- Conditional use information sheet
- Floodplain additional information
- Keizer Development Code
- Master City Fee Schedule
- Middle Housing Land Division
- Partition information sheet
- Preapplication meeting information
- Property Line Adjustment information sheet
- Site plan example
- Subdivision information sheet
- Tree removal & replacement plan information
- Variance (Minor, Major) information sheet

FOR OFFICE USE ONLY

Date submitted: _____
Date deemed complete: _____
Amount paid/due: _____
Received by: _____

PROJECT NARRATIVE

Keizer Station Area "B" Master Plan Amendment & Conditional Use Permit

Oilstop & Happy's Drive-Thru Carwash – 2335 Chemawa Road NE, Keizer, Oregon 97303
Marion County Tax Lots 1101, 1201, 1300 & 1401, Map 06-3W-36BD
May 12, 2026

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Project Overview and Site Description

Oilstop, Inc. | Happy's Drive-Thru Carwash (the "Applicant") submits a land use application package requesting an **amendment to Keizer Station Master Plan Area "B", a property line adjustment, and conditional use approval** to development quick vehicle servicing automotive uses on an undeveloped 1.42-acre lot (Map 06-3W-36BD, tax lots 1101, 1201, 1300 & 1401). The Applicant proposes development of a drive-thru express carwash and a quick-lube service center facility within the Keizer Station Area "B" East, located at 2335 Chemawa Road NE (also known as Lockhaven Drive NE). The site is triangular in configuration, bordered by Keizer Station Blvd. NE to the west, and Chemawa Rd. NE (Lockhaven Drive NE) to the south. Vehicular access is proposed at two points: 1) From a right-turn-only ingress driveway exiting from Chemawa Rd. NE; and 2) Via driveway access along the Keizer Transit Center private access easement that accommodates ingress and egress along the northeast property line.

Figure 1: Site Context Map



The proposed development consists of:

- A total of 6,611 square feet of gross building area, distributed between two separate single-story buildings:
  - A 4,691 square-foot single-tunnel automated carwash building along the Keizer Station Blvd. frontage (west property line).
  - A 1,920 square-foot, three-bay OilStop quick-lube service center situated near the Chemawa Rd. NE frontage (south property line).

- A total of 32 parking spaces: 23 fitted with vacuum equipment (including one ADA) adjacent to the carwash and 9 (including one ADA) adjacent to the oil change service center.
- Three (3) accessory structures: 1) A covered enclosure for vacuum equipment; 2) A vehicle canopy for car wash pay stations; and 3) a trash enclosure.
- Associated site improvements including landscaping, stormwater management via SC-800 StormTech chamber systems, sanitary sewer connections, utility infrastructure, pedestrian pathways, driveway access points, and site lighting.

Located south of the Keizer Transit Center, the subject parcel represents the last remaining undeveloped commercial parcel within the Keizer Station Area "B" East of Keizer Station Boulevard. The site lies within Flood Zone "X" per FEMA FIRM Panel 41047C0194G, dated January 19, 2000, and is not subject to special flood hazard requirements.

This narrative supports applications for:

1) An Amendment to the Keizer Station Area "B" Master Plan, including modifications requested to specific Conditions of Approval (COAs) established under Exhibit E of the 2017 amended Area "B" Master Plan.
2) A Conditional Use Permit for quick vehicle servicing uses; and
3) A property line adjustment application to consolidate the 4 individually recognized parcels into one.

Area "B" Master Plan Amendment Application: Building "D" Footprint

Overview of Proposed Changes

Under the 2017 Area "B" Master Plan Amendment (COA #25/Exhibit E), buildings within the East Area of Keizer Station must be located in substantial conformance with the master plan site plan and shall not exceed the maximum square footage listed. The master plan identified "Building D" on the east parcel as a future commercial structure. The building use type was not definitively fixed. However, the size of the structure was envisioned at 10,000 square feet with earlier TIA trip generation based on "office" as the placeholder land use category.

Pursuant to KDC Sec. 3.113.06, amendments to an adopted master plan may be allowed under a Type III land use review for projects which do not increase square footage allowed by the master plan, cause no increase in the overall vehicle trips generated, and limit changes to landscaping and building design elements. Original conditions of approval remain in effect, except those modified in the amendment process.

The Applicant seeks an amendment to the Keizer Station Area "B" Master Plan for the following purpose:

(1) Modify the previously approved Area “B” site plan pertaining to the 10,000 SF Building D parcel. Approval of the application will affirm conformance for the alternative proposal for two commercial structures with a combined gross building area of 6,611 SF.
(2) Recognize automotive services uses within the development program for the Area “B” East parcel, in lieu of the earlier “office” use placeholder from baseline TIA calculations. These uses are conditionally permitted in conformance with the recent KDC Sec. 2.110.04 text amendment; and
(3) Modify certain conditions of approval outlined in this narrative.

KDC Section 3.113.04 – Master Plan Amendment Criteria

Criterion 1: The amendment does not substantially alter the overall character or intent of the master plan.

Intended Uses

The proposed amendment substitutes a commercial “automotive service” use (automated carwash and quick-lube oil change) for a commercial “office” use within the Area “B” East parcel. A recent text amendment to KDC Sec. 2.110.04.C, expanded eligible conditional uses in the Commercial Mixed-Use (CM) zone to include automotive services (except repair) on the east side of Keizer Station Boulevard in Area “B”. The Applicant’s proposal is consistent with this allowance.

Building Size

Although dispersing building square footage between two primary structures does not replicate the exact footprint of Building D in the original master plan, the 6,611 SF combined footprint of the proposed uses is well within the 10,000 square-foot threshold set by Area “B” Master Plan COA #25. The condition expressly states that “Buildings do not need to match the exact footprint…but shall not exceed the maximum square footage listed.” By not exceeding 10,000 SF of building area, the project proposal is consistent with the maximum building square footage envisioned for this parcel.

Master Plan Character

The overall character of the Keizer Station commercial activity center is preserved and enhanced. Both proposed uses serve the daily service needs of the community. The site design includes pedestrian improvements, attractive architectural design consistent with the intent of Keizer Station standards, and extensive landscaping. The landscaping serves to beautify the development, while also screening vehicle queuing areas from adjacent properties and the right-of-way.

Activity Center Overlay Zone

The master plan lies with the Activity Center Overlay. As such, the project supports the objectives of the zoning overlay in the following ways:

- Transit Orientation – The walking distance to transit facilities and the area's general public pedestrian infrastructure network are minimized by providing paved pedestrian connections to the adjacent transit center and the Chemawa Rd. NE street frontage. The grade changes along the Keizer Station Boulevard frontage and the priority of routing paths safely where vehicles stack for the car wash tunnel constrains the opportunity for a straight-line connection to Keizer Station Boulevard. However, the alternative route places a connection within 65 feet of the street intersection by merging into the existing Chemawa Way NE private sidewalk connection from the transit center for the remaining distance.
- Pedestrian/Bicycle Circulation – The project links a pedestrian pathway to the transit center, installs bicycle parking at each building, and provides outdoor lighting for safe circulation at night. In conformance with Condition of Approval #37, paved pedestrian path materials differ from the paved surface in vehicles areas.
- Coordination With Other Development – Main site access is proposed via an existing access easement along the southern property line of the transit center (Chemawa Way NE). Robust landscaping is proposed in conformance with existing Keizer Development Code and master plan conditions of approval.

Criterion 2: The amendment is consistent with the original approval criteria

Original Approval Criteria Summary:

A. The master plan shall meet the purpose and objectives identified in the Keizer Station Design Plan; and

B. The master plan shall meet the referenced standards identified in the Keizer Station Plan in addition to the standards within applicable zones.

The **purpose & objectives** of the Keizer Station Design Plan for Area "B" seek to create a retail service center that offers convenient community supporting retail services for nearby residential uses. Although the limited examples stated included personal services, food establishments, and specialty retail; the recent text amendment adopted for KDC Sec. 2.110.04.C, explicitly refines language to allow for these types of quick vehicle services as a conditional use to serve the community in the eastern part of Keizer Station Area "B". Therefore, the car wash and oil change services align with the purpose of the retail service center.

The original approval **criteria** requires consistency with architectural design, transportation system, utility, parking and landscape standards contained in the Keizer Station Plan and Keizer Development Code. The considerations of site access, pedestrian circulation, traffic operations, utility connections, and landscape mitigation or buffering approval criteria are addressed by the project.

Consistency with these components is demonstrated by the TIA report, robust landscape plan (Sheet C-6.1), site plan detailing vehicle and pedestrian circulation systems (Sheet C-

4.0), and stormwater and utility sheets (C-4.2 through C-5.3). Consistency with design standards of this plan - which primarily defer to requirements of KDC Section 2.315 - is reflected in the elevation sheets. The standards are summarized in Attachment A.

Except for modifications requested in this amendment application to specific past conditions of approval, the project is consistent with the intent of the original master plan standards which carry forward to future development. Attachment B summarizes relevant standards from each source and notes the means of compliance.

C. Development strategies for:

1. ***Pedestrian access, safety and comfort***
2. ***Crime prevention and security***
3. ***Creating and protecting public spaces***
4. ***Human scaled building design***
5. ***Request for reallocation of retail square footage limit.***

Development strategies for the protection of public spaces (Item 3) and reallocation of retail square footage limits (Item 5) are not relevant to development proposed on this parcel. However, the project is designed with pedestrian access, security considerations, and human scaled building elements.

Vehicular circulation

The proposed development is designed to accommodate efficient on-site vehicular movement while minimizing conflict points with pedestrians and adjacent public rights-of-way. Vehicular access is provided at two locations:

- Primary full-movement access via an access easement connecting from Keizer Station Blvd. along the south property line of the transit center. This is a shared signalized accessway with the Keizer Transit Center access, consistent with the Keizer Station Master Plan site plan for Building D within Area “B”;
- Secondary right-in only access from Chemawa Road NE (Lockhaven Drive NE), consistent with COA #16 of the 2017 Master Plan Order and supported by the Kittelson & Associates TIA (February 2026).

Internal circulation is organized as a one-way loop system routing vehicles from either the Chemawa Rd. NE or Chemawa Way NE entry, through the carwash tunnel, past vacuum stalls, and out to Keizer Station Blvd. via the Chemawa Way NE access easement. Driveway approaches are designed at a maximum width of 36 feet in compliance with COA #37. The right-turn-only driveway access from Chemawa Rd. NE is 12 feet wide, while the two-way access from Chemawa Rd. Way (access easement from Keizer Station Blvd.) is 35 feet wide.

Pay station lanes are designated (S75 on Site Plan) and service bell hoses (S70) are located to manage queuing efficiently within the site without impacting public rights-of-way. Stop bars (S25) and directional arrows (S26) reinforce safe internal circulation. 23 vacuum stalls – including one van-accessible ADA stall – are arranged between the carwash and oil change service center, with wheel stops and striping.

Pedestrian Circulation & Safety

The Applicant's design achieves the pedestrian connectivity and safety objectives of the Activity Center Design Plan Overlay (KMC Sec. 2.125) and the Keizer Station Plan Transportation Section III.E.1 through the following measures:

- Stamped Concrete Crosswalks (Differing Material Requirement): Per COA #40, pedestrian crossings across drive aisles shall "make use of differing material or textures (e.g., scored concrete) to clearly identify such crossings." The Site Plan (C-4.0) designates three stamped concrete pedestrian crosswalks (keynote S73) at major drive aisle crossing points within the site. Stamped concrete satisfies the "differing material" requirement as it is visually and texturally distinct from the standard asphalt paving used in drive aisles.
- Concrete Sidewalks Along Frontages: Concrete sidewalks are already constructed along the Chemawa Road NE and Keizer Station Boulevard frontages. The project proposes a segment of new sidewalk alignment, approximately 50 feet in length, to maintain safe pedestrian connectivity across the new right-in only driveway access from Chemawa Road NE.
- ADA Ramp Connections: ADA-compliant sidewalk ramps with detectable warning surfaces (S16) are provided at all transition points between the on-site pedestrian system and adjacent public sidewalks, meeting ADA requirements.
- Continuous Pedestrian Path: The site provides an unobstructed pedestrian connection linking the building entries to each other, to the Chemawa Way NE transit center accessway sidewalk, and to the Chemawa Road NE frontage. The connections are consistent with the Keizer Station Plan's requirement for a continuous pedestrian network within the activity center. The alternative pedestrian connection merging with the existing pedestrian path constructed along the transit center south property line provides a connection to Keizer Station Boulevard. This system is consistent with the objective of providing a pedestrian connection to abutting street frontage approximately every 300 feet.
- Bicycle Parking: Bicycle racks (Note S67, Sheet C-4.0) are provided on site in compliance with KDC Section 2.303.08 and COA #30. Rack design provides secure bicycle support and locking capability, subject to Community Development Director approval prior to installation.
- Pedestrian Lighting**:** All pedestrian walkways are to be illuminated to a functional nighttime level in compliance with COA #38. Proposed site lighting is designed to minimize glare toward adjacent residential properties and public streets, with low-height pedestrian light fixtures as required by COA #39.

Crime Prevention & Security

The project utilizes landscaping to clearly define boundaries and minimize view obstruction within and into the site. Visibility throughout the site helps discourage criminal activity with natural surveillance conditions. As demonstrated by the photometric plan (Sheet E003), ample site lighting supports surveillance and safe pedestrian circulation at night.

Human Scaled Building Design

The buildings offer visual interest for pedestrian comfort and an aesthetic streetscape with variation in building materials, textures, and architectural elements. A combination of high-

quality materials are utilized such as fiber cement wall panels, stucco, stone base, and split face CMU are proposed as exterior finish materials. Spandrel glass, metal wall panels, and aluminum storefront framing accent the primary building materials. Wall sconces, awnings, and trellis features create an additional element of human scale. The primary building colors are neutral earth tones of “crushed ice” (SW 7647) and “iron ore” (SW 7069), with warmth added through pops of blue and “navel”(yellow/orange) accent colors.

Criterion 3: Any change in traffic generation is within previously approved limits or a new TIA supports the change

A Traffic Impact Analysis (TIA) letter was prepared by Kittelson & Associates, Inc. (Project #32735, dated April 2, 2026) in support of this application. The TIA (Attachment A) addresses three key questions: (1) site trip generation, (2) consistency with the approved Area “B” trip vesting, and (3) the need for a right-turn lane at the proposed Chemawa Road NE access.

Prior Trip Vesting – Area “B” East

The traffic impact of development within Keizer Station Area “B” was previously studied and mitigated as documented in the 2004 Keizer Station Master Plan Transportation Impact Analysis and the August 2010 Keizer Station Area “B” Master Plan report. Those studies allocated the following weekday PM peak hour trips to the Area “B” East parcel (Table 2 of the TIA):

Land Use	PM Total	PM In	PM Out
Total Transit Trips (10 bus bays)	165	55	110
Office – East Side of Area “B” (ITE 710, 15,000 SF)	25	5	20
Total Net New Trips (Vested)	**190**	**60**	**130**

Proposed Site Trip Generation

Kittelson & Associates estimated site trip generation using ITE Trip Generation Manual, 12th Edition (2025). No pass-by or internal trip reductions were applied, making the analysis conservative. The proposed uses are projected to generate the following weekday PM peak hour trips (TIA Table 3):

Land Use	ITE Code	AM Total	AM In/Out	PM Total	PM In	PM Out
Automated Car Wash (4,691 SF)	ITE 948	70	39/31	114	56	58
Quick Lube (3 bays)	ITE 941	9	6/3	15	8	7
Total Proposed Site Trips		**79**	45/34	**129**	64	**65**

Trip Debiting – Consistency with Vested Allotment

Traffic counts were collected at the Keizer Transit Center access intersection (Keizer Station Blvd/Chemawa Way NE) on Wednesday, February 18, 2026, a mid-week school day. Using the peak hour of the transit center generator (4:05–5:05 PM), 51 existing transit center trips were identified. Adding these observed transit trips to the proposed site trips results in a combined total that is 10 trips fewer than the vested Area "B" East allotment:

Item	PM Total	PM In	PM Out
Area "B" East Vested Trips	190	60	130
Less: Observed Transit Center Trips (Generator Peak 4:05–5:05 PM)	51	23	28
Remaining Vested Trips (after Transit)	139	37	102
Less: Proposed Carwash & Oilstop Trips	129	64	65
Vested Trips Remaining After Proposed Development	10	-27	37

The debiting analysis confirms that the proposed development can be accommodated within the vested Area "B" East trip budget. No additional transportation impact analysis is required. The proposed uses generate 10 fewer trips in total than the vested allotment originally assumed in the 2010 Master Plan, fulfilling the requirement to either match or fall within previously approved trip generation thresholds and TIA requirements contained in COA #15.

Right-Turn Lane Analysis – Chemawa Road NE (Lockhaven Drive NE) Access

The original 2017 Master Plan contemplated a "right-in only" access from Lockhaven Drive (Chemawa Road NE) to the Area "B" East parcel (COA #16/Exhibit E). The Applicant proposes implementing this right-in only access without the deceleration lane along Chemawa Road NE, in a location shifted westward, as designed on the Civil Site Plan (Sheet C-4.0). Given the modified configuration and projected volumes, the TIA evaluated whether a dedicated right-turn deceleration lane on Chemawa Road NE would be necessary.

Using Oregon Department of Transportation (ODOT) Analysis Procedures for Right-Turn Lane Criteria with a posted speed of 35 MPH, Kittelson & Associates developed projected 2027 opening-year turn volumes for the site as follows (TIA Exhibit 12-2):

- AM peak hour right-turn volume into the site: 32 vehicles per hour (including 25 site-generated trips and 7 re-routed transit center trips)
- PM peak hour right-turn volume into the site: 43 vehicles per hour (including 35 site-generated trips and 8 re-routed transit center trips)
- AM approaching through DHV: 213 vehicles per hour
- PM approaching through DHV: 505 vehicles per hour

Of these turn movement volumes, 50% of the counted weekday AM peak hour and weekday PM peak hour northbound right-turn transit center trips at the existing transit center access were assumed to shift access via the new right-only access on Chemawa Rd. NE. Plotting these

volumes against the ODOT Right-Turn Lane Criterion curve (35 MPH, "< 45 mph" threshold), both the AM (13 trips) and PM (16 trips) data points fall below the threshold required to warrant a dedicated right-turn deceleration lane. This finding supports a modification to COA #16, which referenced a deceleration lane in connection with the west-half "right-in-right-out" access.

Accordingly, the Applicant respectfully requests approval of the Master Plan Amendment allowing the shifted location of the "right-in only" access driveway on Chemawa Road NE without construction of a deceleration lane, consistent with ODOT volume-based criteria.

Criterion 4: Public facilities remain adequate to serve the development

The Applicant's design team, including traffic and civil engineers, reviewed the project and determined adequate transportation and facility infrastructure exist to serve the proposed development. The preliminary civil drawing set and the TIA (Attachment A), support the claim of the project's design adequacy to manage stormwater, connect to water/sewer mains, receive power, and accommodate vehicle access.

Conditional Use Permit – Automated Carwash (KMC Sec. 3.103.03)

Why a CUP Is Required

An automated drive-through carwash and quick-lube oil change service center are classified as non-repair automotive services. In the Commercial Mixed-Use (CM) zone, automotive services, except for those involving repair, are allowed conditionally on the east side of Keizer Station Boulevard in Keizer Station Area "B". Projects seeking conditional use approval are subject to the conditional use criteria found in KDC Sec. 3.103.03, as well as the requirements of KDC Sec. 2.110.04.C.1-3. Those criteria evaluate compatibility of the automotive service with surrounding development. Contextual considerations include visual, auditory and traffic impacts.

Conditional Automotive Services Requirements – KDC Sec. 2.110.04.C

Must provide screening and buffering to adjacent residential uses and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right-of-way or adjacent properties.

The project site does not have adjacent residential uses. As a corner lot, Chemawa Rd. NE and Keizer Station Blvd. front two sides of the triangular parcel. The Keizer Transit Center abuts the northeast property line. Landscape screening is proposed along the northeast property line to mitigate any aesthetic impacts of on-site stacking and queuing of vehicles into the car wash and oil change service center bays.

Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.

As discussed under master plan amendment criterion 2C, above, the site is designed to accommodate safe and efficient circulation for vehicles and pedestrians. Please refer to the

previous section for detailed information on the access management and control measures proposed to ensure an organized system for routing vehicles safely through the automotive service areas and reduce conflicts with pedestrian circulation systems.

Comply with all applicable requirements and standards, including, but not limited to, KDC 2.301.04 (Traffic Impact Analysis) and all mitigations required by such section. Traffic analysis must address the operational needs of the Keizer Fire District

A Traffic Impact Analysis (TIA) letter was prepared by Kittelson & Associates, Inc. (Attachment A) in support of this application. The findings determined the project was in compliance with the vested trips from the previous master plan TIA and did not trigger any additional traffic mitigation measures. Please reference the earlier findings provided under master plan amendment criterion 3, above, for detailed information.

CONDITIONAL USE PERMIT (CUP) APPROVAL CRITERIA – KDC SEC. 3.103.03

Criterion A: The proposed use will conform to all applicable standards of the zone district

The proposed automated carwash and quick lube uses conform to the applicable standards of the commercial zone as established in the Keizer Station Master Plan and the KDC. Building setbacks, height, lot coverage (72%), landscaping (28% green space), parking, and bicycle facilities all meet or exceed code requirements as documented in the Landscape Plan (Sheet C-6.1) and Site Plan (Sheet C-4.0). The combined building area (6,611 SF) does not exceed the applicable square footage envelope for the parcel under the Master Plan.

Criterion B: The proposed use will not be unduly detrimental to properties in the vicinity

The proposed site is bounded by the Keizer Transit Center to the north, Keizer Station Blvd. to the west, and Chemawa Rd. NE to the south, with no adjacent residential uses. The nearest residential properties are separated from the site by substantial rights-of-way and other commercial development. Operational noise from the carwash tunnel is contained within the building envelope. Site lighting complies with COA #39 and is designed to minimize glare. The OWS pre-treats all wash water, protecting the public sewer system. The TIA demonstrates that traffic impacts are within the previously approved vesting, avoiding any new adverse traffic impacts on adjacent properties or streets.

Criterion C: The proposed use is consistent with the Comprehensive Plan

The Kaiser Station Area “B” site is designated for commercial activity center development consistent with the City of Keizer Comprehensive Plan. The Applicant’s proposal for a drive-thru carwash and quick-lube service use supports the activity center’s role as a commercial employment and services node within the broader Keizer community. The development provides services that complement existing transit-oriented development at the Keizer Transit Center and supports the economic vitality of the Keizer Station commercial corridor.

Criterion D: The site is physically suitable for the proposed use

The triangular configuration of the Area "B" East parcel is well-suited to the drive-through car wash format, which requires a directional flow path through the site. The site is served by adequate public utilities (sanitary sewer, water, storm drain, electric, and gas) as documented on Utility Plan Sheet C-4.2 and Storm Drain Plan Sheet C-5.3. The site is not within a special flood hazard area (Flood Zone X) and does not present geotechnical constraints that would preclude development. The grading plan (Sheets C-5.0 through C-5.2) demonstrates that the site can be developed with drainage slopes compliant with applicable standards and with ADA-accessible parking areas not exceeding 2% slope in any direction.

Criterion E: Adequate public facilities and services are available

Public infrastructure adequate to serve the proposed development is available and will be connected to through this project:

- Water: Connection to existing public water main with a proposed 1.5" domestic meter for the car wash and 1" domestic meter from the quick lube service center (Utility Plan, Keynotes U13/U15/U27). The project intends to provide a shared meter for irrigation across the site. Fire protection is provided via existing hydrants with backflow prevention devices as required.
- Sanitary Sewer: Both buildings are connected to the existing 8" SDR-26 public sanitary sewer main via 6" SDR-26 lateral lines at minimum 1.0% slope. At the permit review stage, connection points will be provided per MEP plans. A domestic sanitary sewer cleanout is provided at the building service point. Connection to the existing 8" public sanitary sewer main via new 6" SDR-26 laterals at minimum 1.0% slope, including an oil-water separator for pre-treatment of carwash and lube bay effluent.
- Storm Drainage: On-site stormwater is managed through a network of curb inlets, grate inlets, and circular-barrel area inlets (Storm Drain Plan, Sheet C-5.3) discharging to a StormTech SC-800 underground chamber detention system (Keynote G37) that provides detention and infiltration, achieving no net increase in runoff per 2017 COA #9.
- Transportation: Access is provided via the signalized driveway intersection at the Keizer Transit Station (a.k.a. Chemawa Way NE) and a right-in only access on Chemawa Road NE. Trip generation is within the vested Area "B" East allotment.

Property Line Adjustment Application

Why a Property Line Adjustment is Required

A property line adjustment application is required to remove north property line conflicts of tax lots 1101 (Parcel 4), 1201 (Parcel 3), 1300 (Parcel 1), and 1401 (Parcel 2) with proposed site improvements. The consolidation of four parcels into one will enable construction of the development without crossing portions of the originally platted property lines.

PROPERTY LINE ADJUSTMENT APPROVAL CRITERIA – KDC SEC. 3.106.04

Criterion A: The adjustment of lot lines results in no more parcels than originally existed;

The adjustment of lot lines involves consolidating four parcels into one parcel and retaining the same overall shape and size of the current grouping of four adjacent parcels. The criterion is met with an outcome of fewer parcels.

Criterion B: The proposed property line adjustment results in parcels that meet all area and dimension standards of this code; and

Attachment B of this application identifies the relevant area and dimensional standards for this site and makes findings of consistency. Pursuant to KDC 2.110.06.A, CM zone properties do not require a minimum lot size or average depth or width. Criterion B is met because the development is consistent with all required area and dimensional standards.

Criterion C: The proposed property line adjustment does not locate lot lines in violation of the setback and height provisions of the code relative to existing structures and improvements;

The property line adjustment proposal consolidates the lots, removing interior lot lines of the four parcels, for the purpose of complying with setback provisions for new structures. The lot line locations do not impact height allowance in this context.

Except for the existing masonry and metal monument sign for Keizer Station on the corner of Keizer Station Boulevard and Chemawa Road NE, no existing structures exist on the site. The property line adjacent to the monument sign is unchanged in this proposal. The configuration of proposed lot boundaries in this application meet Criterion C.

Criterion D: The property line adjustment involves only lots or parcels that have been lawfully created;

The application materials include a preliminary title report and an Alta survey which contains legal descriptions of these four parcels, consistent with how they are shown in the application. Criterion D is met.

Criterion E: The property line adjustment by itself does not prohibit any property from accessing either a public right-of-way or an access easement.

The property line adjustment maintains all three potential access frontages including: the access easement on the adjacent Keizer Transit Center, Keizer Station Boulevard, and Chemawa Road NE. The proposed development will utilize Chemawa Road as right-turn-in only access and the access easement along the south property line of the transit center for two-way access. Criterion E is met.

Miscellaneous Equipment & Service Impacts

Servicing – Waste Collection, Storage, and Disposal

Key servicing elements include:

- Dumpster Enclosure: The project proposes a fully enclosed, solid-walled trash collection area consistent with the architectural and screening standards in the Keizer Development Code and the Keizer Station design standards. The enclosure is sized to accommodate the waste volumes associated with a high-volume carwash and quick-lube use. Located at the southeast end of the site, the enclosure is positioned to allow collection vehicle access without conflicting with customer vehicular circulation or pedestrian pathways (Sheet C-4.0, Note S18).
- Oil-Water Separator (OWS): A dedicated oil-water separator (Sheet C-4.2 Utility Plan Keynote U11) is incorporated into the site's sanitary sewer system to treat wash water and lube bay runoff prior to discharge, consistent with pre-treatment requirements for carwash and automotive service uses. The OWS is located in accordance with City of Salem and City of Keizer sewer regulations.
- Wash Water Recycling System: The carwash building incorporates a suction tank, overflow tank, and settling tank system (Sheet C-4.2 Utility Plan Keynotes U71/U72) with 6" SCH-80 underground vacuum lines, consistent with the operational requirements of a drive-thru tunnel carwash and potable water consumption reduction measures.
- Hazardous Waste: The quick lube service facility is operated as a closed-loop service, with used oil and other automotive fluids collected in appropriate closed containers for pickup by a licensed waste oil hauler. No on-site hazardous material storage beyond standard operational quantities is proposed.
- Sanitary Sewer & Storm Drainage: Please refer to information provided for CUP Criterion E above.

Mechanical Equipment

The project proposes one roof-mounted HVAC unit on each building. These units will be screened from the right-of-way view by a combination of parapet height and enclosure screen, if additional screening height is needed (Sheet C-4.0 site plan & Elevation Sheet A211). Vacuum equipment is contained within a CMU enclosure, to mitigate visibility and noise impacts (Sheet C-4.0, Note S72). The enclosure is setback approximately 80 feet from Keizer Station Blvd. and approximately 40 feet from the Keizer Transit Station shared accessway.

Modifications to 2017 Area "B" Master Plan Conditions of Approval – Exhibit "E"

The following identifies the specific Conditions of Approval from the 2017 Master Plan (Exhibit "E,") that are subject to modification, clarification, or delineation as part of this Master Plan Amendment.

Modifications are requested to the following Conditions of Approval for the following reasons:

A. Items are identified as applicable primarily or exclusively to other portions of Area “B” (Area “B” West or previously approved Area “B” East developments), necessitating clarifications to prevent duplicative obligations for the development on the Area “B” East parcel for Building D. These conditions remain in full force and effect as obligations for the identified areas; or
B. Revised terms are necessary for conditions remaining relevant to the Building D parcel.

COA #8 – Water Tank Fee: The current condition requires new development in Area “B” to reimburse the City for 7.5% of the costs of the elevated water tank, with Area “B”’s share calculated at approximately $135,000, paid on a square-foot basis as development occurs.

> **Requested Modification:** Modify COA #8 to cap the Applicant’s water tank fee obligation at $26,000. The Applicant’s parcel represents a portion of Area “B”, and the allocated fee obligation for this specific parcel has been negotiated and agreed upon at $26,000 as part of the property acquisition. This cap is consistent with the proportional allocation methodology described in the condition (fee calculated on a square-foot basis per parcel) and reflects a fair allocation for the Applicant’s parcel relative to the total Area “B” commercial square footage.

COA #11 – Storm Drainage Master Plan: Requires a Storm Drainage Master Plan for areas west and east of Keizer Station Boulevard, but specific to areas associated with the open space/park and east of Dennis Ray Avenue.

> **Requested Modification:** Remove condition 11 or exempt this site from the condition requirements. This obligation should be addressed through previous Area “B” planning. The proposed development provides its own site-specific storm drainage design (StormTech SC-800 system, Sheets C-5.3) in compliance with City requirements.

COA #14 – Park/Open Space Storm Water Management & Open Space Amenities: Requires private ownership and maintenance of the open space. Completion of open space is required prior to occupancy of the first building permitted for Area “B” West.

> **Requested Modification:** This condition should be removed, if already satisfied, or modified to not link the condition to development on the Building D parcel.

COA #15 – TIA Mitigation Measures: The condition outlines required mitigation measures for specific development areas in the master plan. Items were not associated with the revised TIA for the development proposed on the Building D parcel site.

> **Requested Modification:** The conditions language should clearly articulate any remaining mitigation improvements required by other properties or void past requirements that have been satisfied.

COA #16 – Transportation Improvements: The condition lists four transportation improvements (items A through D) for the master plan area.

> **Requested Modification:**

- The conditions language should clearly articulate any remaining mitigation improvements required by other properties or remove past requirements that have been satisfied.
- Modify conditions to remove items a-d for transportation improvements – including the deceleration lane - and replace with a right-in-only driveway access from Chemawa Road.

COA #17 – Keizer Station Blvd ROW Dedication: The condition requires right-of-way dedication for portions of the street that do not currently lie within street right-of-way.

Requested Modification: Remove expectations that ROW dedications are applicable to this development site.

COA #20 – **Public Works Pre-Design Meeting:** The condition requires a pre-design meeting with the City of Keizer Public works Department prior to submission of plans to the City of Keizer or Salem.

Requested Modification: Remove requirement for pre-design meeting with City of Keizer Public Works division.

COA #34 – **20-Foot Landscape Buffer in Area "B" West:** The condition requires a landscape buffer along the northern edge of a different project.

Requested Modification: This condition should be omitted from the master plan if previously satisfied or revised with wording that precludes development on this site from the requirements.

COA #36 – 10-Foot Pedestrian Connection to Dennis Ray Avenue: The condition requires a 10-foot-wide paved pedestrian connection to the end of Dennis Ray Avenue.

Requested Modification: This condition should be omitted from the master plan if previously satisfied or revised with wording that precludes development on this site from the requirements.

COA #44 – Separate Pathway Specifications: The condition establishes that construction specifications for the pathway are subject to Public works Department approval.

Requested Modification: If the associated pathway is already constructed, remove this condition. If not, clarify the language of this section to specify the location of the pathway and the responsible party as an entity other than the developer for the current amendment application.

COA #47 – Area "B" West Sight-Obscuring Wall: The condition requires construction of a concrete masonry wall (or equivalent) between the northern border of Area "B" and the residential properties along Dennis Ray Avenue.

Requested Modification: This condition should be omitted from the master plan if previously satisfied or revised with wording that precludes development on this site from the requirements.

COA #48 – Tree Mitigation Planting: The condition requires planting of 38 trees to replace 19 trees previously removed from Area "B". Trees planted to satisfy required street and parking lot trees are not counted toward the mitigation planting.

Requested Modification: Ensure tree planting requirements of COA #48 are not attached to future development on the Building D parcel. In addition, the modification requests recognition of all trees planted on the Building D parcel, including those considered street trees and parking lot trees, as mitigation plantings.

Of the 47 trees identified on the project site, 44 are proposed for removal. With extensive grading proposed for development (Sheet C-6.0) it is infeasible to preserve more than three, 6-inch trees along Keizer Station Boulevard. To allow for the construction of a two-way driveway access point, two 7-inch trees are identified for removal at the edge of the transit center access easement.

The Tree Preservation Plan (Sheet C-6.0) identifies 33 of the 47 trees identified for removal on the project site as significant in size (e.g. > 12" DBH. Under the City's mitigation planting requirements, a 2:1 planting ratio is specified, requiring 66 replacement trees. The Landscape Plan (Sheet C-6.1) proposes 62 replacement trees, with the intent to satisfy the remaining mitigation requirements through the mitigation fund.

COA #51 (Lot Line Adjustment Conditions): This condition describes the changing lot sizes of surrounding properties due to lot line adjustments of a 2017 master plan amendment.

Requested Modification: Modify language to ensure relevance for the lot line adjustment (a.k.a. lot consolidation) required for the four tax lots comprising the Building D development site.

COA #52–53 (CUP – Transit Station): These conditions were established for the Conditional Use Permit for the Keizer Transit Station.

Requested Modification: Remove past conditions that apply to the Transit Station development or modify the language to explicitly acknowledge those previous obligations do not pertain to development on the Building D development site.

COA #54–57 (CUP – Park): These conditions were established for the Conditional Use Permit for the Area "B" West park/open space.

Requested Modification: Remove past conditions that apply to the park development or modify the language to explicitly acknowledge those previous obligations do not pertain to development on the Building D development site.

Conclusion

The proposed Happy's Drive-Thru Carwash and Oilstop facility at 2335 Chemawa Road NE in Keizer, Oregon represents a carefully designed commercial development that:

- Is consistent with and within the square footage envelope established by the 2017 Keizer Station Area "B" Master Plan for the east parcel (6,611 SF combined, well below 10,000 SF);

- Generates 10 fewer PM peak hour vehicle trips than the vested Area “B” East trip allotment, as confirmed by the February 2026 Kittelson & Associates TIA;
- Supports the right-in only Chemawa Road NE access without the need for a dedicated right-turn deceleration lane, per ODOT right-turn lane criteria at the 35 MPH posted speed;
- Provides pedestrian and vehicular circulation systems consistent with the Activity Center Design Plan Overlay (KMC Sec. 2.124) and Keizer Station Plan Section III.E.1, including stamped concrete crosswalks meeting COA #37 differing-material requirements;
- Incorporates adequate waste collection, storage, and disposal infrastructure, including a fully enclosed dumpster enclosure, oil-water separator, and wash water recycling system;
- Meets all Conditional Use Permit approval criteria under KDC Sec. 3.103.03, Master Plan Amendment criteria under KDC Sec. 3.113.04 and 3.113.06, and Property Line Adjustment criteria under KDC Sec. 3.106.04; and
- Requests targeted, reasonable modifications to COAs #8, 16, 20 and 51, while clearly delineating COAs #11, 14, 15, 17, 34-36, 44, 47-48, and 52–57 as obligations applicable to other Area “B” development phases.

For all of the foregoing reasons, the Applicant respectfully requests approval of the Conditional Use, Property Line Adjustment, and Master Plan Amendment applications, including the requested modifications to Conditions of Approval identified herein.

Prepared by:

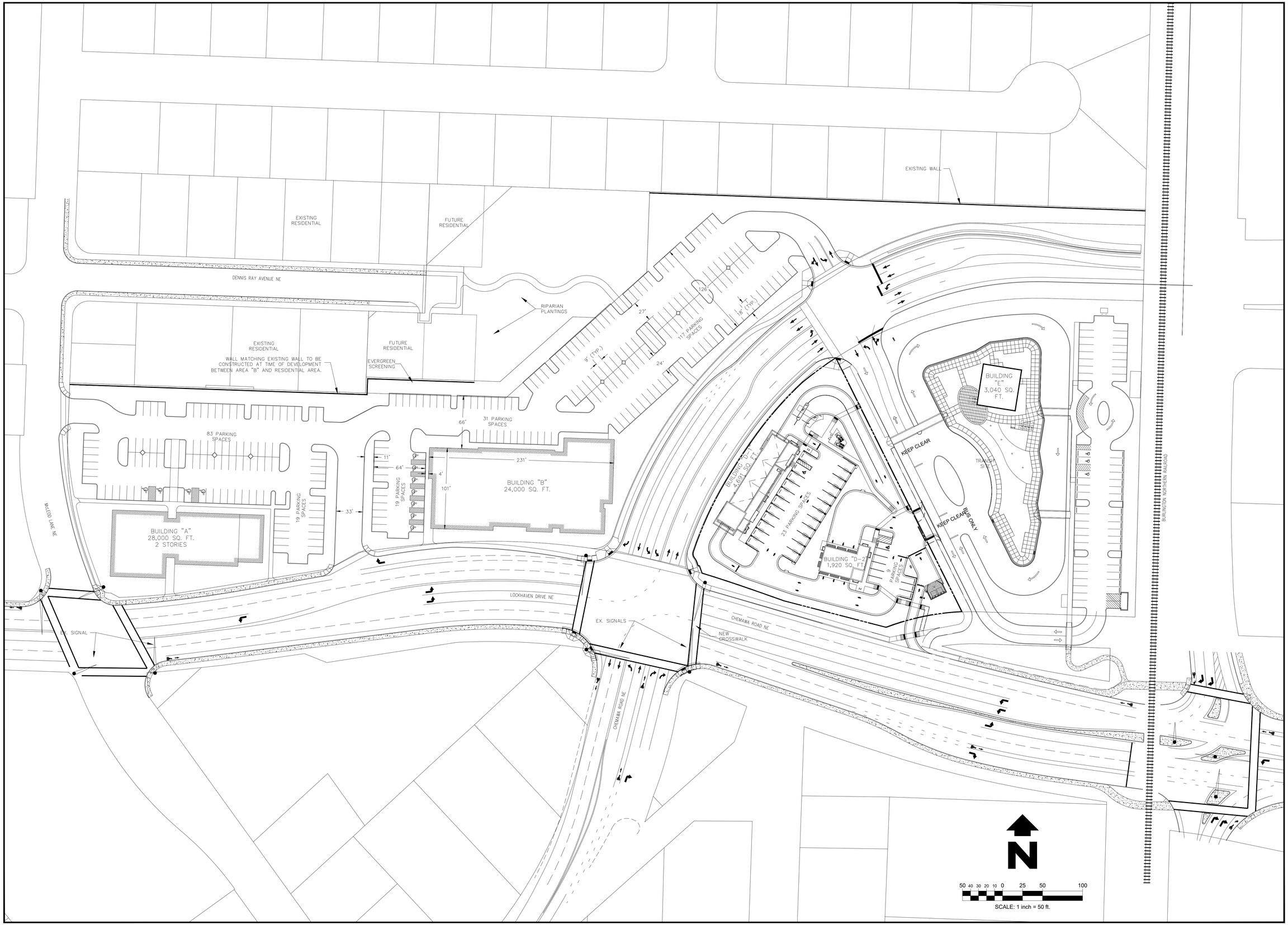
Parish Burns, Entitlements & Development Project Manager, OilStop, Inc. | Happy’s Carwash

5330 Old Redwood Hwy., Suite C, Petaluma, CA 94954; and

HFA-AE, Ltd. | 1705 S. Walton Blvd., Suite 3, Bentonville, AR 72712 | 479.273.7780

Civil Engineer of Record: Garrett David Small, PE (Oregon PE #102577, Exp. 06/30/2026)

Traffic Analysis: Kittelson & Associates, Inc., Portland, OR (Project #32735, February 26, 2026)



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STIPULATION FOR REUSE
THESE PLANS ARE NOT PREPARED FOR USE ON A SPECIFIC SITE AT
2431 BROADWAY CT
CONTEMPORARY PROJECT WITH TITLE ISSUE DATE ON 5/22/2026
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KEIZER STATION AREA "B"
(MASTER PLAN AMENDMENT)
2335 CHEMAWA RD NE
KEIZER, OR 97303

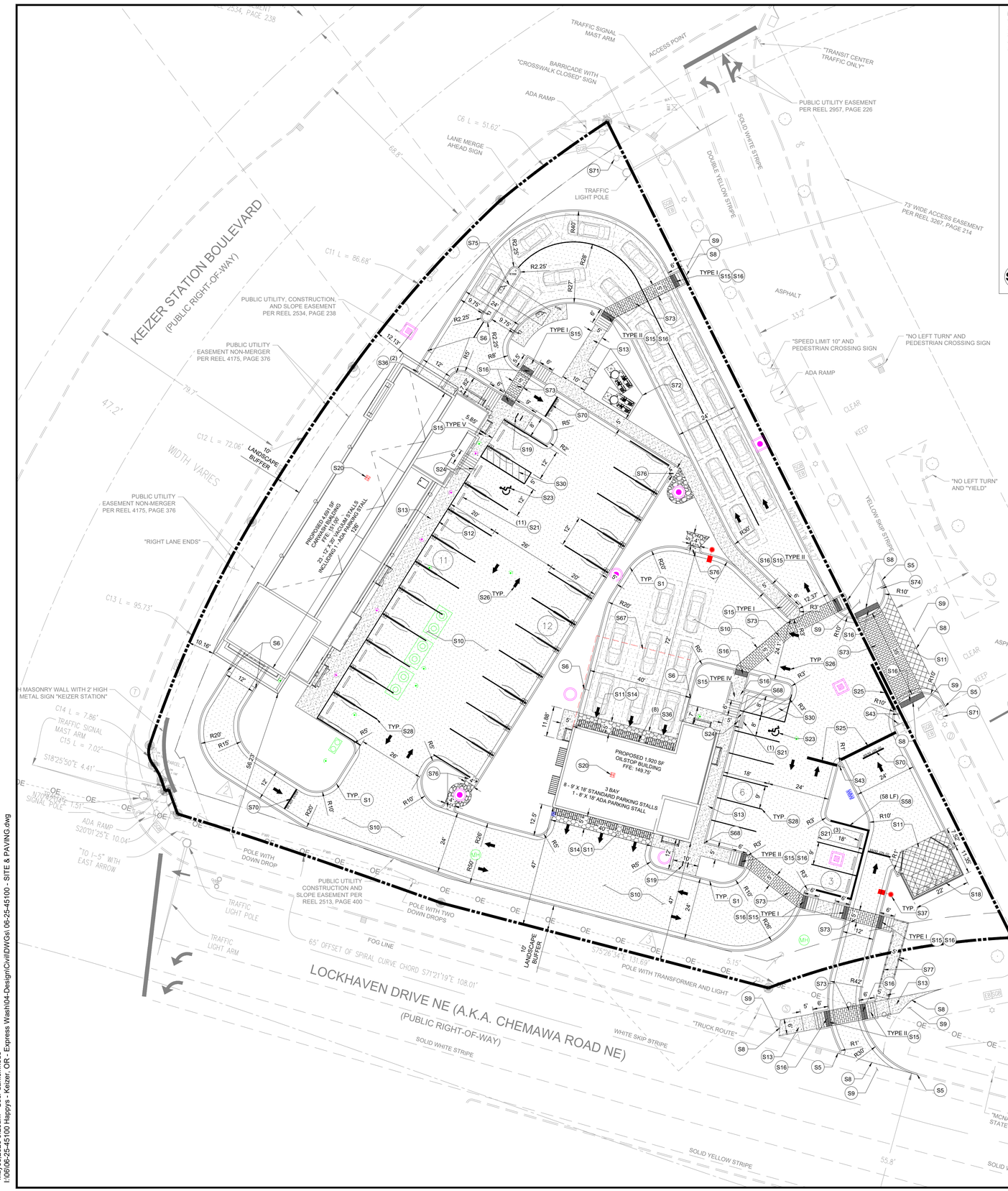
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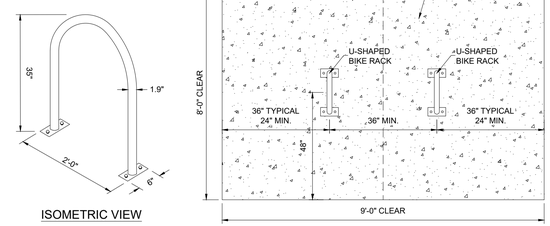
PRELIMINARY

KEIZER STATION AREA "B" (MASTER PLAN AMENDMENT)

SHEET:
1



NOTES:
1. BIKE RACK SHALL COMPLY WITH ALL CITY OR LOCAL JURISDICTION REQUIREMENTS.
2. CONCRETE PAD AND AGGREGATE BASE TO MATCH SIDEWALK SECTION.
3. INSTALL PER MANUFACTURERS SPECIFICATIONS.
4. 3' CLEAR AROUND PAD TO MINIMIZE DAMAGE TO BICYCLES & AUTOMOBILES.
5. BIKE PAD SHALL BE SEPARATE FROM ANY AND ALL ADA PATHS AND LANDINGS



S19 U-SHAPED BIKE RACK
N.T.S.

SITE KEY NOTES

#	
S1	CURB AND GUTTER. REFER TO DETAIL ON C-10.0
S5	TAPER CURB TO MATCH EXISTING
S6	TAPER CURB FROM 6" TO 0" OVER 10'. REFER TO DETAIL ON C-10.0
S8	MATCH EXISTING PAVEMENT ELEVATION. REFER TO DETAIL ON C-10.0
S9	EXISTING PAVEMENT TO REMAIN
S10	STANDARD DUTY ASPHALT PAVING (PER PAVING PLAN)
S11	HEAVY DUTY CONCRETE PAVING (PER PAVING PLAN)
S12	THICKENED EDGE OF SIDEWALK. REFER TO DETAIL ON C-10.0
S13	CONCRETE SIDEWALK. REFER TO DETAIL ON C-10.0
S14	CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
S15	ADA SIDEWALK RAMP @ 8.33% MAX. REFER TO DETAIL ON C-10.0
S16	DETECTABLE WARNINGS PER ADA REQUIREMENTS. REFER TO DETAIL ON C-10.0
S18	DUMPSTER ENCLOSURE (PER ARCH. PLANS)
S19	BICYCLE RACK (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S20	MECHANICAL EQUIPMENT BEYOND PARAPET. REFER TO MECHANICAL PLANS FOR LOCATION
S21	CONCRETE WHEEL STOPS (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S23	ADA ACCESSIBLE PARKING SPACE AND AISLE STRIPING & SYMBOL OF ACCESSIBILITY (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S24	VAN ACCESSIBLE PARKING SIGN (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S25	STOP BAR (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S26	DIRECTIONAL TRAFFIC ARROW (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S28	PARKING STALL STRIPING (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S30	4" WIDE PAINTED STRIPES. 2' OFF CENTER @ 45° (PER LOCAL CODES)
S36	BOLLARD (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S37	LIGHT POLE (TYPICAL-PER LIGHTING PLAN)
S43	"STOP" SIGN. REFER TO DETAIL ON C-10.0
S58	CAST IN PLACE CONCRETE WALL. REFER TO NOTE FOR LENGTH. REFER TO DETAIL ON C-10.0
S67	SERVICE BELL HOSE, (PER ARCH PLANS)
S68	TYPE "B" CURB AND GUTTER WITH FLUSH SIDEWALK, REFER TO DETAIL ON C-10.0
S70	'DO NOT ENTER' PAVEMENT MARKING. REFER TO DETAIL ON C-10.0
S71	EXISTING FIRE HYDRANT
S72	VACUUM ENCLOSURE. SEE ARCH PLANS
S73	PEDESTRIAN CROSSWALK STAMPED CONCRETE (TYPICAL-PER LOCAL REQUIREMENTS).
S74	RELOCATE EXISTING "NO LEFT TURN" SIGN
S75	PAY-STATION LANE, CANOPY (ACCESSORY STRUCTURE).
S76	CONCRETE FLUME. REFER TO DETAIL ON C-10.0
S77	HANDRAIL. REFER TO DETAIL ON C-10.3

SITE DATA SUMMARY

SITE AREA:	1.42 AC (61,962 SF)
ADDRESS:	2335 CHEMAWA RD NE, KEIZER, OR 97303
MAP #	06-3W-36B
TAX LOT #	1101, 1201, 1300, & 1401
ZONING:	COMMERCIAL MIXED USE (CM)
OVERLAY/SPECIAL PLANS:	KEIZER STATION MASTER PLAN
TOTAL GROSS BUILDING SF:	6,611 SF (COMBINED)
F.A.R. (FLOOR/AREA RATIO):	1:0.107
LOT COVERAGE REQUIRED:	50% - 90%
LOT COVERAGE PROVIDED:	72%
PARKING PROVIDED:	32 (2 ADA)
PERVIOUS COVER:	17,650 SF
IMPERVIOUS COVER:	44,312 SF
MAXIUM HEIGHT:	50 FEET
REQUIRED BICYCLE PARKING:	2

SETBACK REQUIREMENTS:

FRONT:	10'
SIDE:	0'
REAR:	0'
STREET-SIDE (3):	10'

N

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT. REFER TO DETAIL P9 ON PAVING PLAN
- PROPOSED CONCRETE SIDEWALK PAVEMENT. REFER TO DETAIL ON C-10.0
- CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT. REFER TO KEYNOTE P8 ON PAVING PLAN
- PROPOSED STAMPED CONCRETE

PROPOSED CARWASH:

4,691 SF
23 - 12' X 20' VACUUM STALLS INCLUDING 1 - ADA PARKING STALL

PROPOSED OIL STOP:

1,920 SF
3 BAY
8 - 9' X 18' STANDARD PARKING STALL
1 - 8' X 18' ADA PARKING STALL

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 10, 2013
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

SITE PLAN

SHEET: C-4.0

May08,2026-8:29am - User:daniel friede
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EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	COLOR	NOTES
CMU-2	8"X8"X16" GRAY BLOCK CMU	OLDCASTLE	SW 7647 CRUSHED ICE	MORTAR - SPEC MIX - SM250 ANTIQUE WHITE -INTEGRAL WATER REPELLANT MORTAR, LOXON XP LX11-50 WATERPROOFING MASONRY COATING
CMU-3	8"X8"X16" GRAY BLOCK CMU	OLDCASTLE	SW 7069 IRON ORE	MORTAR - SPEC MIX - SM250 ANTIQUE WHITE -INTEGRAL WATER REPELLANT MORTAR, LOXON XP LX11-50 WATERPROOFING MASONRY COATING
EPT-1	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 9179 ANCHOR AWEIGH	CUSTOM MANUAL MATCH
EPT-2	EXTERIOR PAINT	BEHR	SW 6887 NAVEL	---
EPT-3	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 7647 CRUSHED ICE	HM DOORS AND FRAMES
EPT-4	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 6954 RESONANT BLUE	STEEL PIPE BOLLARD
MT-2	PRE-FINISHED METAL COPING	MBCI	PAINTED EPT-2	---
MT-3	PRE-FINISHED METAL COPING	MBCI	PAINTED EPT-3	---
MT-4	PRE-FINISHED METAL COPING	MBCI	PAINTED SW 7069 IRON ORE	---

EXTERIOR FINISH SCHEDULE

MARK	MATERIAL	MANUFACTURER	COLOR	NOTES
SF-1	STOREFRONT ASSEMBLY	KAWNEER	451T, ALUM STOREFRONT FRAMING, BRONZE	WITH CLEAR INSULATED GLASS
SF-2	STOREFRONT ASSEMBLY	KAWNEER	451T, ALUM STOREFRONT FRAMING, BRONZE	WITH SPANDREL PANEL
ST-1	STONE BASE	CORONADO STONE	ARTISAN LEDGE - HURON	---
STC-1	STUCCO	DRYVIT	SW 7647 CRUSHED ICE	---
STC-2	STUCCO	DRYVIT	SW 7069 IRON ORE	---
TPO	TPO ROOF	FIRESTONE	WHITE	60 MIL
WD-1	METAL WALL PANEL	WESTERN STATE METAL ROOFING	T-8 ROSEWOOD	---
WS-1	FIBER CEMENT WALL SIDING	JAMES HARDIE	HARDIE PANEL SIDING EPT-1	HARDIE PANEL SIDING - SMOOTH
WS-2	FIBER CEMENT WALL SIDING	JAMES HARDIE	HARDIE PANEL SIDING EPT-2	HARDIE PANEL SIDING - SMOOTH

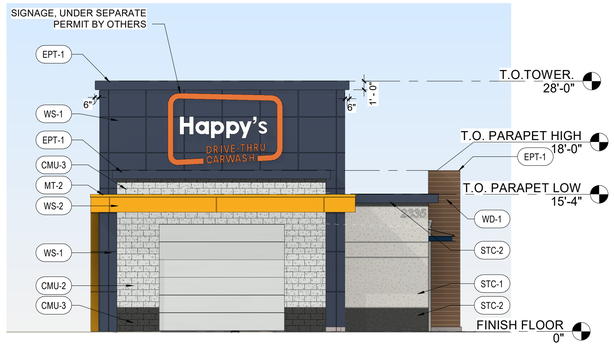
TUNNEL EXIT - SOUTH ELEVATION
MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	130 SF	13.13%
CMU	181 SF	18.29%
HARDI PANEL	373 SF	37.68%
WOOD	61 SF	6.16%
METAL CAP	77 SF	7.77%
METAL DOOR	168 SF	16.97%
	990 SF	100%

TUNNEL EXIT - SOUTH ELEVATION
COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	423 SF	45.93 %
(CMU-3) - SW 7069 IRON ORE	48 SF	5.21 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	376 SF	40.82 %
(EPT-2) -SW 6887 NAVEL	74 SF	8.04 %
	921 SF	100 %

SIGNAGE ONLY SHOWN AS PLACEHOLDER,
FORMAL REVIEW WILL BE DONE BY OTHERS UNDER SEPARATE PERMIT.



TUNNEL EXIT SOUTH ELEVATION - STREET FACING (CHEMAWA RD. NE)

4 — 1/8" = 1'-0"

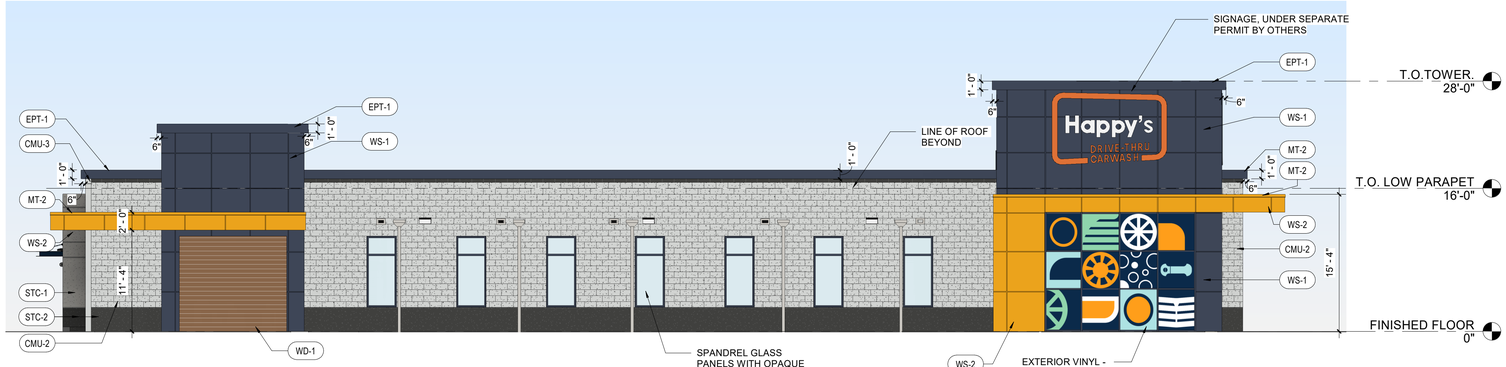
WEST ELEVATION
MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	266 SF	9.51%
CMU	1058 SF	37.78%
HARDI PANEL	831 SF	29.68%
WOOD	128 SF	4.57%
METAL CAP	148 SF	5.28%
GRAPHICS	215 SF	7.68 %
GLASS	154 SF	5.5 %
	2800 SF	100%

WEST ELEVATION
COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	1060 SF	46.03 %
(CMU-3) - SW 7069 IRON ORE	264 SF	11.46 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	107 SF	4.65 %
(EPT-2) -SW 6887 NAVEL	872 SF	37.86 %
	2303 SF	100 %

SIGNAGE ONLY SHOWN AS PLACEHOLDER,
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WEST - FACING ELEVATION (KEIZER STATION BLVD.)

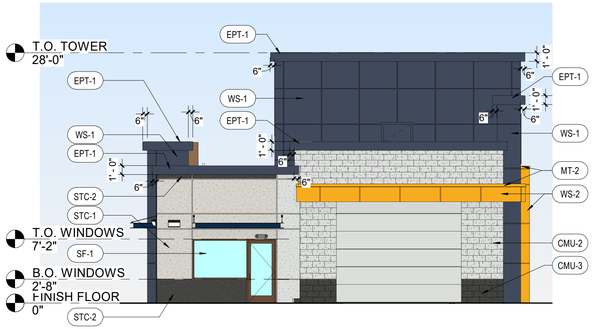
3 — 1/8" = 1'-0"

TUNNEL ENTRANCE - NORTH ELEVATION
MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	166 SF	18.01 %
CMU	190 SF	20.61 %
HARDI PANEL	383 SF	41.54 %
WOOD	61 SF	6.61 %
METAL CAP	83 SF	9.01 %
GLASS	39 SF	4.22 %
METAL DOOR	160 SF	
	1082 SF	100 %

TUNNEL ENTRANCE - NORTH ELEVATION
COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	476 SF	46.99 %
(CMU-3) - SW 7069 IRON ORE	61 SF	6.02 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	402 SF	39.68 %
(EPT-2) -SW 6887 NAVEL	74 SF	7.32 %
	1013 SF	100 %



TUNNEL ENTRANCE NORTH ELEVATION

2 — 1/8" = 1'-0"

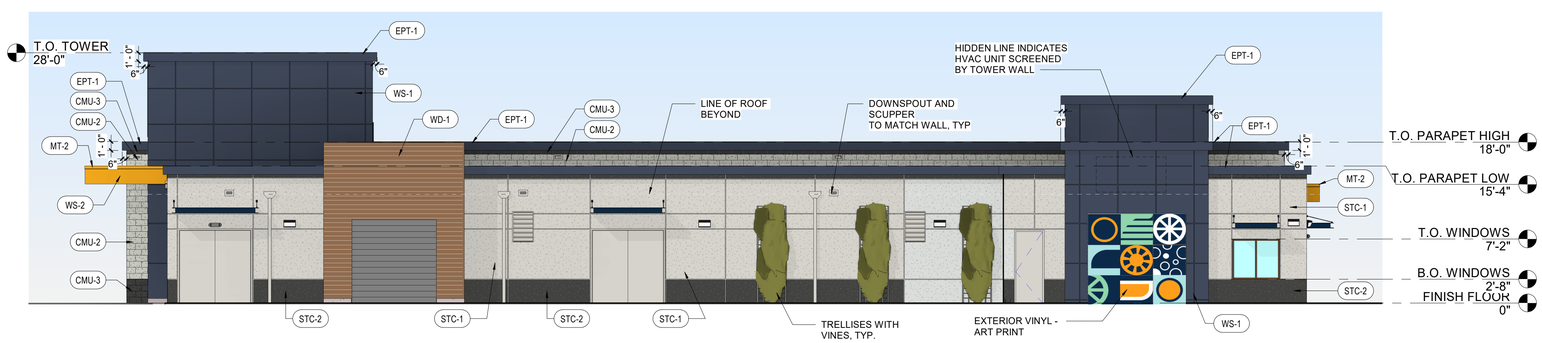
EAST ELEVATION -
MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	1116 SF	42.56 %
CMU	129 SF	4.92 %
HARDI PANEL	576 SF	21.97 %
WOOD	195 SF	7.44 %
METAL CAP	247 SF	9.42 %
GLASS	26 SF	0.99 %
METAL DOOR	228 SF	8.69 %
VINES	105 SF	4.01 %
	2622 SF	100 %

EAST ELEVATION -
COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	1191 SF	51.88 %
(CMU-3) - SW 7069 IRON ORE	282 SF	12.28 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	801 SF	34.89 %
(EPT-2) -SW 6887 NAVEL	22 SF	0.95 %
	2296 SF	100 %

SIGNAGE ONLY SHOWN AS PLACEHOLDER,
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EAST-FACING ELEVATION

1 — 1/8" = 1'-0"

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Bentonville, Arkansas 72712
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Happy's DRIVE-THRU CARWASH
2335 CHEMAWA ROAD NE
KEISER, OR 97303
JOB NUMBER: 06-25-45100

ISSUE BLOCK

CHECKED BY:	JMC
DRAWN BY:	CS
DOCUMENT DATE:	05/05/26

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EXTERIOR COLOR ELEVATIONS

SHEET: A211

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A311-EXTERIOR COLOR ELEVATIONS

EXTERIOR FINISH SCHEDULE Copy 1

MARK	MATERIAL	MANUFACTURER	COLOR	NOTES
CMU-2	8"X8"X16" GRAY BLOCK CMU	OLDCASTLE	SW 7647 CRUSHED ICE	MORTAR - SPEC MIX - SM250 ANTIQUE WHITE -INTEGRAL WATER REPELLANT MORTAR, LOXON XP LX11-50 WATERPROOFING MASONRY COATING
CMU-3	8"X8"X16" GRAY BLOCK CMU	OLDCASTLE	SW 7069 IRON ORE	MORTAR - SPEC MIX - SM250 ANTIQUE WHITE -INTEGRAL WATER REPELLANT MORTAR, LOXON XP LX11-50 WATERPROOFING MASONRY COATING
EPT-1	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 9179 ANCHOR AWEIGH	CUSTOM MANUAL MATCH
EPT-2	EXTERIOR PAINT	BEHR	SW 6887 NAVEL	---
EPT-3	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 7647 CRUSHED ICE	HM DOORS AND FRAMES
EPT-4	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 6954 RESONANT BLUE	STEEL PIPE BOLLARD
MT-2	PRE-FINISHED METAL COPING	MBCI	PAINTED EPT-2	---
MT-3	PRE-FINISHED METAL COPING	MBCI	PAINTED EPT-3	---
MT-4	PRE-FINISHED METAL COPING	MBCI	PAINTED SW 7069 IRON ORE	---
SF-1	STOREFRONT ASSEMBLY	KAWNEER	451T, ALUM STOREFRONT FRAMING, BRONZE	WITH CLEAR INSULATED GLASS

EXTERIOR FINISH SCHEDULE Copy 1

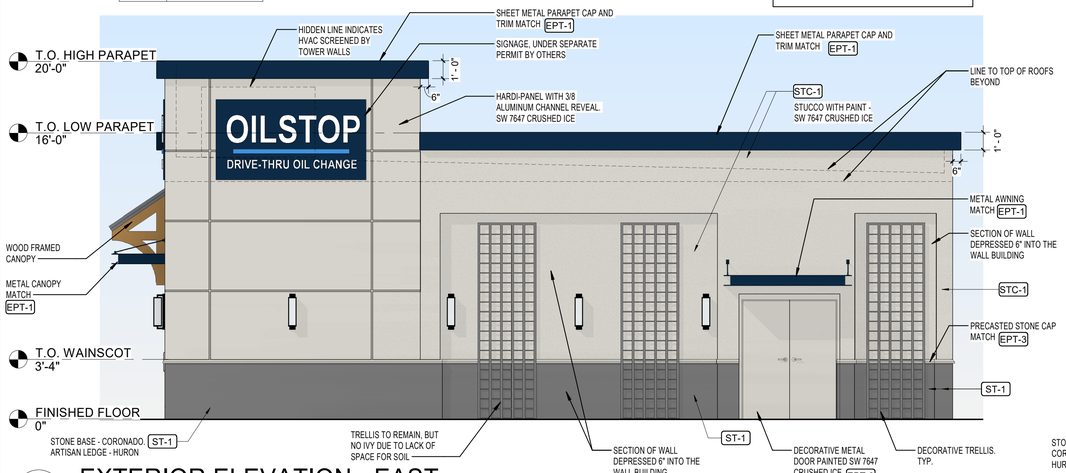
MARK	MATERIAL	MANUFACTURER	COLOR	NOTES
SF-2	STOREFRONT ASSEMBLY	KAWNEER	451T, ALUM STOREFRONT FRAMING, BRONZE	WITH SPANDREL PANEL
ST-1	STONE BASE	CORONADO STONE	ARTISAN LEDGE - HURON	---
STC-1	STUCCO	DRYVIT	SW 7647 CRUSHED ICE	---
STC-2	STUCCO	DRYVIT	SW 7069 IRON ORE	---
TPO	TPO ROOF	FIRESTONE	WHITE	60 MIL
WD-1	METAL WALL PANEL	WESTERN STATE METAL ROOFING	T-8 ROSEWOOD	---
WS-1	FIBER CEMENT WALL SIDING	JAMES HARDIE	HARDIE PANEL SIDING EPT-1	HARDIE PANEL SIDING - SMOOTH
WS-2	FIBER CEMENT WALL SIDING	JAMES HARDIE	HARDIE PANEL SIDING EPT-2	HARDIE PANEL SIDING - SMOOTH

EXTERIOR ELEVATION - EAST FACING MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	326 SF	43.12%
HM DOOR	40 SF	5.30%
HARDI-PANEL	225 SF	29.76%
METAL WALL CAP	45 SF	5.95 %
STONE BASE	120 SF	15.87 %
	756 SF	100%

EXTERIOR ELEVATION - EAST FACING COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	591 SF	92.92 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	45 SF	7.08 %
	636 SF	100 %



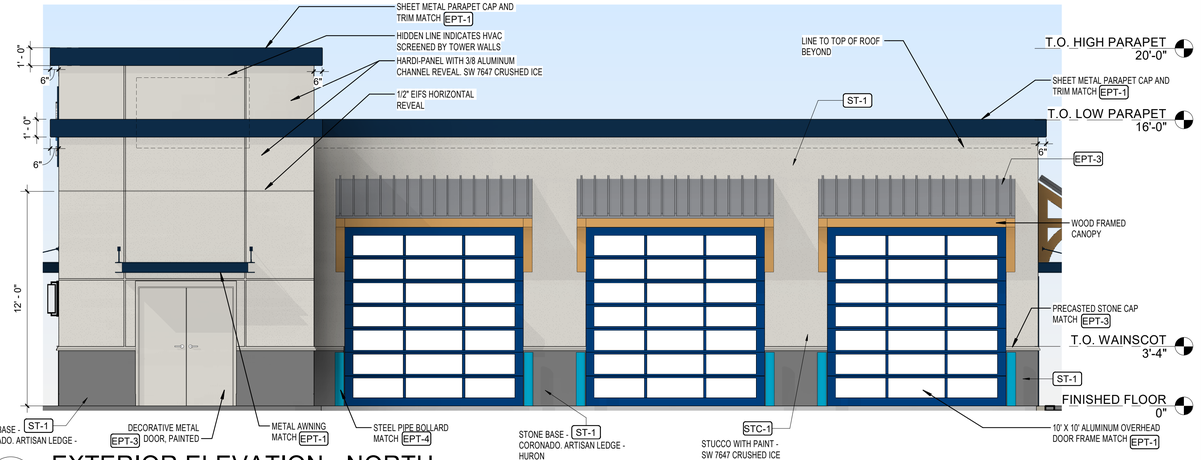
4 EXTERIOR ELEVATION - EAST
1/4" = 1'-0"

EXTERIOR ELEVATION - NORTH FACING MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	178 SF	21.67 %
HM DOOR	40 SF	4.87 %
HARDI PANEL	190 SF	23.15 %
METAL WALL CAP	67 SF	8.17 %
STONE BASE	120 SF	14.61 %
PLEXIGLASS	202 SF	24.61 %
WOOD	24 SF	2.92 %
	821 SF	100%

EXTERIOR ELEVATION - NORTH FACING COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	408 SF	84.30 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	67 SF	13.84 %
(EPT-4) - SW 6954 RESONANT BLUE	9 SF	1.86 %
	484 SF	100 %



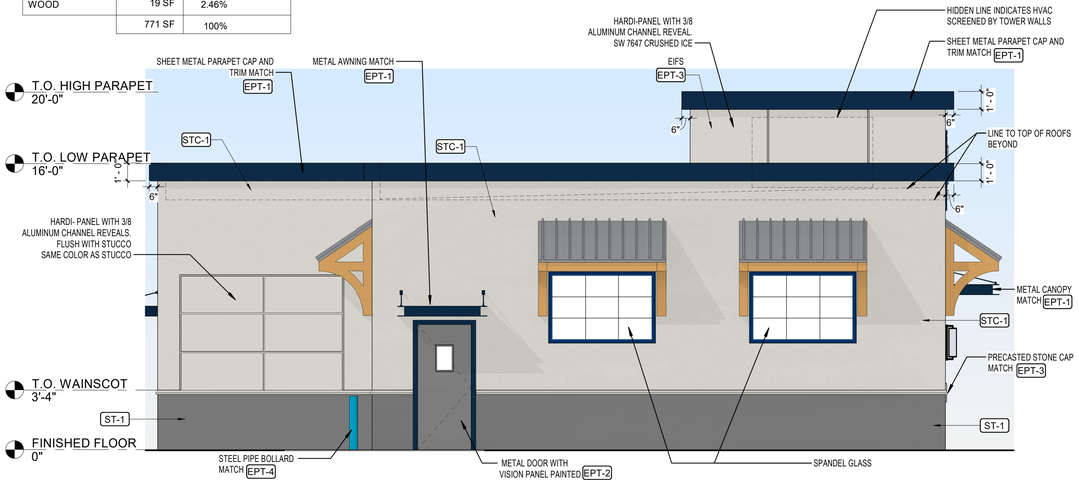
3 EXTERIOR ELEVATION - NORTH
1/4" = 1'-0"

EXTERIOR ELEVATION - WEST FACING MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	390 SF	50.58 %
HARDI PANELS	100 SF	12.97 %
HM DOOR	25 SF	3.24 %
METAL WALL CAP	71 SF	9.21%
STONE BASE	125 SF	16.22%
GLASS	41 SF	5.32%
WOOD	19 SF	2.46%
	771 SF	100%

EXTERIOR ELEVATION - WEST FACING COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	515 SF	87.88 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	71 SF	12.12 %
	586 SF	100 %



2 EXTERIOR ELEVATION - WEST - FACING ELEVATION (KEIZER STATION BLVD.)
1/4" = 1'-0"

SOUTH ELEVATION - STREET FACING MATERIAL COVERAGE (%)

MATERIAL	AREA	(%) OF ELEVATION
STUCCO	183 SF	19.61 %
HARDI PANELS	193 SF	20.67 %
METAL WALL CAP	170 SF	18.20 %
METAL FRAME DOOR	72 SF	7.70 %
STONE BASE	57 SF	6.11 %
STOREFRONT	34 SF	3.64 %
WOOD	24 SF	2.56 %
PLEXIGLASS	201 SF	21.51 %
	934 SF	100%

SOUTH ELEVATION - STREET FACING COLOR COVERAGE (%)

COLOR	AREA	(%) OF ELEVATION
(EPT-3) - SW 7647 CRUSHED ICE	376 SF	60.84 %
(EPT-1) - SW 9179 ANCHORS AWEIGH	242 SF	39.16 %
	618 SF	100%

SIGNAGE NOT SHOWN, WILL BE DONE BY OTHERS UNDER SEPARATE PERMIT.



1 EXTERIOR ELEVATION - SOUTH STREET FACING (CHEMAWA RD. NE)
1/4" = 1'-0"

5/14/2026 4:13:39 PM
C:\Users\jorge.sanchez\Desktop\06-25-XXXXX Happys - Medford, OR_ARCH__V24_HFA Jorge Sanchez.rvt
A213-EXTERIOR COLOR ELEVATIONS

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KEISER, OR 97303
JOB NUMBER: 06-25-45100

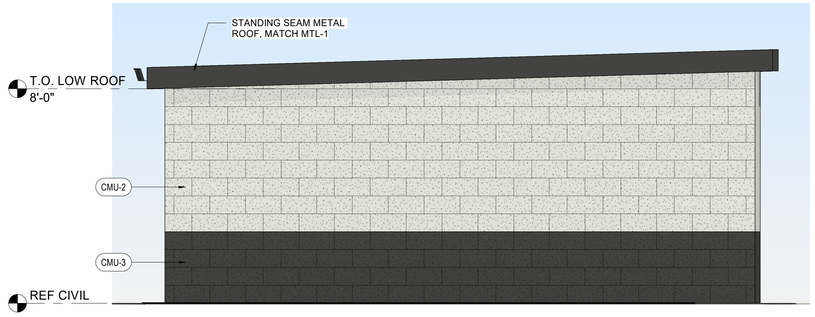
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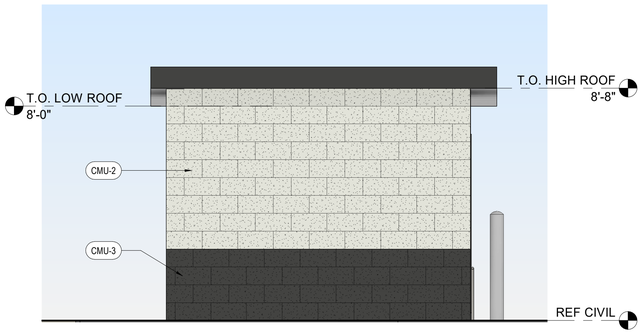
EXTERIOR COLOR ELEVATIONS

SHEET: A213



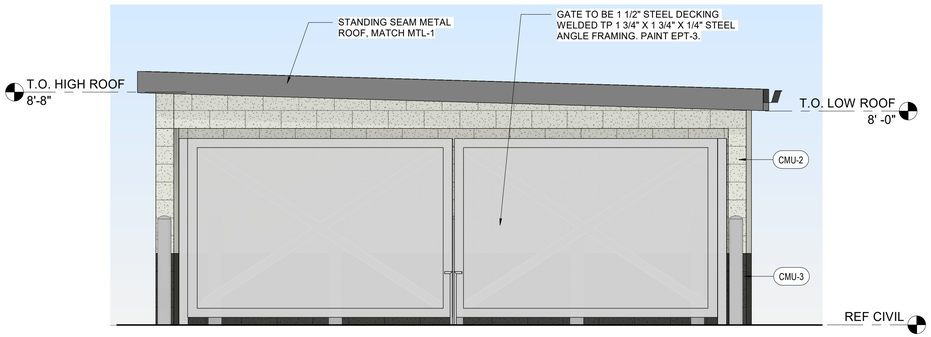
4 DUMPSTER - REAR ELEVATION

3/8" = 1'-0"



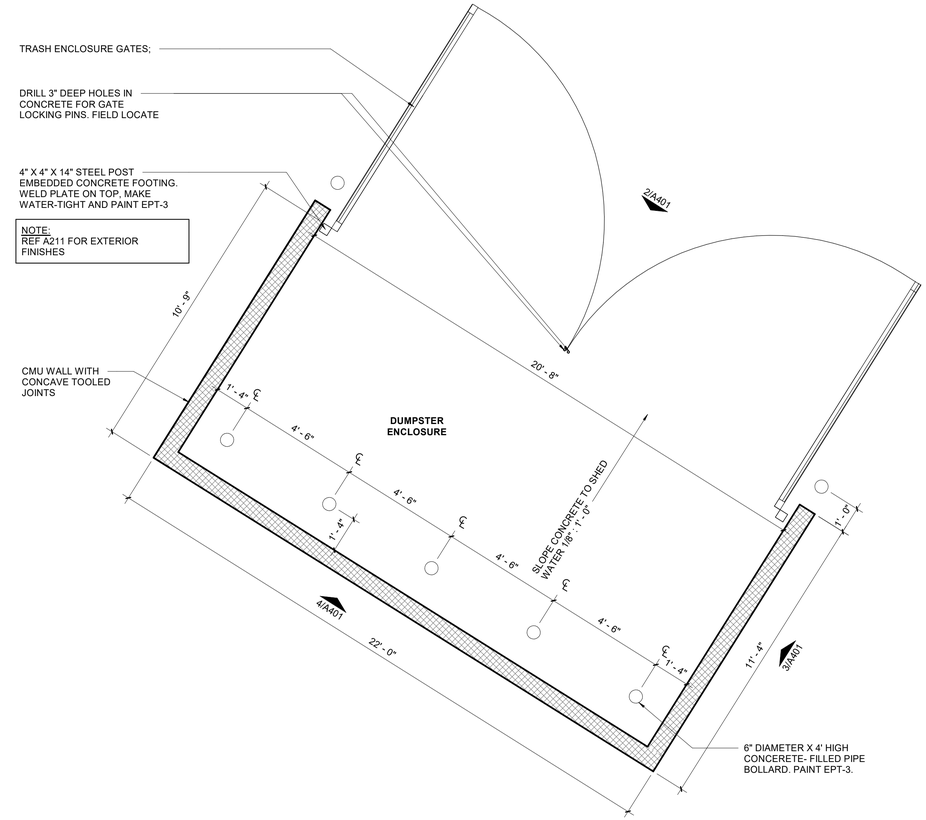
3 DUMPSTER - SIDE ELEVATION

3/8" = 1'-0"



2 DUMPSTER - FRONT ELEVATION

3/8" = 1'-0"



1 ENLARGED DUMPSTER FLOOR PLAN

3/8" = 1'-0"

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Happy's DRIVE-THRU CARWASH

2335 CHEMAWA ROAD NE
KEIZER, OR 97303

JOB NUMBER: 06-25-45100

ISSUE BLOCK

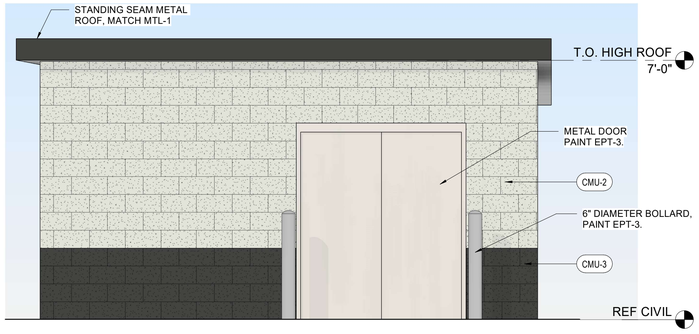
CHECKED BY:	JMC
DRAWN BY:	CY
DOCUMENT DATE:	05/05/26

NOT FOR CONSTRUCTION

DUMPSTER ENCLOSURE PLAN AND DETAILS

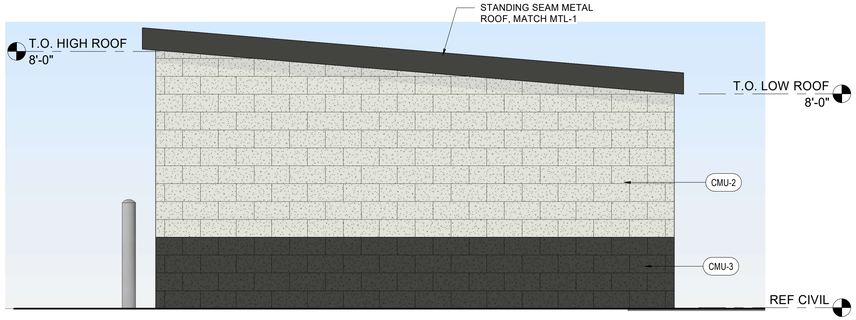
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5/14/2026 1:51:49 PM
C:\Users\jorge.sanchez\Desktop\06-25-XXXX Happys - Medford, OR_ARCH_V14_HFA Jorge.Sanchez.rvt
A401-DUMPSTER ENCLOSURE PLAN AND DETAILS



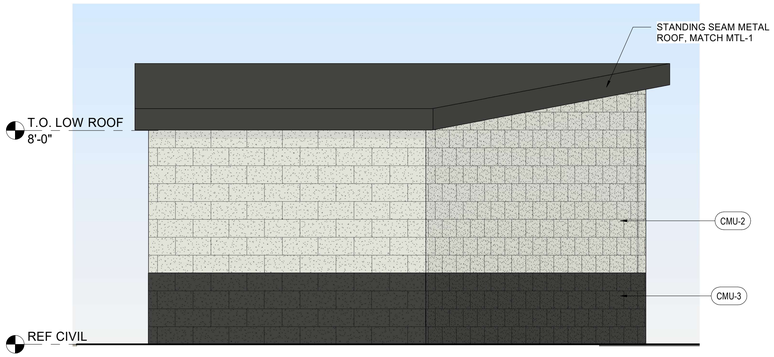
4 VAC ENCLOSURE FRONT ELEVATION

3/8" = 1'-0"



3 VAC ENCLOSURE SIDE ELEVATION

3/8" = 1'-0"

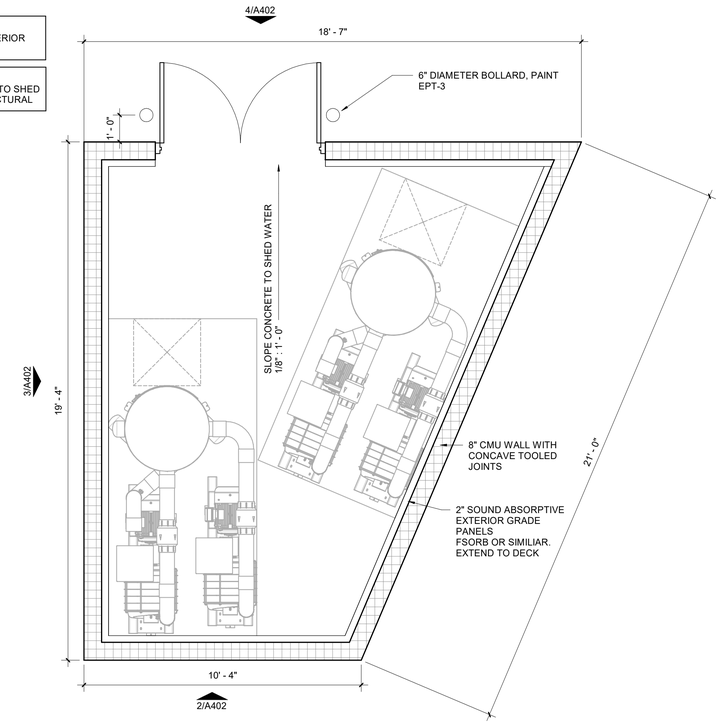


2 VAC ENCLOSURE REAR ELEVATION

3/8" = 1'-0"

NOTE:
REF A211 FOR EXTERIOR FINISHES

NOTE:
SLOPE CONCRETE TO SHED WATER, REF STRUCTURAL



1 ENLARGED VAC ENCLOSURE FLOOR PLAN

3/8" = 1'-0"

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Happy's DRIVE-THRU CARWASH
2335 CHEMAWA ROAD NE
KEISER, OR 97303
JOB NUMBER: 06-25-45100

ISSUE BLOCK

CHECKED BY:	JMC
DRAWN BY:	CY
DOCUMENT DATE:	05/05/26

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VAC ENCLOSURE ELEVATIONS AND PLANS

SHEET: A402

5/14/2026 3:58:39 PM
C:\Users\jorge.sanchez\Desktop\06-25-XXXXX Happys - Medford, OR_ARCH_CPA_HFA Jorge Sanchez.rvt
A402-VAC ENCLOSURE ELEVATIONS AND PLANS


OIL STOP


ONLY
ONLY
ONLY
ONLY
Happy's
Happy's Kitchen


OILSTOP
DRIVE-THRU OIL CHANGE
OILSTOP
DRIVE-THRU OIL CHANGE


OILSTOP
DRIVE-THRU OIL CHANGE

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

May 19, 2026 Project #32735

Keare Blaylock
City of Keizer Public Works Department
930 Chemawa Road NE
Keizer, OR 97303

RE: Projected Keizer Happy's Car Wash & Oilstop Building Queues

Dear Keare:

Happy's Car Wash proposes an automated carwash and Oilstop oil change building within a portion of the previously approved Keizer Station Area "B". This letter supplements our previously submitted April 2, 2026 report to provide vehicle queues estimates for the proposed carwash and oil change facility. Based on the information discussed herein, we conclude sufficient storage is proposed on site to accommodate facility queuing with no impact to the public street system and no impact to the shared access easement located on the Keizer Transit Center property.

QUEUE CONSIDERATIONS

The proposed development site plan is included in Appendix 1 and illustrates the proposed single-tunnel carwash facility and a three-bay oil change building. A queuing analysis was prepared to assess proposed drive through stacking lengths for the entry drive aisles associated with the car wash and the oil change buildings.

Car Wash Queue Evaluation

The proposed site plan shown in Appendix 1 includes two vehicle queue lanes on-site that lead to a payment kiosk area and then the car wash tunnel. The left lane can store approximately eight vehicles while the right lane can store approximately nine vehicles prior to narrowing to a single lane that connects with the shared site access. As such, the proposed car wash site plan can readily accommodate at least 17 vehicles on-site with no impact to the shared site access.

Both of the payment kiosks will be available to process car wash customers. Upon payment, the kiosks alternate the order they release vehicles to the car wash tunnel. There is approximately 25 feet between the kiosk pay area and the tunnel entry (storage for approximately one vehicle). An exit-only lane is provided between the kiosk area and the tunnel entry in the event that a vehicle chooses not to have their car washed after entering the kiosk area pay lanes.

Happy's Car Wash representatives indicate the proposed car wash tunnel has a capacity of 105 to 110 vehicles per hour. We used a M/M/1 queue model[1] to estimate the number of vehicles that could be queued waiting for the car wash tunnel (refer to Appendix 2 for a summary). In this model, vehicle arrivals are determined by a Poisson process and the car wash service times have an exponential distribution.

Assuming the car wash tunnel has a service capacity of 105 vehicles per hour (the lower end of the range provided for the proposed equipment, to provide a conservatively long queue analysis) and the peak entering demand is 56 trips per hour estimated during the weekday PM peak hour (from Table 3 of our April 2026 report), the queuing analyses suggests the following:

- The average vehicle queue waiting to enter the car wash tunnel after kiosk payment would be 1 vehicle;
- The car wash tunnel would be in use approximately 53% of the PM peak hour;
- The 95th percentile queue waiting to use the carwash tunnel would be 4 vehicles or less total across both entry lanes;
    - Given 17 vehicle queue storage capacity in the kiosk area, the 95th percentile tunnel queue can be accommodated between the tunnel entry and the payment kiosks

Typical pay-in-lane automated kiosk machines can process 67 vehicles per hour or about one vehicle every 54 seconds[2]. With two kiosk machines, queues at the kiosk area are expected to be readily accommodated on-site given the single-lane car wash tunnel is the capacity constraint point.

Accordingly, we conclude the on-site queue storage is sufficient to accommodate car wash queues. On-site Happy's Car Wash staff will be available and are trained to respond in the event there is an equipment failure or emergency that necessitates intervention.[3]

Oilstop Queue Evaluation

The proposed Oilstop building shown in Appendix 1 includes three service bays along with queue storage for at least eight vehicles waiting for an available bay outside the building with no impact to the shared site access.

Happy's Car Wash representatives indicate it takes approximately 20 minutes to service each vehicle. With three bays, three vehicles can be serviced per hour per bay, and the facility will have a capacity of about

[1] A M/M/1 queue model estimates queue length in a single server system.

[2] Source: Table 13-5 of the ITE *Traffic Engineering Handbook, 7th Edition*, 2016.

[3] Per Happy's Car Wash representatives, there are 3 to 4 employees per shift. One of the employees is typically assigned to the pay stations to greet customers upon arrival and assist with payment machines or directing within the queue as needed.

nine vehicles per hour. Using a M/M/3 queue model[4], a service capacity of 3 vehicles per hour per bay, and a peak entering demand of 8 vehicles arriving per hour during the weekday PM peak hour[5] (from Table 3 of our April 2026 report) yields the following:

- The average number of vehicles waiting in line outside the building during the PM peak hour (not in a service bay) is six vehicles with an average of 9 vehicles in the system including the three service bays.
- The three bays would be in use approximately 89% of the PM peak hour
- The average queue waiting to use any single bay would be 2 vehicles or less
- The probability that queues waiting outside the building exceed 8 vehicles is estimated at 3.5%.

Based on our review, the on-site queue storage is sufficient to accommodate the projected queues. On-site Oilstop staff will be available to respond in the event there is an equipment failure or emergency that necessitates intervention.[6]

Please contact us if you have any questions regarding our analysis findings or recommendations.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

Julia Kuhn, PE
Senior Principal Engineer

Cc: Alex Dzyuba & Parish Burns, Happy's Car Wash

Attachments:
Appendix 1: Proposed Site Plan
Appendix 2: Queue Analysis



[4] A M/M/3 queue model estimates queue length in a three-server system

[5] We note that peak inbound trip demand for quick lubrication vehicle shops is 8 vehicles during the weekday PM peak hour, the PM peak hour of the generator, and the weekend peak hour of the generator per the *Trip Generation Manual, 12th Edition*. Inbound demand is lower during other periods.

[6] Per Happy's Car Wash representatives, there are 5 to 6 employees per shift.

Appendix 1 Proposed Site Plan



SITE KEY NOTES

#	
S1	CURB AND GUTTER. REFER TO DETAIL ON C-10.0
S5	TAPER CURB TO MATCH EXISTING
S6	TAPER CURB FROM 6" TO 0" OVER 10'. REFER TO DETAIL ON C-10.0
S8	MATCH EXISTING PAVEMENT ELEVATION. REFER TO DETAIL ON C-10.0
S9	EXISTING PAVEMENT TO REMAIN
S10	STANDARD DUTY ASPHALT PAVING (PER PAVING PLAN)
S11	HEAVY DUTY CONCRETE PAVING (PER PAVING PLAN)
S12	THICKENED EDGE OF SIDEWALK. REFER TO DETAIL ON C-10.0
S13	CONCRETE SIDEWALK. REFER TO DETAIL ON C-10.0
S14	CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
S15	ADA SIDEWALK RAMP @ 8.33% MAX. REFER TO DETAIL ON C-10.0
S16	DETECTABLE WARNINGS PER ADA REQUIREMENTS. REFER TO DETAIL ON C-10.0
S18	DUMPSTER ENCLOSURE (PER ARCH. PLANS)
S19	BICYCLE RACK (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S21	CONCRETE WHEEL STOPS (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S23	ADA ACCESSIBLE PARKING SPACE AND AISLE STRIPING & SYMBOL OF ACCESSIBILITY (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S24	VAN ACCESSIBLE PARKING SIGN (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S25	STOP BAR (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S26	DIRECTIONAL TRAFFIC ARROW (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S28	PARKING STALL STRIPING (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S30	4" WIDE PAINTED STRIPES, 2' OFF CENTER @ 45° (PER LOCAL CODES)
S36	BOLLARD (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S37	LIGHT POLE (TYPICAL-PER LIGHTING PLAN)
S43	"STOP" SIGN. REFER TO DETAIL ON C-10.0
S58	CAST IN PLACE CONCRETE WALL. REFER TO NOTE FOR LENGTH. REFER TO DETAIL ON C-10.0
S67	SERVICE BELL HOSE, (PER ARCH PLANS)
S68	TYPE "B" CURB AND GUTTER WITH FLUSH SIDEWALK, REFER TO DETAIL ON C-10.0
S70	'DO NOT ENTER' PAVEMENT MARKING. REFER TO DETAIL ON C-10.0
S71	EXISTING FIRE HYDRANT
S72	VACUUM ENCLOSURE. SEE ARCH PLANS
S73	PEDESTRIAN CROSSWALK STAMPED CONCRETE (TYPICAL-PER LOCAL REQUIREMENTS).
S74	RELOCATE EXISTING "NO LEFT TURN" SIGN
S75	PAY-STATION LANE
S76	CONCRETE FLUME. REFER TO DETAIL ON C-10.0

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT. REFER TO DETAIL P9 ON PAVING PLAN
- PROPOSED CONCRETE SIDEWALK PAVEMENT. REFER TO DETAIL ON C-10.0
- CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT. REFER TO KEYNOTE P6 ON PAVING PLAN
- PROPOSED STAMPED CONCRETE

PROPOSED CARWASH:

4,691 SF
23 - 12' X 20' VACUUM STALLS INCLUDING 1 - ADA PARKING STALL

PROPOSED OIL STOP:

1,920 SF
3 BAY
8 - 9' X 18' STANDARD PARKING STALL
1 - 8' X 18' ADA PARKING STALL

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	04/02/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
10352
OREGON
MAY 19, 2023
GAIRETT F. MCCLAIN
DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

SITE PLAN

SHEET:
C-4.0

Apr02,2026-1:55pm - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg

Appendix 2 Queue Analysis

Keizer Happy's Car Wash Site Queuing Analysis (M/M/1 Queuing Analysis Model)

From Happy's Car Wash:

	Capacity	105	veh/hour
	ITE Trips Entering	56	

e	of e (mathematical constant/Euler's number):	2.718281827			
k	Number of servers:	1	server		
w	Max Wait Time:	0.1	Hr		
t	Analysis time period:	1	Hour(s)		
u	Service rate:	105.00	veh/hour		
Q Lambda	Arrival Rate:	56	veh/hour		
	Arrival Rate / Service Rate:	0.533333333			
	Average number of vehicles in the system (including in tunnel):	1.1			
	Probability of idle server:	46.7%			
U	Percentage of time that server is busy:	53.3%			
	Probability of no customers in the system:	46.7%			
	Average time a customer spends waiting in tunnel line for service:	0.7	minutes	39 seconds	
	Average time customer spends in the system:	1.2	minutes	73 seconds	
	Average number of customers waiting in line for service:	0.6	vehicles	1 vehicles (rounded up)	

Probability of n customers in the system:

n	P(n)	P(<=n)
0	46.7%	46.7%
1	24.9%	71.6%
2	13.3%	84.8%
3	7.1%	91.9%
4	3.8%	95.7%
5	2.0%	97.7%
6	1.1%	98.8%
7	0.6%	99.3%
8	0.3%	99.7%
9	0.2%	99.8%
10	0.1%	99.9%
11	0.0%	99.9%
12	0.0%	100.0%
13	0.0%	100.0%
14	0.0%	100.0%
15	0.0%	100.0%

Oilstop Building M/M/3 Queuing Analysis Model

Capacity per bay from Oilstop Representatives: 3 vehicles/hour

ITE Trips Entering 8 vehicles (8 vehicles is peak demand amongsts weekday and weekend peak hour data)

	Parameter	Value		n	P(n)
	Arrival rate (λ vehicles/hr)	8		0	0.028037
	Service rate per server (μ veh/hr)	3		1	0.074766
	Number of servers (s)	3		2	0.099688
				3	0.088612
	a = λ/μ	2.66667			
	Utilization (ρ)	0.8888889			
	Finding: system is stable because ρ<1				
Compute P_o	Sum (n=0→2)	7.222			
	Term for queue	28.444			
	Denominator	35.667			
	P_o (probability system empty)	2.80%			
Probability of Waiting (Erlang C)					
	P(wait)	79.8%			
Average number in queue waiting in line Lq					
	Lq	6.4	vehicles		
Average number in system L (vehicles waiting for a bay + vehicles in bay)					
	L	9.0	vehicles		
	Traffic intensity (a)	2.6666667			

Number of Vehicles Waiting for a Bay (k)	Probability (chance k vehicles are waiting in queue)
0	29.1%
1	7.9%
2	7.0%
3	6.2%
4	5.5%
5	4.9%
6	4.4%
7	3.9%
8	3.5%
9	3.1%
10	2.7%

HAPPY'S CARWASH

2335 CHEMANWA RD NE
KEIZER, OR 97303
MARION COUNTY



VICINITY MAP
NO SCALE

CONTACTS

OWNER
HAPPY'S CARWASH
5330 OLD REDWOOD HWY. SUITE C
PETALUMA, CA 94954
503-705-3995
ALEX DZYUBA

CIVIL ENGINEERING
HFA-AE, LTD
1705 S. WALTON BLVD., SUITE 3
BENTONVILLE, AR 72712
479-273-7780
GARRETT SMALL, PE

PLANNING DEPARTMENT
CITY OF KEIZER
930 CHEMAWA RD NE
KEIZER, OR 97303
503-856-3441
SHANE WITHAM

SURVEYOR
KELLY-O'HERN ASSOCIATES
3240 MOORE AVENUE
EUREKA, CA 95501
(707) 442-7283
MICHAEL O'HERN

ARCHITECTS & MEP
HFA-AE, LTD
1705 S. WALTON BLVD., SUITE 3
BENTONVILLE, AR 72712
479-273-7780
JAMI COOK

PUBLIC WORKS
CITY OF KEIZER
930 CHEMAWA RD NE
KEIZER, OR 97303
503-856-3561
KEARE BLAYLOCK

PROJECT DESCRIPTION

REQUEST FOR A MASTER PLAN AMENDMENT AND CONDITIONAL USE APPROVAL TO ALLOW DEVELOPMENT OF A QUICK VEHICLE SERVICING USES ON A CURRENTLY UNDEVELOPED LOT. THE QUICK VEHICLE SERVICES PROPOSED INCLUDE A CAR WASH (4,691 SF) AND OIL CHANGE (1,920 SF) IN SEPARATE SINGLE-STORY BUILDINGS. TOTAL GROSS BUILDING SQUARE FEET PROPOSED IS 6,611 SF.

FLOOD NOTE

THIS SITE IS LOCATED IN FLOOD ZONE "X" AS SHOWN IN THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 41047C0194G DATED 01/19/2000.

REVISION CHART

#	TITLE	DATE	NOTES:

PROPERTY DESCRIPTION

PARCEL 1
BEGINNING AT THE MOST EASTERLY CORNER OF PREMISES CONVEYED TO WILLIAM DARLING BY DEED RECORDED IN VOLUME 337, PAGE 650, DEED RECORDS FOR MARION COUNTY, OREGON; THENCE SOUTH 45°15' WEST, ALONG THE CENTERLINE OF THE CHAMAWA-KEIZER COUNTY ROAD, 75 FEET; THENCE NORTHERLY, AT RIGHT ANGLES TO SAID ROAD CENTERLINE, 3.969 CHAINS, MORE OR LESS, TO THE NORTHERLY LINE OF SAID PREMISES; THENCE NORTH 45°15' EAST, ALONG THE NORTHERLY LINE OF SAID PREMISES, TO THE MOST NORTHERLY CORNER THEREOF; THENCE SOUTH 39° EAST 3.969 CHAINS TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO MARION COUNTY FOR ROADWAY PURPOSES AS SET FORTH IN CIRCUIT COURT CASE NO. 124906, MARION COUNTY, OREGON.

PARCEL 2
BEGINNING AT THE MOST NORTHERLY CORNER OF THAT TRACT OF LAND CONVEYED TO PATRICIA ANN NOPP BY DEED RECORDED IN VOLUME 759, PAGE 817, DEED RECORDS FOR MARION COUNTY, OREGON, WHICH POINT IS RECORDED AS BEING 52.27 CHAINS WEST AND 51.90 CHAINS SOUTH 45°15' WEST AND 169.39 FEET SOUTH 45°15' WEST AND 528.71 FEET NORTH 46°13' WEST AND NORTH 45°08' EAST 311.17 FEET FROM THE SOUTHEAST CORNER OF THE SILAS PUGH DONATION LAND CLAIM IN SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN IN MARION COUNTY, OREGON; THENCE SOUTH 39°01'14" EAST, ALONG THE EASTERLY LINE OF SAID NOPP TRACT, A DISTANCE OF 236.36 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 39°01'14" EAST, ALONG SAID EASTERLY LINE, A DISTANCE OF 33.64 FEET TO AN ANGLE CORNER IN SAID NOPP TRACT; THENCE SOUTH 45°11'51" WEST, ALONG THE BOUNDARY OF SAID NOPP TRACT, A DISTANCE OF 101.07 FEET TO AN ANGLE CORNER IN SAID NOPP TRACT; THENCE SOUTH 44°44'13" EAST, ALONG THE BOUNDARY OF SAID NOPP TRACT, A DISTANCE OF 187.82 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LOCKHAVEN DRIVE N.E.; THENCE NORTH 77°19'48" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 45.32 FEET TO A POINT OPPOSITE ENGINEER CENTERLINE STATION 49+60.78 P.T.; THENCE NORTHWESTERLY, ALONG SAID RIGHT-OF-WAY LINE ON THE ARC OF A SPIRAL CURVE TO THE LEFT (THE CHORD OF WHICH BEARS NORTH 73°26'21" WEST 107.62 FEET) A DISTANCE OF 107.63 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS NORTH 30°22'37" WEST 36.66 FEET) A DISTANCE OF 41.15 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF A 460.00 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS NORTH 27°59'03" EAST 179.53 FEET) A DISTANCE OF 180.68 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

PARCEL 3
BEGINNING AT AN IRON PIPE WHICH IS 776.24 FEET NORTH 89°48' EAST AND 2120.52 FEET SOUTH AND 663.62 FEET NORTH 89°50' EAST FROM THE NORTHWEST CORNER OF THE SILAS G. PUGH DONATION LAND CLAIM IN SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, MARION COUNTY, OREGON, SAID IRON PIPE BEING AT AN ANGLE CORNER IN THE SOUTHERLY LINE OF THAT CERTAIN TRACT OF LAND CONVEYED TO CHARLES E. WYANT, JR. AND WIFE BY DEED RECORDED IN BOOK 686, PAGE 178, DEED RECORDS, MARION COUNTY, OREGON; AND RUNNING THENCE SOUTH 39°04' EAST, ALONG A WESTERLY LINE OF SAID WYANT TRACT, 661.97 FEET TO AN IRON PIPE IN THE CENTERLINE OF COUNTY ROAD NO. 619; THENCE NORTH 44°54' EAST, ALONG SAID CENTERLINE, 60.21 FEET TO AN IRON PIPE; THENCE NORTH 39°03' WEST, ALONG AND EASTERLY LINE OF SAID WYANT TRACT, 606.96 FEET TO AN IRON PIPE; THENCE SOUTH 89°59' WEST 77.29 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO MARION COUNTY, A POLITICAL SUBDIVISION, BY INSTRUMENT RECORDED NOVEMBER 6, 1980 IN REEL 232, PAGE 127, MICROFILM RECORDS, MARION COUNTY, OREGON. FURTHER EXCEPTING THEREFROM, THAT PORTION CONVEYED TO THE CITY OF KEIZER BY DEED RECORDED SEPTEMBER 9, 2005 IN REEL 2534, PAGE 239, MICROFILM RECORDS FOR MARION COUNTY, OREGON.

FURTHER EXCEPTING THEREFROM, THAT PORTION DESCRIBED IN "EXHIBIT C" OF THAT BARGAIN AND SALE DEED RECORDED NOVEMBER 21, 2017 IN REEL 4018, PAGE 58, RECORDS FOR MARION COUNTY, OREGON.

FURTHER EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

PARCEL 4
A TRACT OF LAND IN THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, MARION COUNTY, OREGON, AND BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8 INCH IRON ROD AT THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF KEIZER STATION BOULEVARD WITH THE WESTERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERLY SANTA FE RAILWAY, SOUTH 00°39'34" EAST 114.13 FEET FROM THE SOUTHEAST CORNER OF LOT 18, BLOCK 3, NORTHTREE ESTATES; THENCE ALONG SAID KEIZER STATION BOULEVARD RIGHT-OF-WAY LINE, SOUTH 89°20'24" WEST 121.13 FEET; THENCE ALONG THE ARC OF A 460.00 FOOT RADIUS CURVE LEFT (CHORD BEARS SOUTH 72°02'41" WEST 273.51 FEET) 277.71 FEET TO A 5/8 INCH IRON ROD AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE ON THE ARC OF A 460.000 FOOT RADIUS CURVE LEFT (CHORD BEARS SOUTH 50°44'03" WEST 64.42 FEET) 64.47 FEET TO A 5/8 INCH IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY LINE SOUTH 39°03'48" EAST 297.57 FEET TO A 3/4 INCH IRON PIPE; THENCE SOUTH 44°58'13" WEST 83.37 FEET TO A 1-1/4 INCH IRON PIPE WHICH HAS BEEN DESCRIBED AS BEING 52.27 CHAINS WEST FROM THE SOUTHEAST CORNER OF THE SILAS PUGH DONATION LAND CLAIM; THENCE CONTINUING SOUTH 44°58'13" WEST 5.30 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF CHEMAWA ROAD N.E.; THENCE ALONG SAID CHEMAWA ROAD RIGHT-OF-WAY LINE SOUTH 77°31'37" EAST 0.45 FEET; THENCE CONTINUING ALONG SAID CHEMAWA ROAD RIGHT-OF-WAY LINE ON THE ARC OF A 306.48 FOOT RADIUS CURVE RIGHT (CHORD BEARS NORTH 68°05'57" EAST 10.35 FEET) 10.35 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ON THE ARC OF A 306.48 FOOT RADIUS CURVE RIGHT (CHORD BEARS NORTH 77°09'55" EAST 86.35 FEET) 86.64 FEET TO A 5/8 INCH IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY LINE NORTH 28°30'15" WEST 354.59 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

Sheet List Table

Sheet Number	Sheet Title
C-1.0	COVER SHEET
C-4.0	SITE PLAN
C-4.1	PAVING PLAN
C-4.2	UTILITY PLAN
C-4.3	PLA SITE PLAN - PROPOSED LOT CONSOLIDATION
C-5.0	OVERALL GRADING PLAN
C-5.1	GRADING PLAN 1 OF 2
C-5.2	GRADING PLAN 2 OF 2
C-5.3	STORM DRAIN PLAN
C-6.0	TREE PRESERVATION & REMOVAL PLAN
C-6.1	LANDSCAPE PLAN
	TOPOGRAPHIC SURVEY
	PHOTOMETRICS PLAN

Oregon 811

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NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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HFA-AE , LTD.
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Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

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THESE PLANS ARE PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY SCALE: 1" = 10' TO ISSUE
DATE ON: 5/08/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT ANY LATER TIME. USE OF THIS DRAWING FOR CONSTRUCTION PURPOSES ON THIS PROJECT REQUIRES THE SERVICES OF REGISTERED PROFESSIONAL ENGINEERS. REPRODUCTION OF THIS DRAWING IN WHOLE OR IN PART FOR USE ON ANY OTHER PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
GARRETT SMALL
DAVID SMALL
EXPIRATION DATE: 06/30/2026

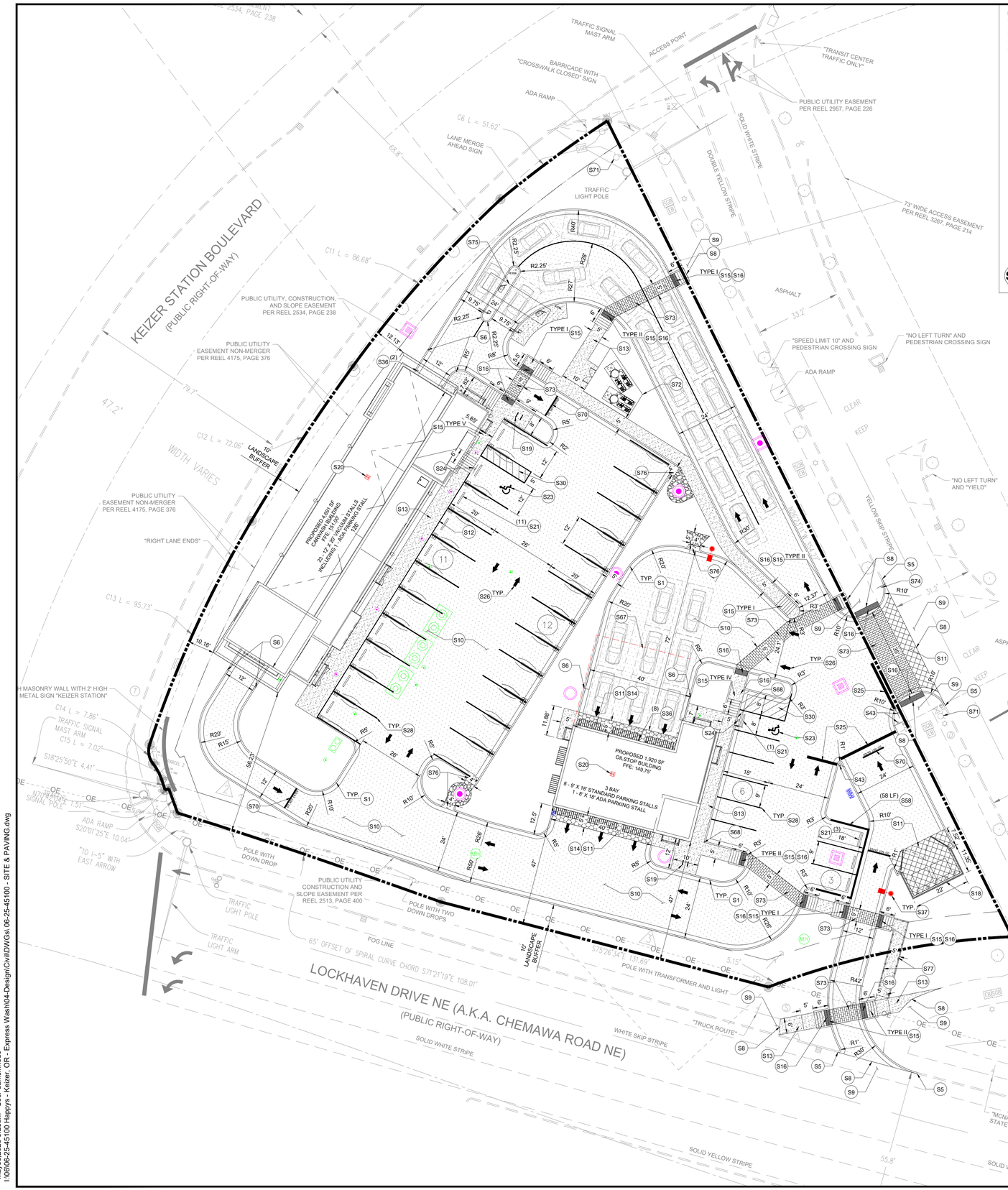
NOT FOR CONSTRUCTION

PRELIMINARY

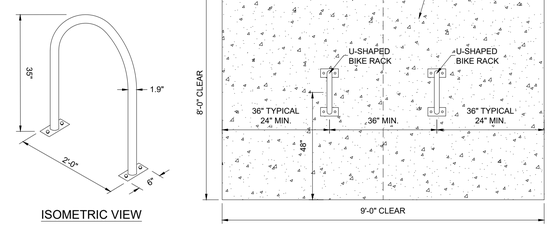
COVER SHEET

SHEET:
C-1.0

May/08,2026-9:27am - User:daniel.friede
I:\00\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - COVER & NOTES.dwg



NOTES:
1. BIKE RACK SHALL COMPLY WITH ALL CITY OR LOCAL JURISDICTION REQUIREMENTS.
2. CONCRETE PAD AND AGGREGATE BASE TO MATCH SIDEWALK SECTION.
3. INSTALL PER MANUFACTURERS SPECIFICATIONS.
4. 3' CLEAR AROUND PAD TO MINIMIZE DAMAGE TO BICYCLES & AUTOMOBILES.
5. BIKE PAD SHALL BE SEPARATE FROM ANY AND ALL ADA PATHS AND LANDINGS



ISOMETRIC VIEW

PLAN VIEW

S19 U-SHAPED BIKE RACK
N.T.S.

SITE KEY NOTES

#	
S1	CURB AND GUTTER. REFER TO DETAIL ON C-10.0
S5	TAPER CURB TO MATCH EXISTING
S6	TAPER CURB FROM 6" TO 0" OVER 10'. REFER TO DETAIL ON C-10.0
S8	MATCH EXISTING PAVEMENT ELEVATION. REFER TO DETAIL ON C-10.0
S9	EXISTING PAVEMENT TO REMAIN
S10	STANDARD DUTY ASPHALT PAVING (PER PAVING PLAN)
S11	HEAVY DUTY CONCRETE PAVING (PER PAVING PLAN)
S12	THICKENED EDGE OF SIDEWALK. REFER TO DETAIL ON C-10.0
S13	CONCRETE SIDEWALK. REFER TO DETAIL ON C-10.0
S14	CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
S15	ADA SIDEWALK RAMP @ 8.33% MAX. REFER TO DETAIL ON C-10.0
S16	DETECTABLE WARNINGS PER ADA REQUIREMENTS. REFER TO DETAIL ON C-10.0
S18	DUMPSTER ENCLOSURE (PER ARCH. PLANS)
S19	BICYCLE RACK (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S20	MECHANICAL EQUIPMENT BEYOND PARAPET. REFER TO MECHANICAL PLANS FOR LOCATION
S21	CONCRETE WHEEL STOPS (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S23	ADA ACCESSIBLE PARKING SPACE AND AISLE STRIPING & SYMBOL OF ACCESSIBILITY (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S24	VAN ACCESSIBLE PARKING SIGN (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S25	STOP BAR (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S26	DIRECTIONAL TRAFFIC ARROW (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S28	PARKING STALL STRIPING (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S30	4" WIDE PAINTED STRIPES, 2' OFF CENTER @ 45° (PER LOCAL CODES)
S36	BOLLARD (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S37	LIGHT POLE (TYPICAL-PER LIGHTING PLAN)
S43	"STOP" SIGN. REFER TO DETAIL ON C-10.0
S58	CAST IN PLACE CONCRETE WALL. REFER TO NOTE FOR LENGTH. REFER TO DETAIL ON C-10.0
S67	SERVICE BELL HOSE, (PER ARCH PLANS)
S68	TYPE "B" CURB AND GUTTER WITH FLUSH SIDEWALK, REFER TO DETAIL ON C-10.0
S70	'DO NOT ENTER' PAVEMENT MARKING. REFER TO DETAIL ON C-10.0
S71	EXISTING FIRE HYDRANT
S72	VACUUM ENCLOSURE. SEE ARCH PLANS
S73	PEDESTRIAN CROSSWALK STAMPED CONCRETE (TYPICAL-PER LOCAL REQUIREMENTS).
S74	RELOCATE EXISTING "NO LEFT TURN" SIGN
S75	PAY-STATION LANE, CANOPY (ACCESSORY STRUCTURE).
S76	CONCRETE FLUME. REFER TO DETAIL ON C-10.0
S77	HANDRAIL. REFER TO DETAIL ON C-10.3

SITE DATA SUMMARY

SITE AREA:	1.42 AC (61,962 SF)
ADDRESS:	2335 CHEMAWA RD NE, KEIZER, OR 97303
MAP #	06-3W-36B
TAX LOT #	1101, 1201, 1300, & 1401
ZONING:	COMMERCIAL MIXED USE (CM)
OVERLAY/SPECIAL PLANS:	KEIZER STATION MASTER PLAN
TOTAL GROSS BUILDING SF:	6,611 SF (COMBINED)
F.A.R. (FLOOR/AREA RATIO):	1:0.107
LOT COVERAGE REQUIRED:	50% - 90%
LOT COVERAGE PROVIDED:	72%
PARKING PROVIDED:	32 (2 ADA)
PERVIOUS COVER:	17,650 SF
IMPERVIOUS COVER:	44,312 SF
MAXIUM HEIGHT:	50 FEET
REQUIRED BICYCLE PARKING:	2

SETBACK REQUIREMENTS:

FRONT:	10'
SIDE:	0'
REAR:	0'
STREET-SIDE (3):	10'

N

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT. REFER TO DETAIL P9 ON PAVING PLAN
- PROPOSED CONCRETE SIDEWALK PAVEMENT. REFER TO DETAIL ON C-10.0
- CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT. REFER TO KEYNOTE P8 ON PAVING PLAN
- PROPOSED STAMPED CONCRETE

PROPOSED CARWASH:

4,691 SF
23 - 12' X 20' VACUUM STALLS INCLUDING 1 - ADA PARKING STALL

PROPOSED OIL STOP:

1,920 SF
3 BAY
8 - 9' X 18' STANDARD PARKING STALL
1 - 8' X 18' ADA PARKING STALL

Oregon 811

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NORTHWEST SURVEYING, INC.
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BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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STIPULATION FOR REUSE
THESE PLANS ARE PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY CITY, STATE TO ISSUE
DATE ON: 5/28/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT A DIFFERENT TIME. USE OF THIS DRAWING FOR ANOTHER SITE OR TIME WITHOUT THE PROJECT REQUIRES THE SERVICES OF THE ARCHITECT AND/OR ENGINEER. REPRODUCTION OF THIS DRAWING IN ANY FORM WITHOUT THE PROJECT REQUIRES THE SERVICES OF THE ARCHITECT AND/OR ENGINEER. REPRODUCTION OF THIS DRAWING IN ANY FORM WITHOUT THE PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 10, 2013
GARRETT DAVID SWALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

SITE PLAN

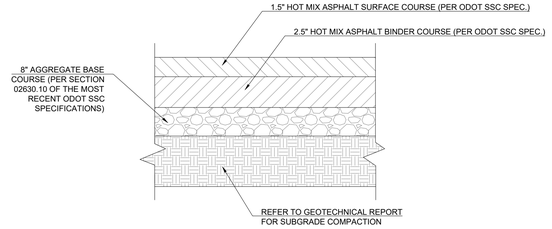
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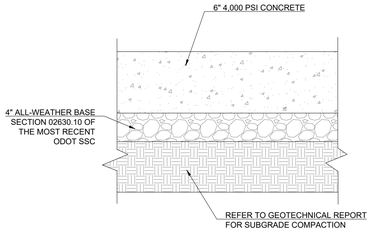


PAVING KEY NOTES

#	
P1	MATCH EXISTING PAVEMENT ELEVATION
P2	EXISTING PAVEMENT TO REMAIN
P3	CONCRETE SIDEWALK. REFER TO DETAIL ON C-10.0
P5	MATCH EXISTING SIDEWALK ELEVATIONS
P6	STANDARD DUTY ASHPHALT PAVING (SEE PAVING DETAIL)
P9	HEAVY DUTY CONCRETE PAVING (SEE PAVING DETAIL)
P13	THICKENED EDGE OF SIDEWALK
P15	CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
P16	STAMPED CONCRETE (TYPICAL-PER LOCAL REQUIREMENTS).



P6 STANDARD DUTY ASPHALT PAVING
N.T.S.



P9 HEAVY DUTY CONCRETE PAVING
N.T.S.



SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
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- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT. REFER TO DETAIL P9 ON PAVING PLAN
- PROPOSED CONCRETE SIDEWALK PAVEMENT. REFER TO DETAIL ON C-10.0
- CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT. REFER TO KEYNOTE P6 ON PAVING PLAN
- PROPOSED STAMPED CONCRETE

Oregon 811

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

REGISTERED PROFESSIONAL ENGINEER
10562
OREGON
MARCH 19, 2023
GAITHER D. SMALL
EXPIRATION DATE: 06/30/2026
NOT FOR CONSTRUCTION

PRELIMINARY

PAVING PLAN

SHEET: C-4.1

May/08,2026-9:29am - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg



UTILITY KEY NOTES

#	
U1	SANITARY SEWER (SEE NOTE FOR TYPE, SIZE AND SLOPE)
U2	SANITARY SEWER POINT OF ENTRY (PER MEP PLANS)
U3	SANITARY SEWER POINT OF CONNECTION
U4	SANITARY SEWER MANHOLE. REFER TO DETAIL ON C-10.1
U5	SANITARY SEWER CLEAN-OUT. REFER TO DETAIL ON C-10.1
U7	SANITARY SEWER WYE CONNECTION. REFER TO DETAIL ON C-10.1
U9	CONNECT TO EXISTING SANITARY SEWER, MANHOLE. (CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION)
U11	OIL-WATER SEPARATOR (PER MEP/ARCH. PLANS)
U13	DOMESTIC WATER LINE (SEE NOTE FOR TYPE AND SIZE)
U15	DOMESTIC WATER METER (SEE NOTE FOR SIZE)
U18	EXISTING FIRE HYDRANT
U22	BACKFLOW PREVENTER IN BUILDING
U23	REDUCED PRESSURE BACKFLOW PREVENTER. REFER TO DETAIL ON C-10.1
U26	WATER LINE POINT OF ENTRY (PER MEP PLANS)
U27	WATER LINE POINT OF CONNECTION. REFER TO DETAIL ON C-10.1
U28	CONTRACTOR SHALL COORDINATE WITH WATER DEPARTMENT TO ENSURE THAT SERVICE IS NOT INTERRUPTED AT ANY TIME.
U39	LIGHT POLE LOCATIONS (SEE LIGHTING PLAN FOR DETAILS)
U60	CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.
U70	UTILITY TRENCH AND BEDDING, REFER TO DETAIL ON C-10.1
U71	6" SCH 80 (UNDERGROUND) VACUUM LINE
U72	OVERHEAD 4" LINE, CONNECT TO BELOW GRADE
U73	BELL HOSE LOCATION, SEE MEP PLANS

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

	PROPERTY LINE/R.O.W.
	LOT LINE
	EASEMENT LINE
X X X	FENCE
W W W	WATERMAIN
FM FM	FORCEMAIN
NPW NPW	REUSE WATERMAIN
SAN SAN	SANITARY SEWER
STS STS	STORM PIPE
BE BE	BURIED ELECTRIC
BFOC BFOC	BURIED FIBER
BT BT	BURIED TELEPHONE
CAS CAS	BURIED CASING/CONDUIT
BT BT	BURIED TV
BTV BTV	BURIED CABLE
G G G	BURIED GAS
OE OE	OVERHEAD ELECTRIC
	STORM STRUCTURE
C.O.	SANITARY MANHOLE
	SANITARY CLEANOUT
	FIRE HYDRANT
	VALVE
M	METER
	POWER POLE
	GUY WIRE
	BENCHMARK
	MONUMENT
	LIGHT
	SIGN

PROPOSED LEGEND

	PROPERTY LINE
	CURB AND GUTTER
	EASEMENT LINE
GAS	GAS LINES
UGT	TELEPHONE LINES
8"SS	SANITARY SEWER LINES
1"W	WATER LINES
UGE	UNDERGROUND ELECTRIC LINES
	LIGHT POLES
	SANITARY SEWER CLEAN OUT
M	SANITARY SEWER MANHOLE
	OIL & WATER SEPARATOR
W	WATER METER
B	RPZ/BFP
	DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
STM	STORM SEWER PIPE
	STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
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REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 19, 2023
GATTREL D. SMALL
EXPIRATION DATE: 06/30/2026

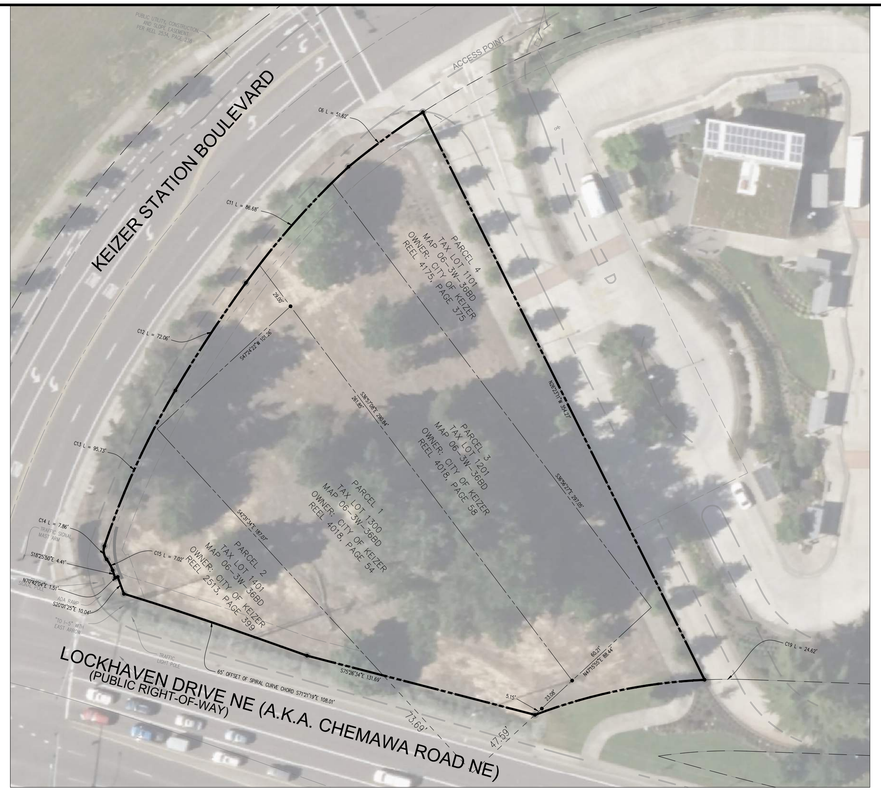
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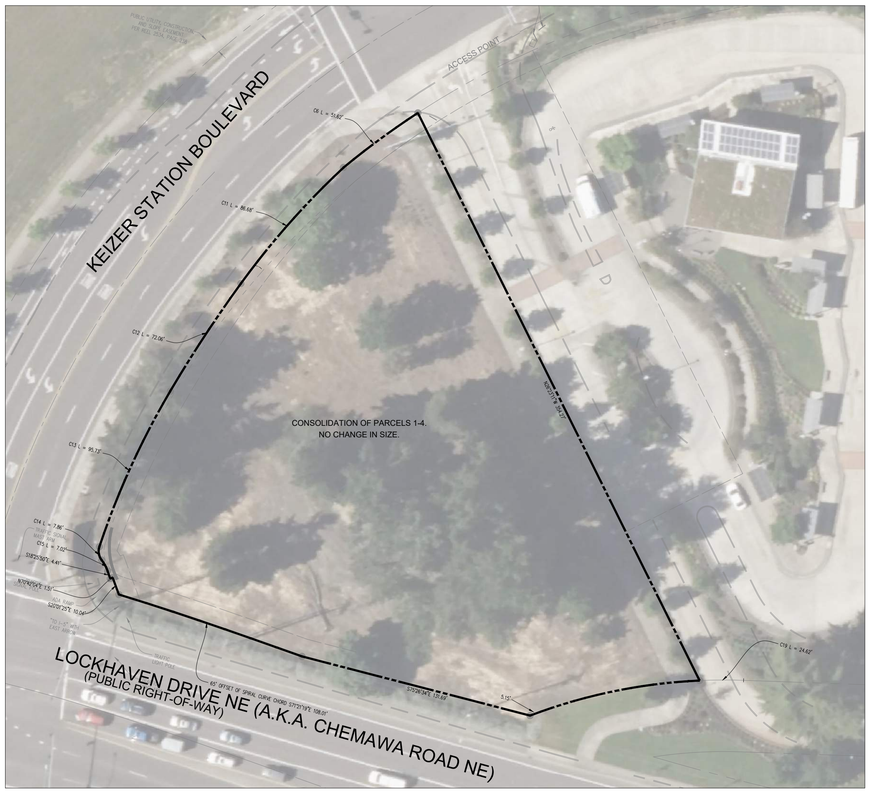
UTILITY PLAN

SHEET:
C-4.2

May/08,2026-9:28am - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - UTILITY.dwg



EXISTING PLA SITE PLAN



PROPOSED PLA SITE PLAN / LOT CONSOLIDATION

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE

Oregon 811

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(503) 848-2127

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Happy's DRIVE-THRU CARWASH

KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
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REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 10, 2023
GAVRIEL DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

PLA SITE PLAN
PROPOSED
LOT
CONSOLIDATION

SHEET:
C-4.3

May08,2026-9:37am - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg



May08,2026-9:28am - User:daniel fiede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - GRADING.dwg

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- PROPOSED CONTOUR
- BREAKLINE
- STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- DRAINAGE SLOPE AND DIRECTION

Oregon 811

SURVEY PROVIDED BY:

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1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
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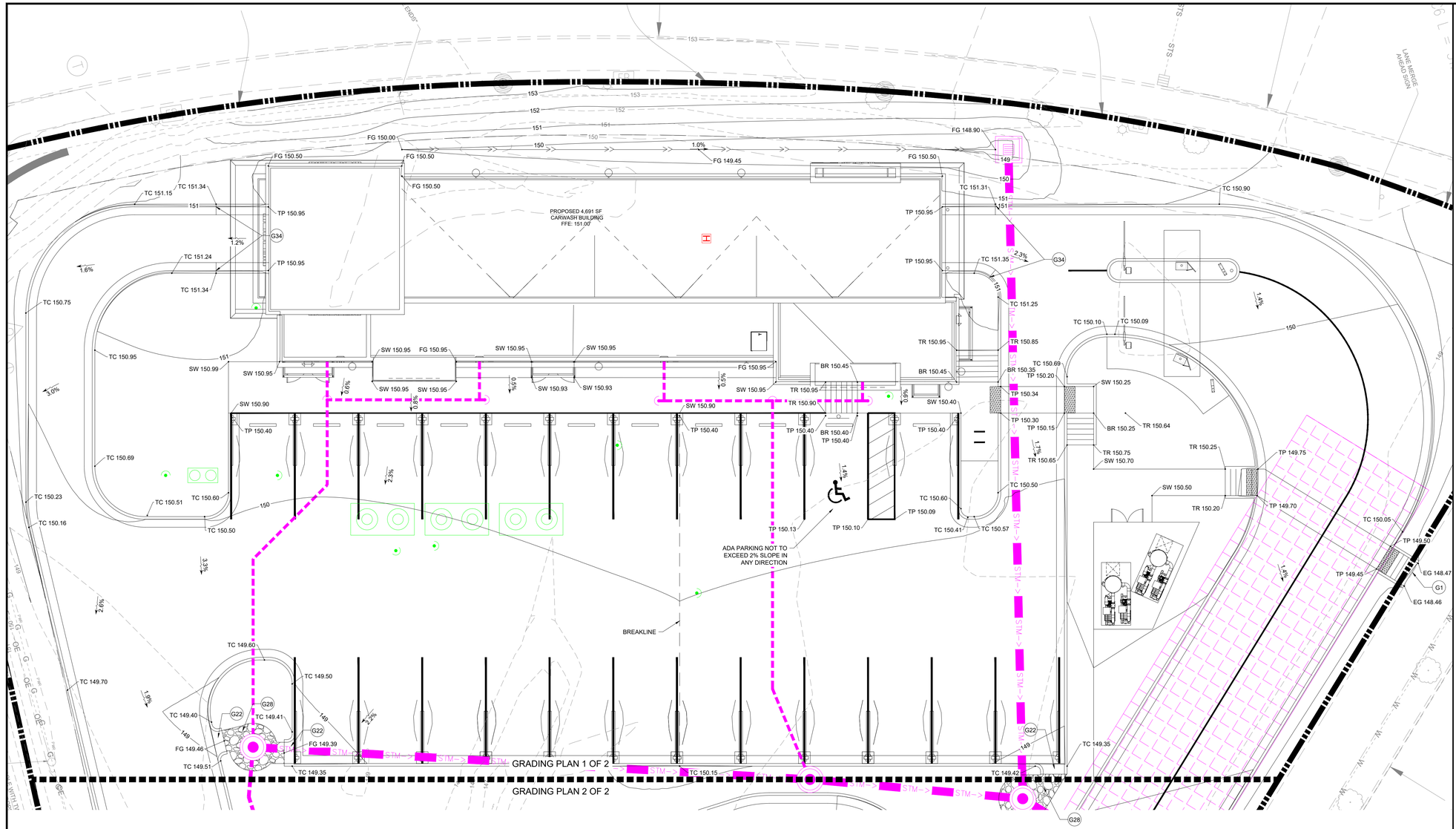
REGISTERED PROFESSIONAL ENGINEER
10257PE
OREGON
JULY 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

OVERALL GRADING PLAN

SHEET:
C-5.0



10 8 6 4 2 0 5 10 20

SCALE: 1 inch = 10 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- XXXX — PROPOSED CONTOUR
- BREAKLINE
- STM—> STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- X% — DRAINAGE SLOPE AND DIRECTION
- EG XXXX — EXISTING SPOT ELEVATION
- FG XXXX — FINISH GRADE ELEVATION
- BR XXXX — BOTTOM OF RAMP
- TR XXXX — TOP OF RAMP
- SW XXXX — SIDEWALK ELEVATION
- TC XXXX — TOP OF CURB
- FL XXXX — FLOW LINE
- TP XXXX — TOP OF PAVEMENT
- G XXXX — GUTTER
- TW XXXX — TOP OF WALL
- BW XXXX — BOTTOM OF WALL

GRADING KEY NOTES

G22	CONCRETE FLUME. REFER TO DETAIL ON C-10.1
G28	RIP RAP PAD. REFER TO DETAIL ON C-10.1
G34	TRANSITION CURB FROM 6" TO 0" OVER 10'

Oregon 811

SURVEY PROVIDED BY:

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1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
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REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

GRADING PLAN 1 OF 2

SHEET:
C-5.1

May/08 2026-8:29am - User daniel friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - GRADING.dwg

GRADING PLAN 1 OF 2

GRADING PLAN 2 OF 2

BREAKLINE

ADA PARKING NOT TO EXCEED 2% SLOPE IN ANY DIRECTION

PROPOSED 600 SF OUTDOOR BUILDING SETBACK 14FT 5

BREAKLINE

NORTH

10 8 6 4 2 0 5 10 20

SCALE: 1 inch = 10 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- XXXX — PROPOSED CONTOUR
- BREAKLINE
- STM–> — STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- X% — DRAINAGE SLOPE AND DIRECTION
- EG XXXX — EXISTING SPOT ELEVATION
- FG XXXX — FINISH GRADE ELEVATION
- BR XXXX — BOTTOM OF RAMP
- TR XXXX — TOP OF RAMP
- SW XXXX — SIDEWALK ELEVATION
- TC XXXX — TOP OF CURB
- FL XXXX — FLOW LINE
- TP XXXX — TOP OF PAVEMENT
- G XXXX — GUTTER
- TW XXXX — TOP OF WALL
- BW XXXX — BOTTOM OF WALL

GRADING KEY NOTES

G1	MATCH EXISTING PAVEMENT ELEVATION.
G34	TRANSITION CURB FROM 6" TO 0" OVER 10'
G36	MATCH EXISTING CURB ELEVATION
G37	CAST IN PLACE CONCRETE WALL.

Oregon 811

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(503) 848-2127

DATED: 11-16-2025

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
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DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
10253
OREGON
JULY 10, 2023
DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

GRADING PLAN 2 OF 2

SHEET: C-5.2

May/08 2026-9:27am - User daniel friede
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STORM DRAIN KEY NOTES

#	
G3	STORM SEWER (SEE NOTE FOR TYPE, SIZE AND SLOPE). REFER TO DETAIL ON C-10.1
G6	STORM SEWER CLEAN-OUT. REFER TO DETAIL ON C-10.1
G7	CURB INLET. REFER TO DETAIL ON C-10.1
G10	GRATE INLET. SEE NOTE FOR GRATE TYPE. REFER TO DETAIL ON C-10.1
G11	CIRCULAR-BARREL AREA INLET. REFER TO DETAIL ON C-10.1
G25	DOWN SPOUTS - PER ARCH. PLANS (SEE NOTE FOR NUMBER AND SIZE)
G26	CONNECT DOWN SPOUTS UNDERGROUND TO STORM PIPE (SEE NOTE FOR NUMBER AND SIZE). REFER TO DETAIL ON C-10.1
G31	REFER TO PLUMBING PLAN FOR FOUNDATION DRAIN DESIGN
G32	REFER TO PLUMBING AND ELECTRICAL PLANS FOR SUMP PUMP, POWER AND LOW VOLTAGE DESIGN.
G33	FOUNDATION SUMP PUMP MANHOLE STRUCTURE PER DETAIL ON C-10.1
G37	SC-800 STORMTECH CHAMBER SYSTEM. SEE ADS DETAIL.
G38	CIRCULAR-BARREL JUNCTION BOX. REFER TO DETAIL ON C-10.1

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- X X X FENCE
- W W W WATERMAIN
- FM FM FORCEMAIN
- NPW NPW REUSE WATERMAIN
- SAN SAN SANITARY SEWER
- STS STS STORM PIPE
- BE BE BURIED ELECTRIC
- BFOC BFOC BURIED FIBER
- BT BT BURIED TELEPHONE
- CAS CAS BURIED CASING/CONDUIT
- BT BT BURIED TV
- BTV BTV BURIED CABLE
- G G G BURIED GAS
- OE OE OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- C.O. SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- M METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- XXXX PROPOSED CONTOUR
- BREAKLINE
- STM—> STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET / JUNCTION
- GRATE INLET

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

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KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

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	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
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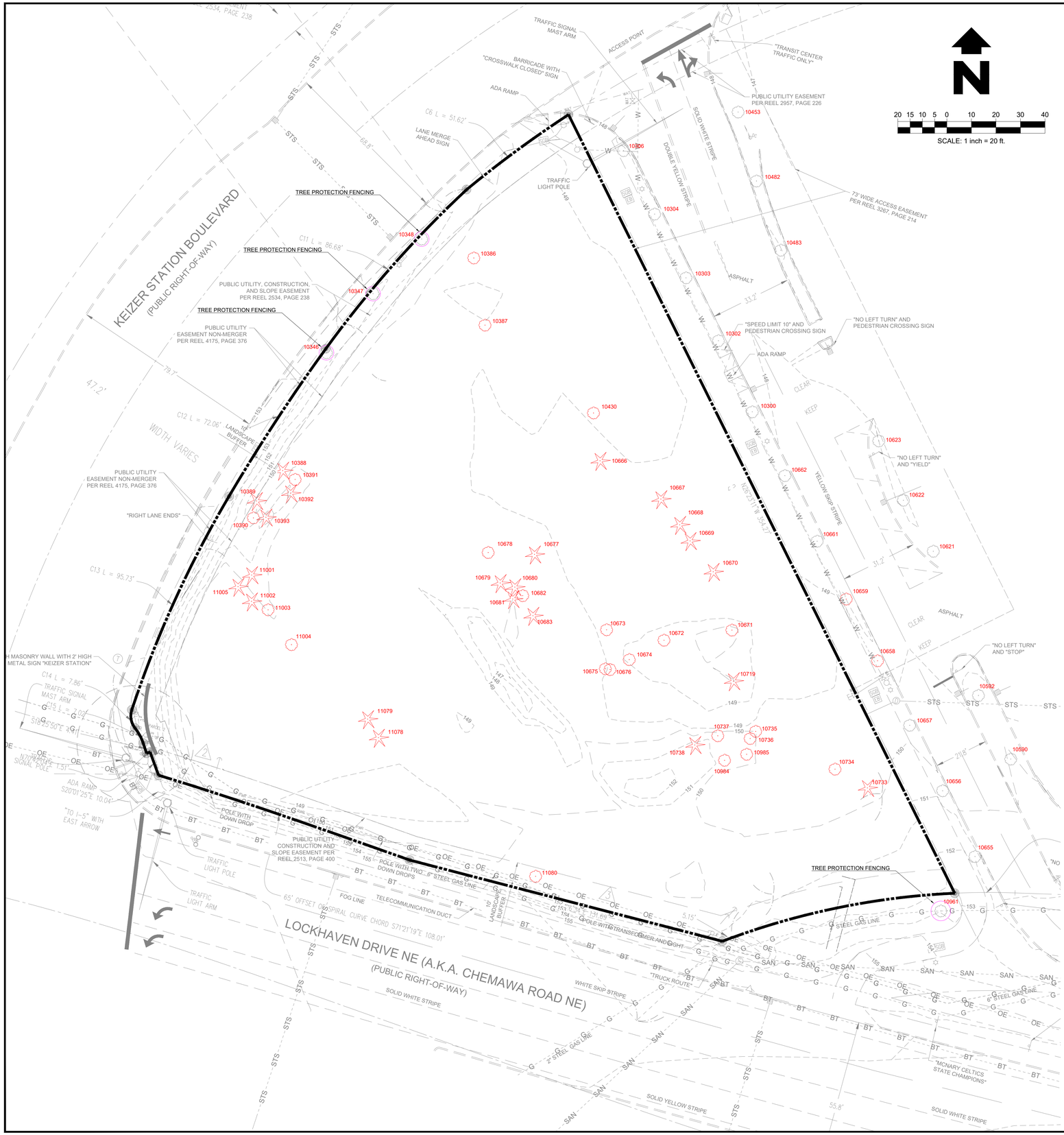
REGISTERED PROFESSIONAL ENGINEER
OREGON
10252PE
MAY 16, 2023
GARRETT D. SMALL
DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

STORM DRAIN PLAN

SHEET: C-5.3

May/08,2026-9:27am - User:daniel friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ (06-25-45100 - STORM DRAIN.dwg



EXISTING TREE INFORMATION

TREE NUMBER	ON/OFF PROPERTY	SIZE	TYPE	SIGNIFICANT	REMAIN/REMOVE
10300	OFF	8"	DECIDUOUS		REMAIN
10302	OFF	7"	DECIDUOUS		REMAIN
10303	OFF	7"	DECIDUOUS		REMAIN
10304	OFF	7"	DECIDUOUS		REMAIN
10306	OFF	6"	DECIDUOUS		REMAIN
10346	ON	6"	MAPLE		REMAIN
10347	ON	6"	MAPLE		REMAIN
10348	ON	6"	MAPLE		REMAIN
10386	ON	26"	MAPLE		REMOVE
10387	ON	SPLIT 11", 12"	OAK	YES	REMOVE
10388	ON	10"	PINE		REMOVE
10389	ON	15"	PINE	YES	REMOVE
10390	ON	SPLIT 6", 8", 8", 12"	CHERRY	YES	REMOVE
10391	ON	SPLIT 7", 15"	CHERRY	YES	REMOVE
10392	ON	25"	FIR	YES	REMOVE
10393	ON	10"	CEDAR		REMOVE
10430	ON	16"	OAK	YES	REMOVE
10453	OFF	8"	DECIDUOUS		REMAIN
10482	OFF	6"	DECIDUOUS		REMAIN
10483	OFF	6"	DECIDUOUS		REMAIN
10590	OFF	6"	DECIDUOUS		REMAIN
10592	OFF	7"	DECIDUOUS		REMAIN
10621	OFF	9"	CHERRY		REMAIN
10622	OFF	9"	CHERRY		REMAIN
10623	OFF	9"	CHERRY		REMAIN
10655	OFF	6"	DECIDUOUS		REMAIN
10656	OFF	6"	DECIDUOUS		REMAIN
10657	OFF	6"	DECIDUOUS		REMAIN
10658	OFF	7"	DECIDUOUS		REMAIN
10659	OFF	7"	DECIDUOUS		REMOVE
10661	OFF	7"	DECIDUOUS		REMOVE
10662	OFF	6"	DECIDUOUS		REMAIN
10666	ON	12"	PINE	YES	REMOVE
10667	ON	9"	PINE		REMOVE
10668	ON	21"	PINE	YES	REMOVE
10669	ON	12"	PINE	YES	REMOVE
10670	ON	15"	PINE	YES	REMOVE
10671	ON	34"	COTTONWOOD	YES	REMOVE
10672	ON	14"	MAPLE	YES	REMOVE
10673	ON	34"	COTTONWOOD	YES	REMOVE
10674	ON	24"	DECIDUOUS	YES	REMOVE
10675	ON	SPLIT 6", 8"	MAPLE		REMOVE
10676	ON	10"	MAPLE		REMOVE
10677	ON	17"	PINE	YES	REMOVE
10678	ON	11"	APPLE		REMOVE
10679	ON	33"	EVERGREEN	YES	REMOVE
10680	ON	12"	EVERGREEN	YES	REMOVE
10681	ON	24"	EVERGREEN	YES	REMOVE
10682	ON	14"	COTTONWOOD	YES	REMOVE
10683	ON	24"	EVERGREEN	YES	REMOVE
10719	ON	44"	EVERGREEN	YES	REMOVE
10733	ON	10"	PINE		REMOVE
10734	ON	SPLIT 8", 9", 15"	CHERRY	YES	REMOVE
10735	ON	37"	COTTONWOOD	YES	REMOVE
10736	ON	9"	MAPLE		REMOVE
10737	ON	10"	MAPLE		REMOVE
10738	ON	13"	PINE	YES	REMOVE
10961	OFF	8"	DECIDUOUS		REMAIN
10984	ON	SPLIT 21", 22"	COTTONWOOD	YES	REMOVE
10985	ON	20"	MAPLE	YES	REMOVE
11001	ON	SPLIT	CEDAR		REMOVE
11002	ON	24"	PINE	YES	REMOVE
11003	ON	41"	DECIDUOUS	YES	REMOVE
11004	ON	SPLIT 10", 13"	CHERRY	YES	REMOVE
11005	ON	21"	FIR	YES	REMOVE
11078	ON	17"	PINE	YES	REMOVE
11079	ON	21"	FIR	YES	REMOVE
11080	ON	SPLIT 13", 14"	MAPLE	YES	REMAIN

CITY PLANTING REQUIREMENTS

		REQUIRED	PROVIDED
SIGNIFICANT TREE REPLACEMENT	SIGNIFICANT TREES SHALL BE REPLACED AT A RATE OF 2 TREES TO BE PLANTED FOR EVERY TREE REMOVED	33 SIGNIFICANT TREES TO BE REMOVED X 2 = 66 REPLACEMENT TREES REQUIRED	58 TREES (DOES NOT INCLUDE PARKING LOT TREES)
		A CONTRIBUTION TO THE CITY'S LANDSCAPE MITIGATION FUND IN THE AMOUNT EQUAL TO THE COST OF A REPLACEMENT TREE (INCLUDING INSTALLATION) AS DETERMINED BY THE CITY WILL BE MADE FOR: * 18 REPLACEMENT TREES	

TREE PRESERVATION INFORMATION

	TOTAL	REMAIN	REMOVE
TREES ON-SITE	47	4	43
TREES OFF-SITE	21	19	2

PROPOSED LEGEND:

- PROPERTY LINE
- XXXXX / XXXXX — EXISTING TREE TO BE REMOVED
- XXXXX / XXXXX — EXISTING TREE TO REMAIN
- TREE PROTECTION FENCING

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THIS PLAN WAS PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY PROJECT TITLE
DATE ON: 5/26/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT A DIFFERENT TIME. USE OF THIS DRAWING FOR PROJECT REQUIRES THE SERVICES OF REGISTERED ARCHITECTS AND ENGINEERS. REPRODUCTION OF THIS DRAWING FOR USE ON ANY OTHER PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/06/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 16, 2003
GARRETT F. DAVID SMALL
EXPIRATION DATE: 06/30/2026

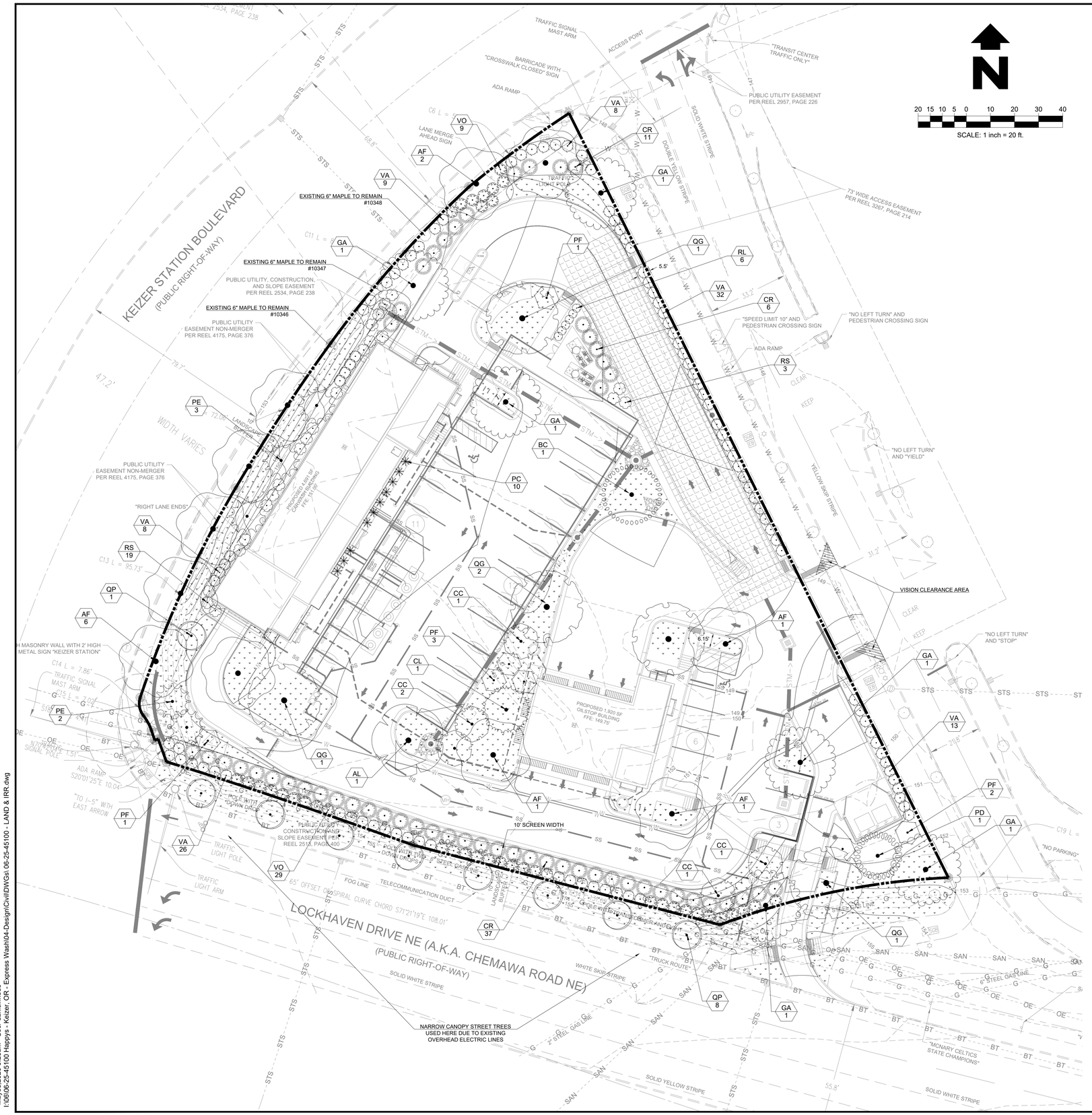
NOT FOR CONSTRUCTION

PRELIMINARY

TREE PRESERVATION & REMOVAL PLAN

SHEET: C-6.0

May06,2026-3:55pm - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - LAND & IRR.dwg



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
EVERGREEN TREE				
	CL	Chamaecyparis lawsoniana / Port Orford Cedar 50' ht. 20' width	2" Cal.	1
	PF	Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Limber Pine 30' ht 10' width	2" Cal.	7
	PE	Pinus ponderosa willamettensis / Willamette Valley Ponderosa Pine 100' ht. 20' width	2" Cal.	5
	PD	Pseudotsuga menziesii / Douglas Fir 100' ht. 25' width	2" Cal.	1
LARGE CANOPY TREE				
	AF	Acer rubrum 'Franksred' / Red Sunset® Maple	2" Cal.	11
	AL	Acer saccharum 'Legacy' / Legacy Sugar Maple	2" Cal.	1
	BC	Betula nigra 'Cully' / Heritage® River Birch	2" Cal.	1
	GA	Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree Male only	2" Cal.	6
	QG	Quercus garryana / Oregon White Oak	2" Cal.	5
SMALL CANOPY TREE				
	CC	Cornus florida 'Cherokee Brave' / Cherokee Brave Dogwood 15'-30' ht. and width Wants partial shade	2" Cal.	5
	QP	Quercus palustris 'Pringreen' / Green Pillar® Pin Oak	2" Cal.	9
SHRUBS				
	CR	Cornus sericea / Red Twig Dogwood	5 gal.	54
	PC	Passiflora caerulea / Passionflower	3 gal.	10
	RL	Rhododendron occidentale / Western Azalea	3 gal.	6
	RS	Ribes sanguineum / Red Flowering Currant	5 gal.	22
	VO	Vaccinium ovatum / Evergreen Huckleberry	5 gal.	38
	VA	Viburnum x burkwoodii 'Anne Russell' / Anne Russell Viburnum	5 gal - 30 in ht. min.	96

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	SPACING	QTY
GROUND COVERS					
	TM	Turf Sod Marathon III / Turf-type Tall Fescue	sod		13,119 sf

CITY PLANTING REQUIREMENTS

		REQUIRED	PROVIDED
GENERAL LANDSCAPING	10% OF THE SITE SHALL BE LANDSCAPE AREA	10% 16,783 SF GREENSPACE / 61,962 SF OF PROPERTY = 27%	27%
LOT COVERAGE	COVERAGE ALLOWED FOR BUILDINGS, ACCESSORY STRUCTURES AND PAVED PARKING SHALL BE A MINIMUM OF 50% AND MAXIMUM OF 90%	50% - 90% 45,179 BUILDINGS AND PAVED AREA / 61962 SF OF PROPERTY = 73%	73%
STREET TREES	ONE TREE PER 30-FT OF PROPERTY FRONTAGE	KEIZER STATION BLVD: 306 LF 306/30 = 10.2 TREES LOCKHAVEN DRIVE: 240 LF 240/30 = 8 TREES	KEIZER STATION BLVD - 10 TREES LOCKHAVEN DRIVE - 8 TREES
PARKING LOT LANDSCAPING	ONE TREE SHALL BE PROVIDED FOR EVERY 8 PARKING SPACES IN PARKING LOTS. TREES SHALL BE DISPERSED THROUGHOUT THE PARKING LOT	32 PARKING SPACES / 8 = 4 TREES	4 TREES
INTERIOR LANDSCAPING	ALL SERVICE AND UTILITY AREAS MUST BE SCREENED	YES	YES
SCREENING	PARKING AREAS OF 30 OR MORE VEHICLES FOR COMMERCIAL DEVELOPMENTS SHALL BE SCREENED	WIDTH NOT LESS THAN TEN FEET SHALL BE DEVELOPED IN ACCORDANCE WITH THE FOLLOWING STANDARDS: A. BERM FORM SHOULD NOT SLOPE MORE THAN 40 PERCENT (1:2.5) ON THE SIDE AWAY FROM THE AREA SCREENED FROM VIEW. B. A DENSE EVERGREEN HEDGE SHALL BE LOCATED SO AS TO MOST EFFECTIVELY BUFFER THE PROPOSED USE. C. THE COMBINED TOTAL HEIGHT OF THE BERM AND HEDGE SHALL BE NOT LESS THAN FIVE FEET.	YES
SIGNIFICANT TREE REPLACEMENT	SIGNIFICANT TREES SHALL BE REPLACED AT A RATE OF 2 TREES TO BE PLANTED FOR EVERY TREE REMOVED	33 SIGNIFICANT TREES TO BE REMOVED X 2 = 66 REPLACEMENT TREES REQUIRED A CONTRIBUTION TO THE CITY'S LANDSCAPE MITIGATION FUND IN THE AMOUNT EQUAL TO THE COST OF A REPLACEMENT TREE (INCLUDING INSTALLATION) AS DETERMINED BY THE CITY WILL BE MADE FOR: * 18 REPLACEMENT TREES	48 TREES (DOES NOT INCLUDE PARKING LOT TREES)

PLANT SPECIES SELECTIONS ARE PRELIMINARY AND SUBJECT TO CHANGE OR SUBSTITUTION AT TIME OF PERMIT REVIEW IN COMPLIANCE WITH KEIZER DEVELOPMENT CODE

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

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STIPULATION FOR REUSE
THIS DRAWING IS PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY PROJECT TITLE ISSUE
DATE ON: 5/08/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT PROJECT OR AT ANOTHER TIME. USE OF THIS DRAWING FOR REUSE WITHOUT WRITTEN CONSENT OF THE PROJECT REQUIRES THE SERVICES OF REGISTERED PROFESSIONAL ENGINEERS. ENGINEERS' REPRODUCTION OF THIS DRAWING IS FOR EXCLUSIVE USE ON THE PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
MARCH 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

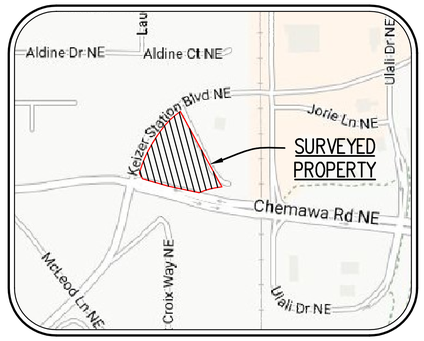
NOT FOR CONSTRUCTION

PRELIMINARY

LANDSCAPE PLAN

SHEET:
C-6.1

May08, 2026-9:28am - User daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - LAND & IRR.dwg



VICINITY MAP

NOT TO SCALE

FOUND MONUMENT DESCRIPTIONS

(100) 5/8" I.R. WITH YPC STAMP ILLEGIBLE, UP 0.2'; HELD
(101) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(102) 1" BRASS DISC STAMPED "S+F LAND SERVICES"; HELD
(104) 1" IRON BAR, DOWN 1.7'; HELD
(105) 1 1/4" IRON PIPE, DOWN 0.9'; HELD
(106) BENT 5/8" I.R.; HELD
(107) 5/8" I.R. WITH NO CAP; BEARS N38°45'54"W 0.08'
(108) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(109) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; BEARS S89°35'05"E 0.10'
(110) BENT 1" IRON PIPE; HELD
(111) 1" BRASS DISK STAMPED "S+F LAND SERVICES"; HELD
(112) 1" BRASS DISK STAMPED "S+F LAND SERVICES"; HELD
(113) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(114) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(115) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(116) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(117) 5/8" I.R. WITH YPC STAMPED "S+F LAND SERVICES"; HELD
(118) 5/8" I.R. WITH RPC STAMPED "NORTHSTAR SURVEYING". DOWN 0.3';

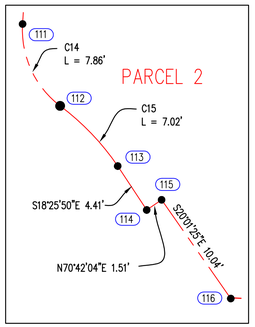
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	40.08' (41.15')P2	25.00' (25.00')P2	91°50'43"	S27°08'14"E 35.92' (N30°22'37"W 36.66')P2
C2	180.75'(180.68')P2	460.00' (460.00')P2	22°30'49"	S30°02'32"W 179.59'(N27°59'03"E 179.53')P2
C3	60.59'	460.00'	7°32'49"	S45°04'21"W 60.55'
C4	12.85'	460.00'	1°36'02"	S49°38'47"W 12.85'
C5	254.19'	460.00'	31°39'41"	S34°36'58"W 250.97'
C6	51.62'	460.00'	6°25'45"	S53°39'41"W 51.59'
C7	277.71'(277.71')P4	460.00' (460.00')P4	34°35'25"	S74°10'16"W 273.51'(S74°02'41"W 273.51')P4
C8	12.92'	452.50'	1°38'10"	S46°10'28"W 12.92'
C9	61.25'	452.50'	7°45'21"	S41°28'43"W 61.21'
C10	12.51'	452.50'	1°35'02"	S36°48'31"W 12.51'
C11	86.68'	452.50'	10°58'33"	S41°30'17"W 86.55'
C12	72.06'	753.36'	5°28'49"	S33°16'37"W 72.03'
C13	95.73'	452.50'	12°07'18"	S24°28'32"W 95.55'
C14	7.86'	8.00'	56°18'48"	S09°37'38"E 7.55'
C15	7.02'	21.00'	19°08'31"	N28°44'20"W 6.98'
C16	10.35' (10.35')P4	306.48' (306.48')P4	1°56'06"	S70°23'39"W 10.35' (N68°05'57"E 10.35')P4
C17	86.64' (86.64')P4	306.48' (306.48')P4	16°11'49"	S79°27'37"W 86.35' (N77°09'55"E 86.35')P4
C18	97.17'	306.48'	18°09'59"	S78°19'13"W 96.77'
C19	24.62'	306.48'	4°36'07"	S89°42'17"W 24.61'

LEGEND

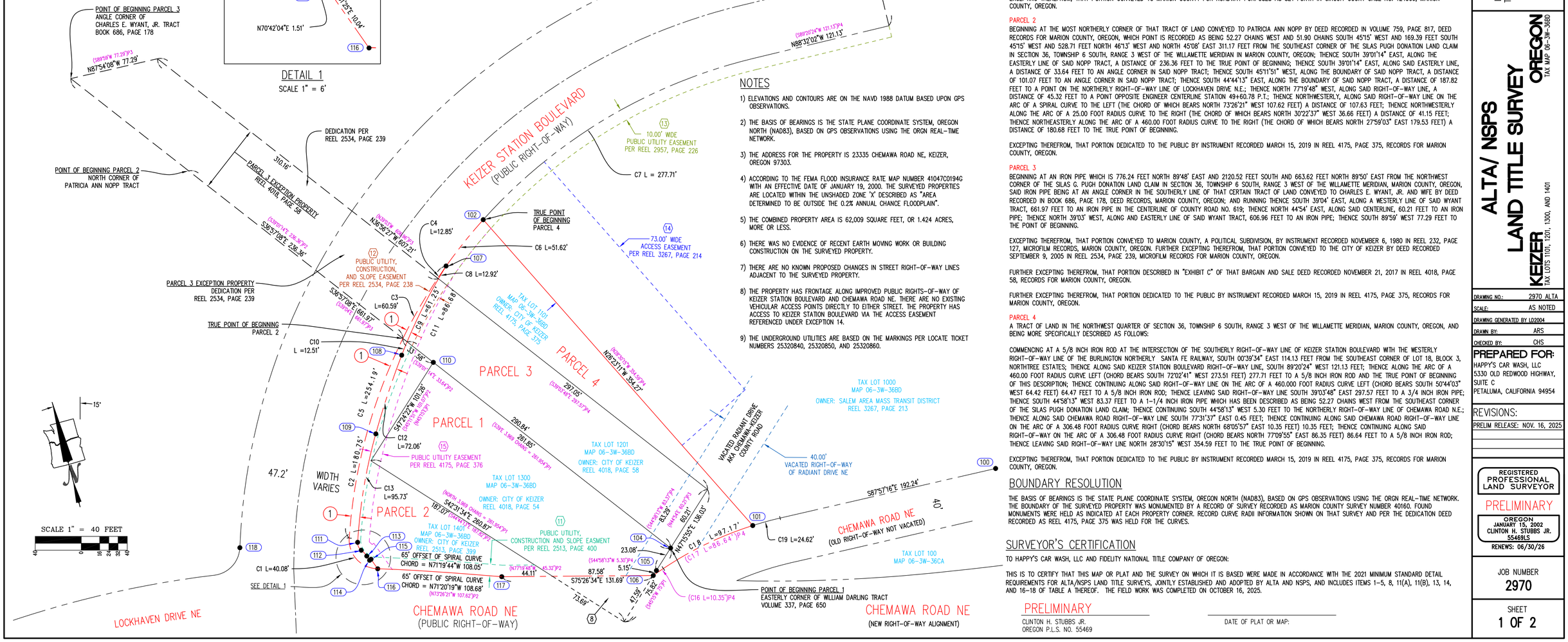
●	FOUND MONUMENT AS NOTED IN DESCRIPTIONS
I.R.	IRON ROD
YPC	WITH YELLOW PLASTIC CAP
RPC	WITH RED PLASTIC CAP
SN	SURVEY NO., MARION COUNTY SURVEY RECORDS
DOC. NO.	DOCUMENT NO., MARION COUNTY DEED RECORDS
( )P#	RECORD INFORMATION PER PARCEL NUMBER

RIGHT-OF-WAY INFORMATION

(1) RIGHT-OF-WAY DEDICATION PER REEL 4175, PAGE 375



DETAIL 1
SCALE 1" = 6'



NOTES

1) ELEVATIONS AND CONTOURS ARE ON THE NAVD 1988 DATUM BASED UPON GPS OBSERVATIONS.

2) THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM, OREGON NORTH (NAD83), BASED ON GPS OBSERVATIONS USING THE ORGN REAL-TIME NETWORK.

3) THE ADDRESS FOR THE PROPERTY IS 23335 CHEMAWA ROAD NE, KEIZER, OREGON 97303.

4) ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP NUMBER 41047C0194G WITH AN EFFECTIVE DATE OF JANUARY 19, 2000. THE SURVEYED PROPERTIES ARE LOCATED WITHIN THE UNSHADED ZONE 'X' DESCRIBED AS "AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

5) THE COMBINED PROPERTY AREA IS 62,009 SQUARE FEET, OR 1.424 ACRES, MORE OR LESS.

6) THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION ON THE SURVEYED PROPERTY.

7) THERE ARE NO KNOWN PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES ADJACENT TO THE SURVEYED PROPERTY.

8) THE PROPERTY HAS FRONTAGE ALONG IMPROVED PUBLIC RIGHTS-OF-WAY OF KEIZER STATION BOULEVARD AND CHEMAWA ROAD NE. THERE ARE NO EXISTING VEHICULAR ACCESS POINTS DIRECTLY TO EITHER STREET. THE PROPERTY HAS ACCESS TO KEIZER STATION BOULEVARD VIA THE ACCESS EASEMENT REFERENCED UNDER EXCEPTION 14.

9) THE UNDERGROUND UTILITIES ARE BASED ON THE MARKINGS PER LOCATE TICKET NUMBERS 25320840, 25320850, AND 25320860.

TITLE REPORT INFORMATION

THE PROPERTY DESCRIPTION AND EXCEPTIONS ARE PER THE PRELIMINARY REPORT PREPARED BY FIDELITY NATIONAL TITLE COMPANY OF OREGON WITH ORDER NUMBER 60222504325 AND AN EFFECTIVE DATE OF OCTOBER 1, 2025 AT 8:00 A.M.

GENERAL EXCEPTIONS 1-5 AND SPECIFIC ITEMS AND EXCEPTIONS 6, 7, 16-21 ARE NOT PLOTTABLE.

(8) RIGHTS OF THE PUBLIC TO ANY PORTION OF THE LAND LYING WITHIN THE AREA COMMONLY KNOWN AS STREETS, ROADS AND/OR HIGHWAYS.

SURVEYOR'S NOTE: NO PORTIONS OF THE SURVEYED PROPERTY ARE LOCATED WITHIN THE PUBLIC RIGHTS-OF-WAY.

(9) ANY EASEMENTS OR RIGHTS OF WAY FOR EXISTING UTILITIES OR OTHER RIGHTS OF WAY OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE VACATED RADIANT DRIVE NE.

(10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	PORTLAND GENERAL ELECTRIC COMPANY
PURPOSE:	ELECTRICAL LINES, TELEPHONE LINES AND APPURTENANCES
RECORDING DATE:	MAY 25, 1951
RECORDING NO:	BOOK 429, PAGE 2
AFFECTS:	EXACT LOCATION NOT DISCLOSED

SURVEYOR'S NOTE: THE EASEMENT DOES NOT CONTAIN A PLOTTABLE DESCRIPTION, AND IS NOT SHOWN.

(11) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	CITY OF KEIZER
PURPOSE:	PUBLIC UTILITIES, SLOPE
RECORDING DATE:	JULY 28, 2005
RECORDING NO:	REEL 2513, PAGE 400
AFFECTS:	PARCEL 2

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS

(12) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	CITY OF KEIZER
PURPOSE:	PUBLIC UTILITIES, SLOPE
RECORDING DATE:	SEPTEMBER 9, 2005
RECORDING NO:	REEL 2534, PAGE 238
AFFECTS:	PARCEL 3

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS

(13) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	CITY OF KEIZER
PURPOSE:	PUBLIC UTILITIES
RECORDING DATE:	MAY 28, 2008
RECORDING NO:	REEL 2957, PAGE 226
AFFECTS:	PARCEL 4

(14) REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED:	ACCESS EASEMENT
DATED:	MARCH 4, 2011
RECORDING DATE:	MARCH 11, 2011
RECORDING NO:	REEL 3267, PAGE 214

(15) REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED:	PUBLIC UTILITY EASEMENT NON-MERGER
RECORDING DATE:	MARCH 15, 2019
RECORDING NO:	REEL 4175, PAGE 376

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

AFFECTS: PARCELS 1, 2, 3 AND 4

PROPERTY DESCRIPTION

PARCEL 1
BEGINNING AT THE MOST EASTERLY CORNER OF PREMISES CONVEYED TO WILLIAM DARLING BY DEED RECORDED IN VOLUME 337, PAGE 650, DEED RECORDS FOR MARION COUNTY, OREGON; THENCE SOUTH 45°15' WEST, ALONG THE CENTERLINE OF THE CHAMAWA-KEIZER COUNTY ROAD, 75 FEET; THENCE NORTHERLY, AT RIGHT ANGLES TO SAID ROAD CENTERLINE, 3.969 CHAINS, MORE OR LESS, TO THE NORTHERLY LINE OF SAID PREMISES; THENCE NORTH 45°15' EAST, ALONG THE NORTHERLY LINE OF SAID PREMISES, TO THE MOST NORTHERLY CORNER THEREOF; THENCE SOUTH 39° EAST 3.969 CHAINS TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO MARION COUNTY FOR ROADWAY PURPOSES AS SET FORTH IN CIRCUIT COURT CASE NO. 124906, MARION COUNTY, OREGON.

PARCEL 2
BEGINNING AT THE MOST NORTHERLY CORNER OF THAT TRACT OF LAND CONVEYED TO PATRICIA ANN NOPP BY DEED RECORDED IN VOLUME 759, PAGE 817, DEED RECORDS FOR MARION COUNTY, OREGON, WHICH POINT IS RECORDED AS BEING 52.27 CHAINS WEST AND 51.90 CHAINS SOUTH 45°15' WEST AND 169.39 FEET SOUTH 45°15' WEST AND 528.71 FEET NORTH 46°13' WEST AND NORTH 45°08' EAST 311.17 FEET FROM THE SOUTHEAST CORNER OF THE SILAS PUGH DONATION LAND CLAIM IN SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN IN MARION COUNTY, OREGON; THENCE SOUTH 39°01'14" EAST, ALONG THE EASTERLY LINE OF SAID NOPP TRACT, A DISTANCE OF 236.36 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 39°01'14" EAST, ALONG SAID EASTERLY LINE, A DISTANCE OF 33.64 FEET TO AN ANGLE CORNER IN SAID NOPP TRACT; THENCE SOUTH 45°11'51" WEST, ALONG THE BOUNDARY OF SAID NOPP TRACT, A DISTANCE OF 101.07 FEET TO AN ANGLE CORNER IN SAID NOPP TRACT; THENCE SOUTH 44°44'13" EAST, ALONG THE BOUNDARY OF SAID NOPP TRACT, A DISTANCE OF 187.82 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LOCKHAVEN DRIVE N.E.; THENCE NORTH 77°19'48" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 45.32 FEET TO A POINT OPPOSITE ENGINEER CENTERLINE STATION 49+60.78 P.T.; THENCE NORTHWESTERLY, ALONG SAID RIGHT-OF-WAY LINE ON THE ARC OF A SPIRAL CURVE TO THE LEFT (THE CHORD OF WHICH BEARS NORTH 73°26'21" WEST 107.62 FEET) A DISTANCE OF 107.63 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS NORTH 30°22'37" WEST 36.66 FEET) A DISTANCE OF 41.15 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF A 460.00 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS NORTH 27°59'03" EAST 179.53 FEET) A DISTANCE OF 180.68 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

PARCEL 3
BEGINNING AT AN IRON PIPE WHICH IS 776.24 FEET NORTH 89°48' EAST AND 2120.52 FEET SOUTH AND 663.62 FEET NORTH 89°50' EAST FROM THE NORTHWEST CORNER OF THE SILAS G. PUGH DONATION LAND CLAIM IN SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, MARION COUNTY, OREGON, SAID IRON PIPE BEING AT AN ANGLE CORNER IN THE SOUTHERLY LINE OF THAT CERTAIN TRACT OF LAND CONVEYED TO CHARLES E. WYANT, JR. AND WIFE BY DEED RECORDED IN BOOK 686, PAGE 178, DEED RECORDS, MARION COUNTY, OREGON; AND RUNNING THENCE SOUTH 39°04' EAST, ALONG A WESTERLY LINE OF SAID WYANT TRACT, 661.97 FEET TO AN IRON PIPE IN THE CENTERLINE OF COUNTY ROAD NO. 619; THENCE NORTH 44°54' EAST, ALONG SAID CENTERLINE, 60.21 FEET TO AN IRON PIPE; THENCE NORTH 39°03' WEST, ALONG AND EASTERLY LINE OF SAID WYANT TRACT, 606.96 FEET TO AN IRON PIPE; THENCE SOUTH 89°59' WEST 77.29 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO MARION COUNTY, A POLITICAL SUBDIVISION, BY INSTRUMENT RECORDED NOVEMBER 6, 1980 IN REEL 232, PAGE 127, MICROFILM RECORDS, MARION COUNTY, OREGON. FURTHER EXCEPTING THEREFROM, THAT PORTION CONVEYED TO THE CITY OF KEIZER BY DEED RECORDED SEPTEMBER 9, 2005 IN REEL 2534, PAGE 239, MICROFILM RECORDS FOR MARION COUNTY, OREGON.

FURTHER EXCEPTING THEREFROM, THAT PORTION DESCRIBED IN "EXHIBIT C" OF THAT BARGAIN AND SALE DEED RECORDED NOVEMBER 21, 2017 IN REEL 4018, PAGE 58, RECORDS FOR MARION COUNTY, OREGON.

FURTHER EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

PARCEL 4
A TRACT OF LAND IN THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, MARION COUNTY, OREGON, AND BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8 INCH IRON ROD AT THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF KEIZER STATION BOULEVARD WITH THE WESTERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERLY SANTA FE RAILWAY, SOUTH 00°39'34" EAST 114.13 FEET FROM THE SOUTHEAST CORNER OF LOT 18, BLOCK 3, NORTHTREE ESTATES; THENCE ALONG SAID KEIZER STATION BOULEVARD RIGHT-OF-WAY LINE, SOUTH 89°20'24" WEST 121.13 FEET; THENCE ALONG THE ARC OF A 460.00 FOOT RADIUS CURVE LEFT (CHORD BEARS SOUTH 72°02'41" WEST 273.51 FEET) 277.71 FEET TO A 5/8 INCH IRON ROD AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE ON THE ARC OF A 460.000 FOOT RADIUS CURVE LEFT (CHORD BEARS SOUTH 50°44'03" WEST 64.42 FEET) 64.47 FEET TO A 5/8 INCH IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY LINE SOUTH 39°03'48" EAST 297.57 FEET TO A 3/4 INCH IRON PIPE; THENCE SOUTH 44°58'13" WEST 83.37 FEET TO A 1-1/4 INCH IRON PIPE WHICH HAS BEEN DESCRIBED AS BEING 52.27 CHAINS WEST FROM THE SOUTHEAST CORNER OF THE SILAS PUGH DONATION LAND CLAIM; THENCE CONTINUING SOUTH 44°58'13" WEST 5.30 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF CHEMAWA ROAD N.E.; THENCE ALONG SAID CHEMAWA ROAD RIGHT-OF-WAY LINE SOUTH 77°31'37" EAST 0.45 FEET; THENCE CONTINUING ALONG SAID CHEMAWA ROAD RIGHT-OF-WAY LINE ON THE ARC OF A 306.48 FOOT RADIUS CURVE RIGHT (CHORD BEARS NORTH 68°05'57" EAST 10.35 FEET) 10.35 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ON THE ARC OF A 306.48 FOOT RADIUS CURVE RIGHT (CHORD BEARS NORTH 77°09'55" EAST 86.35 FEET) 86.64 FEET TO A 5/8 INCH IRON ROD; THENCE LEAVING SAID RIGHT-OF-WAY LINE NORTH 28°30'15" WEST 354.59 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, THAT PORTION DEDICATED TO THE PUBLIC BY INSTRUMENT RECORDED MARCH 15, 2019 IN REEL 4175, PAGE 375, RECORDS FOR MARION COUNTY, OREGON.

BOUNDARY RESOLUTION

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM, OREGON NORTH (NAD83), BASED ON GPS OBSERVATIONS USING THE ORGN REAL-TIME NETWORK. THE BOUNDARY OF THE SURVEYED PROPERTY WAS MONUMENTED BY A RECORD OF SURVEY RECORDED AS MARION COUNTY SURVEY NUMBER 40160. FOUND MONUMENTS WERE HELD AS INDICATED AT EACH PROPERTY CORNER. RECORD CURVE RADII INFORMATION SHOWN ON THAT SURVEY AND PER THE DEDICATION DEED RECORDED AS REEL 4175, PAGE 375 WAS HELD FOR THE CURVES.

SURVEYOR'S CERTIFICATION

TO HAPPY'S CAR WASH, LLC AND FIDELITY NATIONAL TITLE COMPANY OF OREGON:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-5, 8, 11(A), 11(B), 13, 14, AND 16-18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 16, 2025.

PRELIMINARY

CLINTON H. STUBBS JR.
OREGON P.L.S. NO. 55469

DATE OF PLAT OR MAP:

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR. 97006
PH:(503) 848-2127 FAX:(503) 848-2179
EMAIL: nwsurveying@nwsrvy.com

LOCATED IN THE NE 1/4 OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST, W.M., CITY OF KEIZER, MARION COUNTY, OREGON

ALTA/ NSPS LAND TITLE SURVEY

KEIZER OREGON
TAX LOTS 1101, 1201, 1300, AND 1401
TAX MAP 06-3W-36BD

DRAWING NO.:	2970 ALTA
SCALE:	AS NOTED
DRAWING GENERATED BY LD2004	
DRAWN BY:	ARS
CHECKED BY:	CHS

PREPARED FOR:
HAPPY'S CAR WASH, LLC
5330 OLD REDWOOD HIGHWAY, SUITE C
PETALUMA, CALIFORNIA 94954

REVISIONS:
PRELIM RELEASE: NOV. 16, 2025

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON
JANUARY 15, 2002
CLINTON H. STUBBS JR.
55469LS
RENEWS: 06/30/26

JOB NUMBER
2970

SHEET
1 OF 2

KEIZER STATION BOULEVARD
(PUBLIC RIGHT-OF-WAY)

PUBLIC UTILITY, CONSTRUCTION, AND SLOPE EASEMENT PER REEL 2534, PAGE 238

TRAFFIC SIGNAL MAST ARM

ACCESS POINT

BARRICADE WITH "CROSSWALK CLOSED" SIGN

ADA RAMP

C6 L = 51.62'

TRAFFIC LIGHT POLE

LANE MERGE AHEAD SIGN

"TRANSIT CENTER TRAFFIC ONLY"

PUBLIC UTILITY EASEMENT PER REEL 2957, PAGE 226

73.00' WIDE ACCESS EASEMENT PER REEL 3267, PAGE 214

SOLID WHITE STRIPE

DOUBLE YELLOW STRIPE

ASPHALT

"NO LEFT TURN" AND PEDESTRIAN CROSSING SIGN

"SPEED LIMIT 10" AND PEDESTRIAN CROSSING SIGN

ADA RAMP

"NO LEFT TURN" AND "YIELD"

DRAINAGE SWALE

YELLOW SKIP STRIPE

"NO LEFT TURN"

ASPHALT

STOP BAR

"NO LEFT TURN" AND "STOP"

TAX LOT 1101
MAP 06-3W-36BD
OWNER: CITY OF KEIZER
REEL 4175, PAGE 375

PARCEL 4

PARCEL 3

OWNER: CITY OF KEIZER
REEL 4018, PAGE 58
TAX LOT 1201
MAP 06-3W-36BD

PARCEL 1

OWNER: CITY OF KEIZER
REEL 4018, PAGE 54
TAX LOT 1300
MAP 06-3W-36BD

PARCEL 2

OWNER: CITY OF KEIZER
REEL 2513, PAGE 399

TAX LOT 1401
MAP 06-3W-36BD

OWNER: SALEM AREA MASS TRANSIT DISTRICT
REEL 3267, PAGE 213

TAX LOT 1000
MAP 06-3W-36BD

TAX LOT 100
MAP 06-3W-36CA

PUBLIC UTILITY, CONSTRUCTION, AND SLOPE EASEMENT PER REEL 2534, PAGE 238

PUBLIC UTILITY EASEMENT NON-MERGER PER REEL 4175, PAGE 376

PUBLIC UTILITY, CONSTRUCTION, AND SLOPE EASEMENT PER REEL 2534, PAGE 238

PUBLIC UTILITY, CONSTRUCTION AND SLOPE EASMENT PER REEL 2513, PAGE 400

4' HIGH MASONRY WALL WITH 2' HIGH METAL SIGN "KEIZER STATION"

3 - 1 1/2" VERTICAL 2' HIGH PVC PIPES

40.00' VACATED RIGHT-OF-WAY OF RADIANT DRIVE NE

C10 L = 87.17'

C11 L = 86.68'

C12 L = 72.06'

C13 L = 95.73'

C14 L = 7.86'

C15 L = 7.02'

C19 L = 24.62'

68.8'

79.7'

47.2'

WIDTH VARIES

29.00'

33.2'

31.2'

21.8'

40.0'

43.1'

55.8'

60.21'

5.15'

23.99'

15'

N26°23'11"W 354.27'

S47°24'12"W 101.26'

S36°57'08"E 290.84'

S36°58'27"E 297.05'

S42°31'34"E 187.07'

S87°57'16"E 192.24'

N47°15'55"E 88.44'

S75°28'34"E 131.69'

S18°25'50"E 4.41'

N70°42'04"E 1.51'

S20°01'25"E 10.04'

65' OFFSET OF SPIRAL CURVE CHORD S71°21'19"E 108.01'

"RIGHT LANE ENDS"

"TO I-5" WITH EAST ARROW

"RIDE SHARE" AND "NO PARKING"

"NO PARKING"

"WELCOME TO KEIZER"

SIGN WITH ARROW AND "TO INTERSTATE 5"

POLE WITH LIGHT

POLE WITH DOWN DROP

POLE WITH TWO DOWN DROPS

POLE WITH TRANSFORMER AND LIGHT

TRAFFIC SIGNAL MAST ARM

TRAFFIC SIGNAL POLE

TRAFFIC LIGHT POLE

TRAFFIC LIGHT ARM

6" STEEL GAS LINE

2" STEEL GAS LINE

TELECOMMUNICATION DUCT

"TRUCK ROUTE"

"MCNARY CELTICS STATE CHAMPIONS"

FOG LINE

WHITE SKIP STRIPE

SOLID WHITE STRIPE

SOLID YELLOW STRIPE

CENTERLINE MEDIAN CURB

LOCKHAVEN DRIVE NE (A.K.A. CHEMAWA ROAD NE)
(PUBLIC RIGHT-OF-WAY)

SANITARY SEWER INFORMATION

SS1 MANHOLE
RIM = 156.40'
8" I.E. IN (E) = 141.5'
8" I.E. IN (S) = 143.0'
8" I.E. OUT (W) = 141.4'

SS2 MANHOLE
RIM = 153.99'
8" I.E. IN (E) = 140.7'
8" I.E. OUT (SW) = 140.6'

SS3 MANHOLE
RIM = 151.79'
8" I.E. IN (NE) = 139.9'
10" IN (S)
10" OUT (SW)

STORM SEWER INFORMATION

SD1 MANHOLE
RIM = 150.91'
18" I.E. IN (W) = 146.1'
18" I.E. OUT (N) = 146.1'

SD2 CATCH BASIN
RIM = 155.08'
8" I.E. OUT (S) = 151.3'

SD3 STORM OUTLET
8" PVC IN (N) = 150.05'

SD4 CATCH BASIN
RIM = 155.02'
8" I.E. OUT (S) = 151.6'

SD5 STORM OUTLET
10" PVC OUT (N) = 148.83'

SD6 CATCH BASIN
RIM = 151.09'
10" I.E. OUT (NW) = 148.1'
TOP 8" VERTICAL OVERFLOW PIPE = 148.9'

SD7 LYNCH STYLE CATCH BASIN
RIM = 147.54'
TRAP OUT (NE)

SD8 LYNCH STYLE CATCH BASIN
RIM = 147.50'
TRAP OUT (E)

SD9 LYNCH STYLE CATCH BASIN
RIM = 147.83'
TRAP OUT (E)

SD10 LYNCH STYLE CATCH BASIN
RIM = 147.82'
TRAP OUT (NW)

SD11 LYNCH STYLE CATCH BASIN
RIM = 148.05'
8" PVC
TRAP OUT (E)

SD12 MANHOLE
RIM = 149.57'
18" I.E. IN (SW) = 146.6' STUB OUT
18" I.E. OUT (E) = 146.5'

SD13 LYNCH STYLE CATCH BASIN
RIM = 148.76'
TRAP OUT (E)

SD14 LYNCH STYLE CATCH BASIN
RIM = 148.75'
TRAP OUT (E)

SD15 CATCH BASIN
RIM = 151.31'
10" I.E. IN (SE) =147.7'
8" I.E. OUT (NW) = 147.5'
TOP 8" VERTICAL OVERFLOW PIPE = 147.4'

LEGEND

DECIDUOUS TREE		GUY WIRE ANCHOR	
CONIFEROUS TREE		UTILITY POLE	
FIRE HYDRANT		POWER JUNCTION BOX	EB
WATER VALVE	WAT	PEDESTRIAN CROSSING SIGNAL POLE	
SANITARY SEWER MANHOLE		STREET LIGHT	
STORM SEWER CLEAN OUT		TELEPHONE/TELEVISION JUNCTION BOX	
STORM SEWER CATCH BASIN		TELEPHONE/TELEVISION MANHOLE	T
STORM SEWER MANHOLE		SIGNAL JUNCTION BOX	SGB
		SIGN	
		FOUND SURVEY MONUMENT	
RIGHT-OF-WAY LINE		OVERHEAD WIRE	OHW
BOUNDARY LINE		TELEPHONE LINE	TEL
PROPERTY LINE		GAS LINE	GAS
CENTERLINE		STORM SEWER LINE	STM
CURB		SANITARY SEWER LINE	SAN
EASEMENT		WATER LINE	WAT
POWER LINE	PWR		

POTENTIAL ENCROACHMENT

1. A "RIGHT LANE ENDS" TRAFFIC SIGN IS LOCATED 2.6' OUTSIDE OF THE PUBLIC RIGHT-OF-WAY FOR KEIZER STATION BOULEVARD ON THE SURVEYED PROPERTY. NO EASEMENT DOCUMENT FOR THIS USE WAS PROVIDED TO THE SURVEYOR.
2. A GUY WIRE EXTENDS UP TO 4.4' OUTSIDE OF THE PUBLIC UTILITY EASEMENT NEAR THE SOUTHWEST PROPERTY CORNER. NO EASEMENT DOCUMENT FOR THIS USE WAS PROVIDED TO THE SURVEYOR.
3. A UTILITY POLE AND OVERHEAD WIRE OUTSIDE OF THE RIGHT-OF-WAY ALONG CHEMAWA ROAD NE WITHIN TAX LOT 1300. NO EASEMENT DOCUMENT FOR THIS USE WAS PROVIDED TO THE SURVEYOR.
4. TWO GUY WIRES EXTEND UP TO 14.6' INTO THE TAX LOT 1300 NEAR ITS SOUTHEASTERLY CORNER. NO EASEMENT DOCUMENT FOR THIS USE WAS PROVIDED TO THE SURVEYOR.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SCALE 1" = 20 FEET

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR. 97006
PH:(503) 848-2127 FAX:(503) 848-2179
EMAIL: nwsurveying@nwsrvy.com

LOCATED IN THE NE 1/4 OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 3 WEST, W.M., CITY OF KEIZER, MARION COUNTY, OREGON

ALTA/ NSPS LAND TITLE SURVEY

KEIZER, OREGON
TAX LOTS 1101, 1201, 1300, AND 1401
TAX MAP 06-3W-36BD

DRAWING NO.:	2970 ALTA
SCALE:	AS NOTED
DRAWING GENERATED BY LD2004	
DRAWN BY:	ARS
CHECKED BY:	CHS

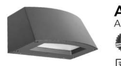
PREPARED FOR:
HAPPY'S CAR WASH, LLC
5330 OLD REDWOOD HIGHWAY, SUITE C
PETALUMA, CALIFORNIA 94954

REVISIONS:
PRELIM RELEASE: NOV. 16, 2025

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON
JANUARY 15, 2002
CLINTON H. STUBBS JR.
55469LS
RENEWS: 06/30/26

JOB NUMBER
2970

SHEET
2 OF 2



ARC1 LED
Architectural Wall Luminaire

Catalog Number
Notes
Type

Specifications

Depth (D1):	6.5"
Depth (D2):	4.75"
Height:	5"
Width:	11"
Weight: (without options)	7 lbs



Introduction

The Lithonia Lighting ARC LED wall-mounted luminaires provide both architectural styling and visually comfortable illumination while providing the high energy savings and low initial costs for quick financial payback.

ARC1 delivers up to 3,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of ARC1, with its integrated emergency battery backup option, is ideal for over-the-door applications.

ARC LED Family Overview

Luminaire	Standard ERL, 0°C	Cold ERL, -20°C	Approximate Lumens (4000K)				
			P1	P2	P3	P4	P5
ARC1 LED	4W	--	1,500	2,000	3,000	--	--
ARC2 LED	4W	8W	1,500	2,000	3,000	4,000	6,500

Ordering Information

EXAMPLE: ARC1 LED P2 40K MVOLT PE DDBXD

Series	Package	Color Temperature	Voltage	Options	Finish
ARC1 LED	P1 2,500 Lumens P2 3,000 Lumens P3 5,000 Lumens	30K 3000K 40K 4000K 50K 5000K	MVOLT 347[1]	E4WH Emergency battery backup, CEC compliant (4W, 0°C min.) PE Button type photocell for dusk-to-dawn operation DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) SPDMVT 6kV surge protection FAO Field adjustable light output device. Allows for easy adjustment to the desired light levels, from 10% to 100%. LCCW 90° Fixture leads	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DBBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories
Ordered and shipped separately.
VGBW 20BOX Surface - mounted back box (sold by the box)

NOTES
1 347V not available with E4WH.
2 PAO not available with DMG.

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D-Series Size 1
LED Area Luminaire

Catalog Number
Notes
Type

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.7" (83.1 cm)
Width:	14.2" (36.1 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

Design Select options indicated by #'s color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature*	Color Rendering Index	Distribution		Voltage	Mounting
DSX1 LED	Forward optics (this section 70CRI only) P1 P6 30K 3000K P2 P7 40K 4000K P3 P8 50K 5000K P4 P9 P5 Rotated optics P10* P12* P11* P13*	27K 2700K 30K 3000K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare* T4M Type IV medium T4VS Type IV low glare* T5FTM Forward throw medium T5W Type V medium T6VS Type VI low glare T6W Type VI wide BLC1 Type III backlight control* BLC4 Type IV backlight control* LCCO Left corner cutoff* RCCO Right corner cutoff*	MVOLT (120V-277V)[1] HVOLT (347V-480V)[1,2] XVOLT (277V - 480V)[2] 120 [1, 3] 208 [1, 3] 240 [1, 3] 277 [1, 3] 347 [1, 3] 480 [1, 3]	Shipped included SPA Square pole mounting (#5 drilling) RPA Round pole mounting (#5 drilling) SPA1 Square pole mounting (#5 drilling)[4] RPA1 Round pole mounting (#5 drilling)[4] UPA1PA Square narrow pole mounting (#5 drilling) WBA Wall box (ref.*) AA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options		Other options		Finish (matte)
Shipped installed NLTAIR2 PIRHN nLight AIR generation 2 enabled with bi-level motion + ambient sensor, 8-40' mounting height, ambient sensor enabled at 25 FC[5,6,7] PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 25 FC[5,6,7] PER NEMA twist-lock receptacle only (controls ordered separately)[8] PER5 Five-pin receptacle only (controls ordered separately)[8,9]	PE7CT Seven-pin receptacle only (controls ordered separately)[8] DMG Field adjustable output[10,11] BL10 Bi-level switched dimming, 10%[10] BL30 Bi-level switched dimming, 30%[10] DIM0C 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[11] DS Dual switching[5,9,12]	Shipped installed SPD20KV 20KV surge protection HS Houseside shield (black finish standard)[13] LWR Left-rotated optics[1] RWR Right-rotated optics[1] CCE Coastal Construction[14] HA 50°C ambient operation[14] BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V)[15] DF Double fuse (208, 240, 480V)[15] Shipped separately EGSR External Glare Shield (remember, field install required, matches housing finish) BSSR Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DBBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

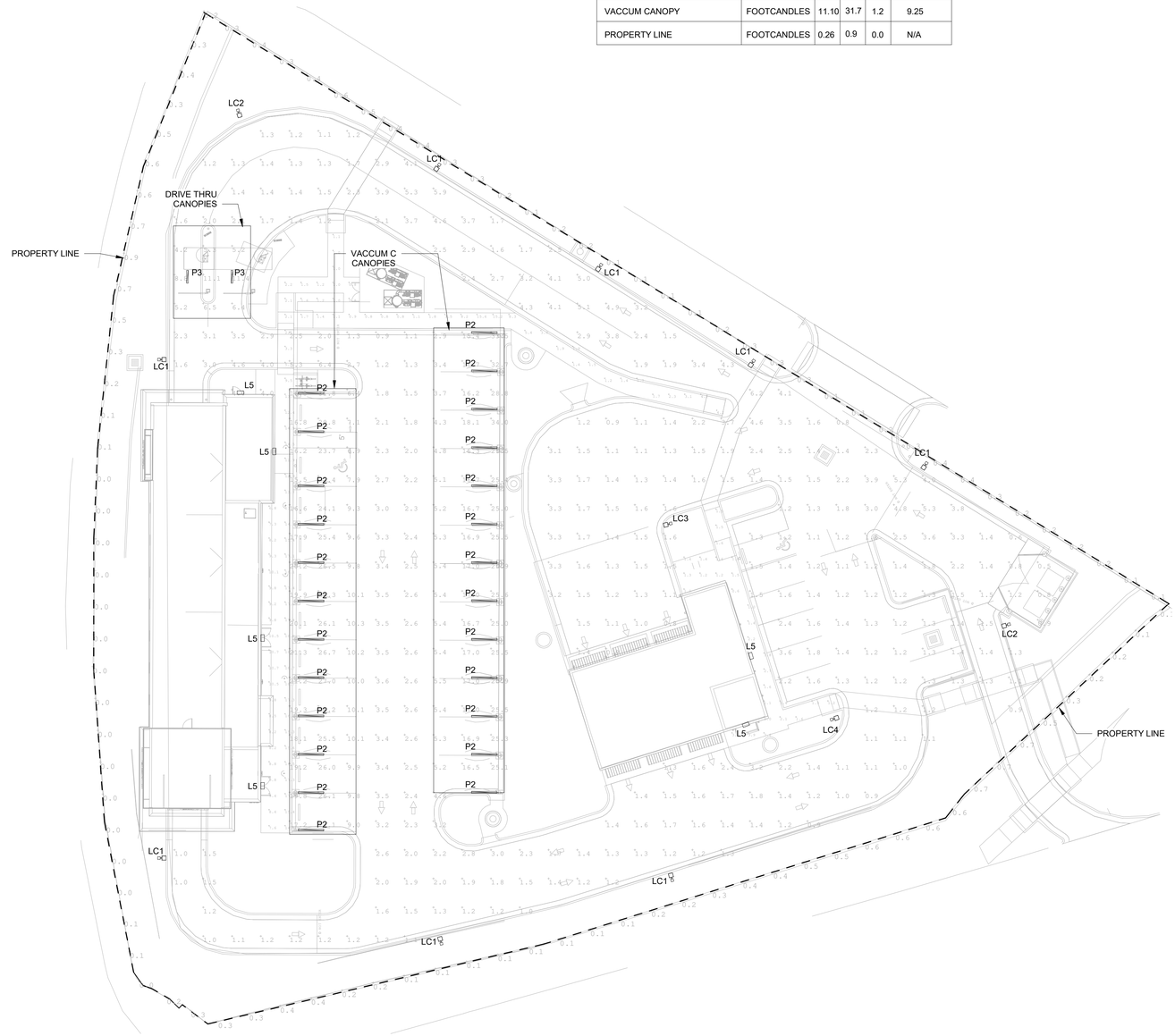
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LIGHT FIXTURE SCHEDULE

TYPE MARK	MANUFACTURER	CATALOG NUMBER	VOLTAGE	WATTAGE	LAMP TYPE	REMARKS
L5	LITHONIA LIGHITNG	ARC1-LED-P1-40K	277	17.0	LED	LED WALL PACKS
LC1	LITHONIA LIGHITNG	DSX1-LED-P1-40K-80CRI-BLC3	277	129.0	LED	POLE LIGHT MOUNTED AT 25' AFF, 4000K CCT. COORDINATE FINISH WITH ARCHITECT
LC2	LITHONIA LIGHITNG	DSX1-LED-P1-40K-80CRI-TFTM	277	129.0	LED	POLE LIGHT MOUNTED AT 25' AFF, 4000K CCT. COORDINATE FINISH WITH ARCHITECT
LC3	LITHONIA LIGHITNG	DSX1-LED-P1-40K-80CRI-T5LG	277	129.0	LED	POLE LIGHT MOUNTED AT 25' AFF, 4000K CCT. COORDINATE FINISH WITH ARCHITECT
LC4	LITHONIA LIGHITNG	DSX1-LED-P1-40K-80CRI-T5M	277	129.0	LED	POLE LIGHT MOUNTED AT 25' AFF, 4000K CCT. COORDINATE FINISH WITH ARCHITECT
P2	G&G LED	WPX8-SO-40K-UVO-277	277	50.0	LED	EXTERIOR CANOPY LIGHTS
P3	G&G LED	WPX2-SO-40K-UVO-277	277	12.0	LED	EXTERIOR CANOPY LIGHTS

CALCULATION SUMMARY

CALC. LABEL	UNITS	AVG	MAX	MIN	AVG/MIN
SITE PARKING AND SIDEWALK	FOOTCANDLES	1.68	5.3	0.6	2.8
DRIVE THRU	FOOTCANDLES	3.26	11.4	1.1	2.96
VACCUM CANOPY	FOOTCANDLES	11.10	31.7	1.2	9.25
PROPERTY LINE	FOOTCANDLES	0.26	0.9	0.0	N/A



N

1 PHOTOMETRIC PLAN
1" = 20'-0"

HFA
HFA-AE, L T D.
t 479.273.7780
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
www.hfa-ae.com

STIPULATION FOR REUSE
THIS DRAWING WAS PREPARED FOR USE ON THIS PROJECT AT KEISER, OR.
IT SHALL NOT BE USED FOR ANY OTHER PURPOSE EXCEPT AS AGREED IN WRITING BY HFA-AE, L T D.
DATE ON SHEET
PROJECT SITE OR AT A LATER TIME.
ANY UNAUTHORIZED USE OF THIS DRAWING OR EXAMPLE ON ANOTHER PROJECT
WITHOUT WRITTEN AUTHORIZATION BY HFA-AE, L T D. SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO HFA-AE, L T D. AND THE UNAUTHORIZED USER SHALL INDEMNIFY AND HOLD HARMLESS HFA-AE, L T D. AND ITS OFFICERS, DIRECTORS, EMPLOYEES AND AGENTS AGAINST ALL DAMAGES, LIABILITIES AND COSTS, INCLUDING REASONABLE ATTORNEYS' FEES AND DEFENSE COSTS, ARISING OUT OF OR RESULTING FROM THE UNAUTHORIZED REUSE OF THE DRAWINGS AND/OR EXAMPLE. ANY SUCH REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY HFA-AE, L T D. FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO HFA-AE, L T D. ANY OPTIONAL OR ADAPTATION SERVICES AUTHORIZED AND MAY BE CONTRARY TO FACT.

HAPPY'S CARWASH
KEISER, OR
JOB NUMBER: 06-25-45100

ISSUE BLOCK

CHECKED BY:	JAC
DRAWN BY:	IN
DOCUMENT DATE:	04/14/2026

NOT FOR CONSTRUCTION

SITE PHOTOMETRIC PLAN

SHEET: E003

4/30/2026 9:33:17 AM
C:\Users\jake.rife\Documents\2024 Revit Projects\06-25-45100 Happys - Keizer, OR_MEP_V24_HFA Jake.rife1.rvt
E003-SITE PHOTOMETRIC PLAN



N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- PROPOSED CONTOUR
- BREAKLINE
- STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- DRAINAGE SLOPE AND DIRECTION

Oregon 811

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

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10257PE
OREGON
JULY 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

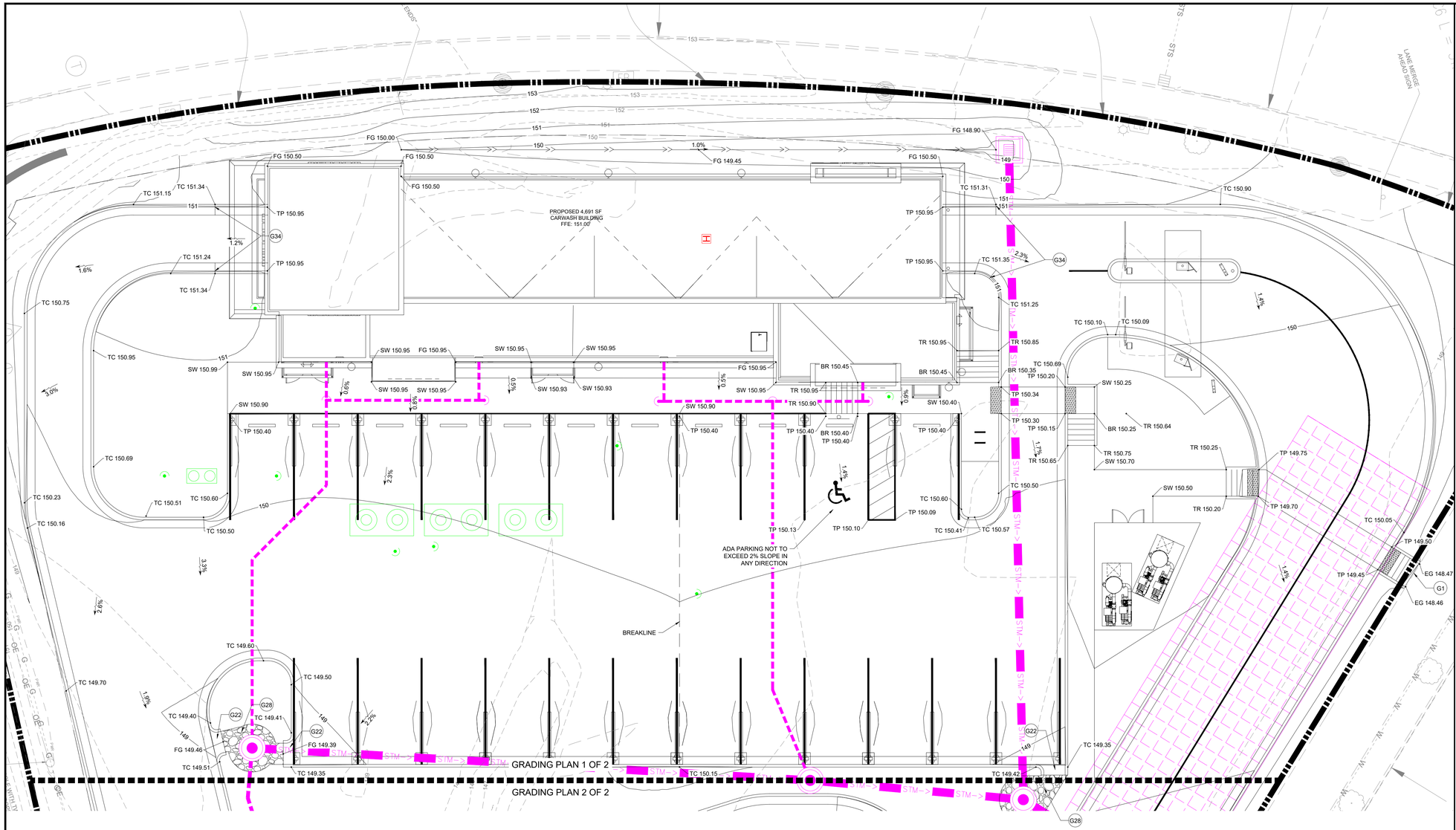
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EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
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- BREAKLINE
- STORM SEWER PIPE
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- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- DRAINAGE SLOPE AND DIRECTION
- EG XXXX — EXISTING SPOT ELEVATION
- FG XXXX — FINISH GRADE ELEVATION
- BR XXXX — BOTTOM OF RAMP
- TR XXXX — TOP OF RAMP
- SW XXXX — SIDEWALK ELEVATION
- TC XXXX — TOP OF CURB
- FL XXXX — FLOW LINE
- TP XXXX — TOP OF PAVEMENT
- G XXXX — GUTTER
- TW XXXX — TOP OF WALL
- BW XXXX — BOTTOM OF WALL

GRADING KEY NOTES

G22	CONCRETE FLUME. REFER TO DETAIL ON C-10.1
G28	RIP RAP PAD. REFER TO DETAIL ON C-10.1
G34	TRANSITION CURB FROM 6" TO 0" OVER 10'

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10252
OREGON
MAY 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

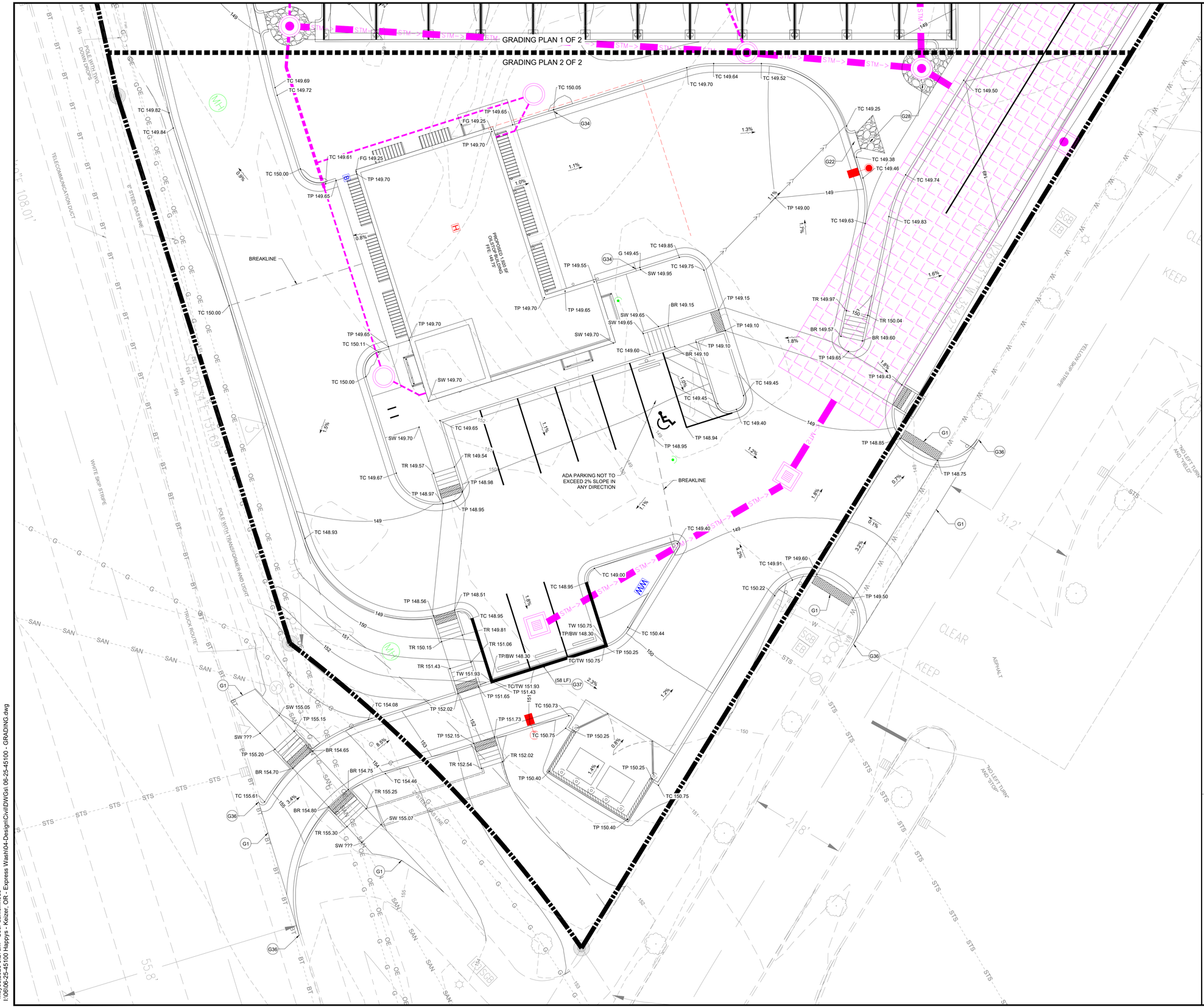
GRADING PLAN 1 OF 2

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GRADING PLAN 1 OF 2

GRADING PLAN 2 OF 2



EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- CURB & GUTTER
- XXXX — PROPOSED CONTOUR
- BREAKLINE
- STM–> — STORM SEWER PIPE
- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- FLOWLINE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET
- GRATE INLET
- X% — DRAINAGE SLOPE AND DIRECTION
- EG XXXX — EXISTING SPOT ELEVATION
- FG XXXX — FINISH GRADE ELEVATION
- BR XXXX — BOTTOM OF RAMP
- TR XXXX — TOP OF RAMP
- SW XXXX — SIDEWALK ELEVATION
- TC XXXX — TOP OF CURB
- FL XXXX — FLOW LINE
- TP XXXX — TOP OF PAVEMENT
- G XXXX — GUTTER
- TW XXXX — TOP OF WALL
- BW XXXX — BOTTOM OF WALL

GRADING KEY NOTES

G1	MATCH EXISTING PAVEMENT ELEVATION.
G34	TRANSITION CURB FROM 6" TO 0" OVER 10'
G36	MATCH EXISTING CURB ELEVATION
G37	CAST IN PLACE CONCRETE WALL.

Oregon 811

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DATED: 11-16-2025

10 8 6 4 2 0 5 10 20

SCALE: 1 inch = 10 ft.

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Happy's DRIVE-THRU CARWASH

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KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

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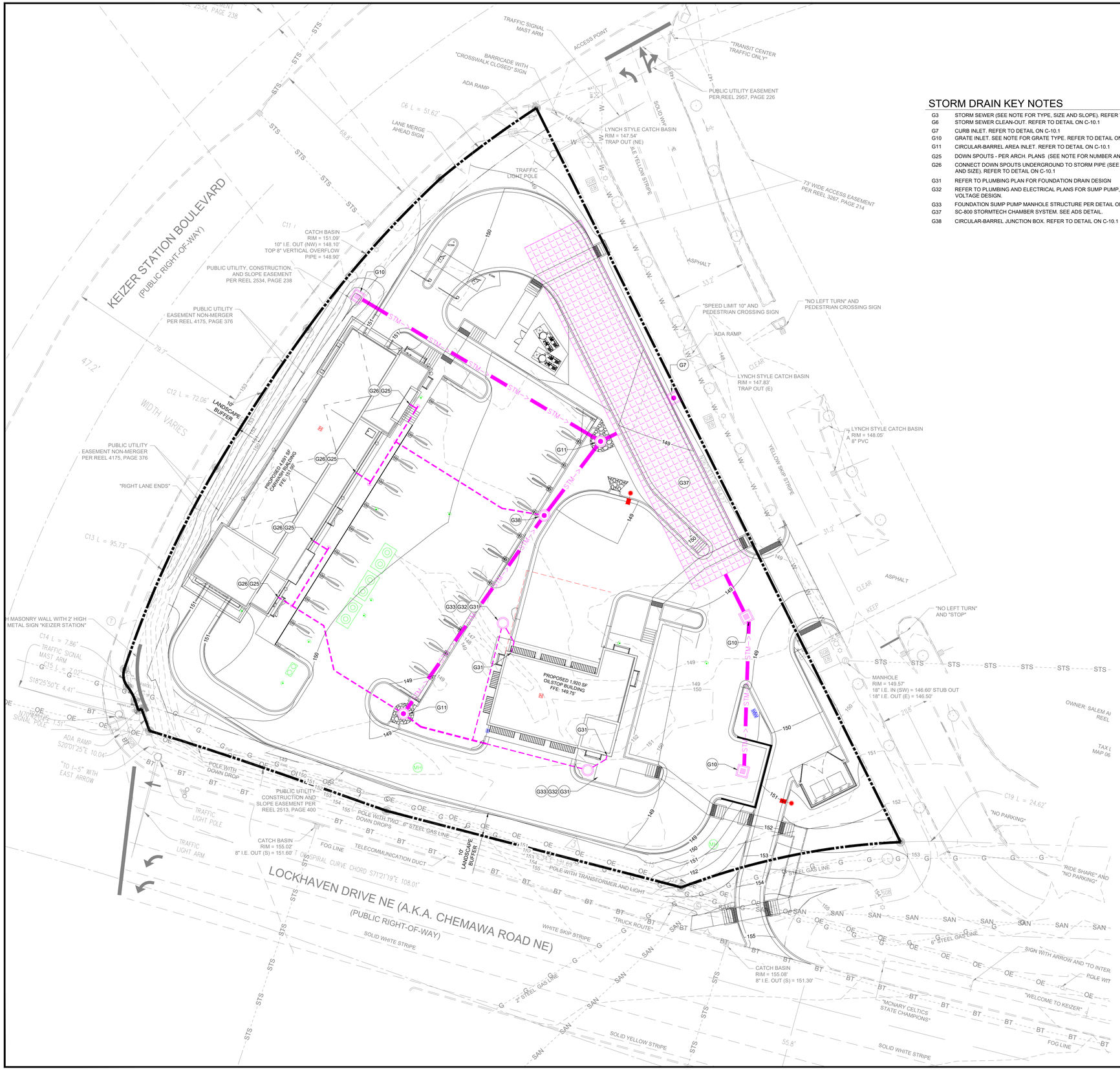
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OREGON
JULY 10, 2023
GABRIEL DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

GRADING PLAN 2 OF 2

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STORM DRAIN KEY NOTES

#	
G3	STORM SEWER (SEE NOTE FOR TYPE, SIZE AND SLOPE). REFER TO DETAIL ON C-10.1
G6	STORM SEWER CLEAN-OUT. REFER TO DETAIL ON C-10.1
G7	CURB INLET. REFER TO DETAIL ON C-10.1
G10	GRATE INLET. SEE NOTE FOR GRATE TYPE. REFER TO DETAIL ON C-10.1
G11	CIRCULAR-BARREL AREA INLET. REFER TO DETAIL ON C-10.1
G25	DOWN SPOUTS - PER ARCH. PLANS (SEE NOTE FOR NUMBER AND SIZE)
G26	CONNECT DOWN SPOUTS UNDERGROUND TO STORM PIPE (SEE NOTE FOR NUMBER AND SIZE). REFER TO DETAIL ON C-10.1
G31	REFER TO PLUMBING PLAN FOR FOUNDATION DRAIN DESIGN
G32	REFER TO PLUMBING AND ELECTRICAL PLANS FOR SUMP PUMP, POWER AND LOW VOLTAGE DESIGN.
G33	FOUNDATION SUMP PUMP MANHOLE STRUCTURE PER DETAIL ON C-10.1
G37	SC-800 STORMTECH CHAMBER SYSTEM. SEE ADS DETAIL.
G38	CIRCULAR-BARREL JUNCTION BOX. REFER TO DETAIL ON C-10.1

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

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- LOT LINE
- EASEMENT LINE
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- XXXX PROPOSED CONTOUR
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- STORM SEWER ROOF DRAIN AND SUMP PUMP PIPE
- STORM SEWER CLEAN OUT
- SUMP PUMP (SEE MEP PLANS/DETAILS)
- CURB INLET
- CIRCULAR-BARREL INLET / JUNCTION
- GRATE INLET

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KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

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DOCUMENT DATE:	04/02/2026
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REGISTERED PROFESSIONAL ENGINEER
OREGON
10252PE
MAY 16, 2023
GARRETT D. DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

STORM DRAIN PLAN

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KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

April 2, 2026 Project #32735

Keare Blaylock
City of Keizer Public Works Department
930 Chemawa Road NE
Keizer, OR 97303

RE: Keizer Happy's Car Wash

Dear Keare:

Happy's Car Wash proposes an automated carwash and Oilstop building within a portion of the previously approved Keizer Station Area "B". This letter provides site trip generation estimates for the proposed carwash and oil change facility, documents trip compliance with the prior master planning for the property, and reviews the potential need for a right-turn lane at the proposed access on Chemawa Avenue NE. As documented herein, trips associated with the proposed carwash and oil change facilities can be debited from the Area "B" site trip vesting. Further, the proposed site trips do not appear to necessitate provision of a separate right-turn lane at the proposed access based on projected traffic volumes and Oregon Department of Transportation (ODOT) volume-based criteria.

BACKGROUND

Keizer Station Area "B" is bisected by Keizer Station Boulevard and divided into east and west halves. The east half is bordered by Chemawa Road NE to the south, Keizer Station Boulevard NE to the west and north, and the Portland & Western railroad corridor to the east. The west half is bordered by Lockhaven Drive NE to the south, Keizer Station Boulevard NE to the east, McLeod Lane NE to the west, and single family residential development to the north. The current proposed development is located on the east half, south of the Keizer Transit Center at 5860 Keizer Station Boulevard NE.

Vehicle access to the Keizer Transit Center is currently via the signalized Chemawa Way NE intersection with Keizer Station Boulevard. Consistent with the Keizer Station Master Plan, the proposed development site will share the signalized access on Chemawa Way and is also proposed to have a right-in only entry access on Chemawa Road NE.

The impact of trips allocated to the Keizer Station Area "B" has previously been studied and mitigated[1]. As such, future development proposals for property with Area "B" need to demonstrate either 1) their trip generation is less than or equivalent to what was previously approved or 2) conduct additional transportation impact analysis assessment and reporting if their trip generation exceeds the number of trips previously approved.

[1] Refer to the 2004 *Keizer Station Master Plan Transportation Impact Analysis* and the August 2010 *Keizer Station Area "B" Master Plan* report.

Prior Trip Vesting

Table 1 shows the estimated trip generation from the 2010 Station Area "B" Master Plan. We note the transit center trips were assumed to include both bus trips and trips associated with park and ride parking spaces on-site. Note that no daily trip estimates were documented in the 2010 Master Plan.

Table 1. Estimated Trip Generation For Station Area "B"

Land Use	ITE Code	Size (units)	Weekday PM Peak Hour		
			Total	In	Out
Total Transit Trips for Area "B"					
Transit Trips	-	10 bus bays	165	55	110
Non-Transit Portion of Area "B" (West and East Halves)					
Medical-Dental Office Building	720	28,000 sq. ft.	70	20	50
Office	710	20,000 sq. ft.	30	5	25
Shopping Center	820	16,000 sq. ft.	60	30	30
Office (east side of Area "B")	710	15,000 sq. ft.	25	5	20
Less Internal Trips			*10*	*5*	*5*
Less Pass-by & Diverted Trips			*10*	*5*	*5*
Primary Trips (Non-Transit Portion of Area "B")			*165*	*50*	*115*
Total Net New Trips (Transit + Non-Transit)			**330**	**105**	**225**

Table 2 presents the total trips associated with summation of the Keizer Transit Center trips and the office use previously assumed on the project site (east side of Area "B") for master planning purposes.

Table 2. Estimated Trip Generation For Area "B" East Side

Land Use	ITE Code	Size (units)	Weekday PM Peak Hour		
			Total	In	Out
Total Transit Trips for Area "B"					
Transit Trips	-	10 bus bays	165	55	110
Non-Transit Portion of Area "B"					
Office (east side of Area "B")	710	15,000 sq. ft.	25	5	20
Total Net New Trips			**190**	**60**	**130**

PROPOSED DEVELOPMENT

The proposed development site plan is included in Appendix 1 and represents the remaining undeveloped Area "B" Master Plan lands east of Keizer Station Boulevard and south of Chemawa Way NE. Happy's Drive Carwash proposes to construct a single-tunnel carwash facility and a three-bay oil change building on the project site. Vehicle access is proposed via a single full movement site driveway on Chemawa Way NE and the previously approved right-turn entry only access on Chemawa Boulevard NE.

Trip Generation Estimate

Weekday AM and PM peak hour trip generation estimates for the proposed land uses were prepared using trip rates cited in the *Trip Generation Manual, 12th Edition* as published by the Institute of Transportation Engineers (ITE) in 2025. Note that no pass-by or internal trip were assumed (no pass-by data is available for the proposed uses in the ITE *Trip Generation Handbook, 3rd Edition*). The estimated trips are summarized in Table 3. While only PM peak hour trips were assessed in the 2004 *Keizer Station Master Plan Transportation Impact Analysis* and the August 2010 *Keizer Station Area "B" Master Plan* report, we estimated AM peak hour trips for later use in the right-turn lane evaluation.

Table 3. Site Trip Generation Estimate

Land Use	ITE Code	Size (units)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Automated Car Wash	948	4,691 square feet	70	39	31	114	56	58
Quick Lubrication Vehicle Shop	941	3 service positions	9	6	3	15	8	7
		Total	**79**	**45**	**34**	**129**	**64**	**65**

To account for the existing transit trips (and thereby not rely on the previous trip generation estimates), we collected weekday morning (7-9 AM) and evening (4-6 PM) vehicle turning movement counts at the Keizer Station Boulevard/Area "B" Signalized Site Access (Keizer Transit Center Access) intersection on a mid-week day in February 2026 when local schools were in session. The adjacent street peak hours were found to occur between 7:10-8:10 AM and 4:50-5:50 PM during which time the transit center generated 42 AM peak hour trips (20 in/22 out) and 44 PM peak hour trips (21 in/23 out). Appendix 2 provides the traffic count data.

TRIP DEBITING

To provide a conservative trip debiting analysis, we analyzed the highest one-hour transit center trip generation between 4:00 and 6:00 PM. The peak hour of the transit center was used to identify 51 existing peak hour trips that occurred between 4:05-5:05 PM (as opposed to the 44 PM peak hour trips generated by the transit center between the street peak from 4:50-5:50 PM).

Table 4 shows that the combination of the proposed use trips (129) and constructed site use trips (51) is projected to generate 10 fewer PM peak hour trips than were previously assumed for the approved Area "B" Master Plan. Accordingly, Area "B" can accommodate the proposed uses and maintain consistency with the analysis and assumptions contained within the 2010 *Keizer Station Area "B" Master Plan*.

Table 4. Area "B" East Side Trip Debiting

Land Use	Data Source	Weekday PM Peak Hour		
		Total	In	Out
Area "B" Trip Vesting	Table 2	190	60	130
Less Transit Center Trips (Generator Peak 4:05-5:05 PM)	*2026 Traffic Counts*	*51*	*23*	*28*
Subtotal Vesting Less Transit Trips (Trips Remaining)		**139**	**37**	**102**
Less Proposed Car Wash & Oilstop	*Table 3*	*129*	*64*	*65*
Vested Trips Remaining		**10**	**-27**	**37**

By comparison, had the 44 PM peak hour transit center trips generated during the 4:50-5:50 PM adjacent street peak been used in Table 4, 17 weekday PM peak hour trips would remain vested.

RIGHT-TURN LANE CONSIDERATIONS

We evaluated the potential need for a separate right-turn lane on Chemawa Road-Lockhaven Drive at the proposed right-in only access using *Oregon Department of Transportation Analysis Procedures Manual* right-turn lane evaluation criteria.

Assumed opening year 2027 traffic volumes were developed at the proposed right-in only site-access as follows:

- Weekday morning (7-9 AM) and evening (4-6 PM) vehicle turning movement counts were obtained at the Chemawa Road-Lockhaven Drive NE/Keizer Station Boulevard NE intersection on a mid-week day in February 2026, including a breakdown of westbound through traffic by travel lane (refer to Appendix 2).
- The weekday AM and PM site-generated trips shown in Table 3 were added to the existing westbound through traffic along the Chemawa Road NE site frontage at the proposed access location.

  - For this analysis, 55% of the site-generated trips were assumed to enter the site from points east of the proposed access (consistent with the estimated trip distribution pattern shown in Figure 9 of the August 2010 *Keizer Station Area "B" Master Plan* report).
- Fifty percent of the counted weekday AM peak hour (13 trips counted, 7 assumed to re-route) and weekday PM peak hour (16 trips counted, 8 assumed to re-route) northbound right-turn transit center trips at the existing transit center access were assumed to shift to use the new right-in only access on Chemawa Road NE to reach the park and ride parking via cross-over shared access arrangements.

Using the projected turn movement volumes, the ODOT right-turn lane criteria were evaluated as shown in Appendix 3 for the posted 35 mile per hour speed on Chemawa Road NE and were found to not be met.

SUMMARY

Trips associated with the proposed carwash and oil change station have previously been accounted for and no new traffic impact analysis is necessary to support the proposed site development. Further, projected traffic volumes do not suggest the need for a separate right-turn lane on Chemawa Avenue NE per ODOT volume-based right-turn lane criteria.

Please contact us if you have any questions regarding our analysis findings or recommendations.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

Julia Kuhn, PE
Senior Principal Engineer

Cc: Alex Dzyuba, Happy's Car Wash

Attachments:
Appendix 1: Proposed Site Plan
Appendix 2: Traffic Count Data
Appendix 3: ODOT Right-Turn Lane Evaluation Criteria



Appendix 1 Proposed Site Plan



SITE KEY NOTES

#	
S1	CURB AND GUTTER. REFER TO DETAIL ON C-10.0
S5	TAPER CURB TO MATCH EXISTING
S6	TAPER CURB FROM 6" TO 0" OVER 10'. REFER TO DETAIL ON C-10.0
S8	MATCH EXISTING PAVEMENT ELEVATION. REFER TO DETAIL ON C-10.0
S9	EXISTING PAVEMENT TO REMAIN
S10	STANDARD DUTY ASPHALT PAVING (PER PAVING PLAN)
S11	HEAVY DUTY CONCRETE PAVING (PER PAVING PLAN)
S12	THICKENED EDGE OF SIDEWALK. REFER TO DETAIL ON C-10.0
S13	CONCRETE SIDEWALK. REFER TO DETAIL ON C-10.0
S14	CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
S15	ADA SIDEWALK RAMP @ 8.33% MAX. REFER TO DETAIL ON C-10.0
S16	DETECTABLE WARNINGS PER ADA REQUIREMENTS. REFER TO DETAIL ON C-10.0
S18	DUMPSTER ENCLOSURE (PER ARCH. PLANS)
S19	BICYCLE RACK (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S21	CONCRETE WHEEL STOPS (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S23	ADA ACCESSIBLE PARKING SPACE AND AISLE STRIPING & SYMBOL OF ACCESSIBILITY (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S24	VAN ACCESSIBLE PARKING SIGN (TYPICAL-PER ADA AND LOCAL REQUIREMENTS). REFER TO DETAIL ON C-10.0
S25	STOP BAR (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S26	DIRECTIONAL TRAFFIC ARROW (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S28	PARKING STALL STRIPING (PER LOCAL CODES). REFER TO DETAIL ON C-10.0
S30	4" WIDE PAINTED STRIPES, 2' OFF CENTER @ 45° (PER LOCAL CODES)
S36	BOLLARD (SEE NOTE FOR NUMBER). REFER TO DETAIL ON C-10.0
S37	LIGHT POLE (TYPICAL-PER LIGHTING PLAN)
S43	"STOP" SIGN. REFER TO DETAIL ON C-10.0
S58	CAST IN PLACE CONCRETE WALL. REFER TO NOTE FOR LENGTH. REFER TO DETAIL ON C-10.0
S67	SERVICE BELL HOSE, (PER ARCH PLANS)
S68	TYPE "B" CURB AND GUTTER WITH FLUSH SIDEWALK, REFER TO DETAIL ON C-10.0
S70	'DO NOT ENTER' PAVEMENT MARKING. REFER TO DETAIL ON C-10.0
S71	EXISTING FIRE HYDRANT
S72	VACUUM ENCLOSURE. SEE ARCH PLANS
S73	PEDESTRIAN CROSSWALK STAMPED CONCRETE (TYPICAL-PER LOCAL REQUIREMENTS).
S74	RELOCATE EXISTING "NO LEFT TURN" SIGN
S75	PAY-STATION LANE
S76	CONCRETE FLUME. REFER TO DETAIL ON C-10.0

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT. REFER TO DETAIL P9 ON PAVING PLAN
- PROPOSED CONCRETE SIDEWALK PAVEMENT. REFER TO DETAIL ON C-10.0
- CONCRETE SEALER BY SIKA: SIKAGARD H 1001 (3 COATS)
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT. REFER TO KEYNOTE P6 ON PAVING PLAN
- PROPOSED STAMPED CONCRETE

PROPOSED CARWASH:

4,691 SF
23 - 12' X 20' VACUUM STALLS INCLUDING 1 - ADA PARKING STALL

PROPOSED OIL STOP:

1,920 SF
3 BAY
8 - 9' X 18' STANDARD PARKING STALL
1 - 8' X 18' ADA PARKING STALL

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THIS PLAN SET IS PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY DOCK 7 SITE TO REUSE
DATE ON: 4/2/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT PROJECT OR SITE. FURTHER, THE PROJECT REQUIRES THE SERVICES OF LICENSED PROFESSIONAL ARCHITECTS AND ENGINEERS. REPRODUCTION OF THIS DOCUMENT, OR ANY PORTION THEREOF, ON THIS PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	04/02/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 19, 2023
GAIRETH F. MORGAN
DAVID SMALL
EXPIRATION DATE: 06/30/2026

PRELIMINARY

SITE PLAN

SHEET:
C-4.0

Apr02,2026-1:55pm - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg

Appendix 2 Traffic Count Data

Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

LOCATION: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE

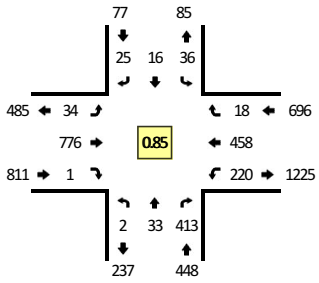
QC JOB #: 17460001

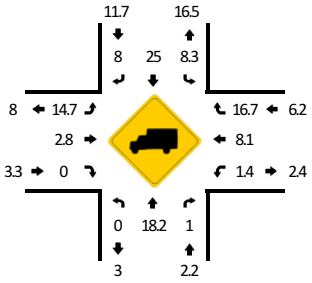
CITY/STATE: Keizer, OR

DATE: Wed, Feb 18 2026

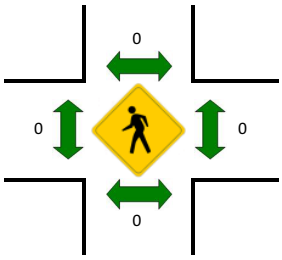
Peak-Hour: 7:10 AM -- 8:10 AM

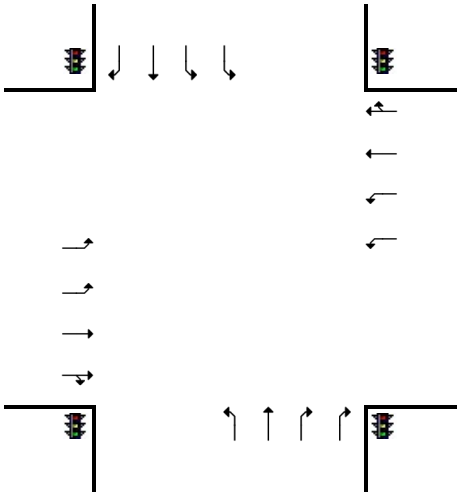
Peak 15-Min: 7:40 AM -- 7:55 AM

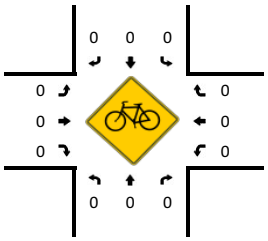


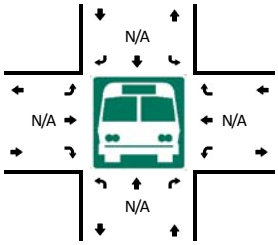


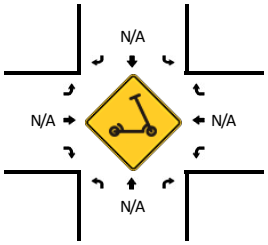
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd/Chemawa Rd NE (Northbound)					Keizer Station Blvd/Chemawa Rd NE (Southbound)					Lockhaven Dr NE/Chemawa Rd NE (Eastbound)					Lockhaven Dr NE/Chemawa Rd NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	4	24	0	17	0	0	1	0	0	2	56	0	0	0	5	28	3	0	2	142	
7:05 AM	0	1	21	0	15	1	1	0	0	1	2	51	0	0	0	8	26	0	0	0	127	
7:10 AM	0	2	30	0	13	1	0	1	0	0	2	63	0	0	0	28	25	1	0	1	167	
7:15 AM	0	3	17	0	19	2	1	0	0	1	0	59	0	0	0	14	25	1	0	0	142	
7:20 AM	0	3	15	0	11	3	0	0	0	1	2	73	0	0	0	21	41	3	0	0	173	
7:25 AM	1	8	32	0	16	5	0	2	0	0	7	49	0	0	0	16	35	1	0	0	172	
7:30 AM	0	2	29	0	7	7	3	2	0	2	2	79	0	0	0	14	28	0	0	0	175	
7:35 AM	0	1	22	0	12	1	0	1	0	2	5	67	0	0	0	20	37	3	0	0	171	
7:40 AM	0	3	36	0	11	8	0	0	0	1	3	86	0	0	0	11	42	1	0	0	202	
7:45 AM	0	3	21	0	7	5	4	0	0	1	3	80	1	0	0	16	52	1	0	0	194	
7:50 AM	0	3	32	0	11	1	0	1	0	0	7	69	0	0	0	25	49	2	0	0	200	
7:55 AM	0	2	14	0	8	2	3	0	0	4	0	54	0	0	0	18	49	1	0	0	155	2020
8:00 AM	0	3	12	0	16	0	2	0	0	1	1	46	0	0	0	19	39	2	0	0	141	2019
8:05 AM	1	0	7	0	15	1	3	0	0	5	2	51	0	0	0	18	36	1	0	0	140	2032
8:10 AM	0	6	13	0	8	3	0	0	0	1	2	46	0	0	0	19	50	3	0	0	151	2016
8:15 AM	0	3	14	0	12	2	2	1	0	1	1	57	0	0	0	14	39	3	0	0	149	2023
8:20 AM	0	3	11	0	12	6	1	3	0	1	3	38	1	0	0	15	55	1	0	1	151	2001
8:25 AM	0	5	13	0	5	3	0	2	0	2	1	49	1	0	0	20	44	4	0	1	150	1979
8:30 AM	0	0	14	0	9	5	1	3	0	1	2	46	0	0	0	17	51	2	0	1	152	1956
8:35 AM	0	2	23	0	11	2	0	0	0	1	2	52	0	0	0	21	44	1	0	0	159	1944
8:40 AM	0	3	12	0	12	2	1	1	0	0	4	69	0	0	0	18	44	0	0	0	166	1908
8:45 AM	1	4	15	0	11	3	3	2	0	3	2	59	0	0	0	12	41	2	0	0	158	1872
8:50 AM	0	4	13	0	13	2	0	2	0	1	11	61	2	0	0	19	47	2	0	0	177	1849
8:55 AM	0	3	14	0	15	4	0	1	0	3	6	55	0	0	0	26	53	5	0	0	185	1879

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	36	472	0	116	56	16	12	0	8	52	940	4	0	0	208	572	16	0	0	2508
Heavy Trucks	0	8	8			4	4	0			8	44	0			4	52	0			132
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

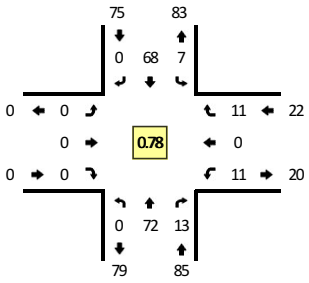
Type of peak hour being reported: User-Defined

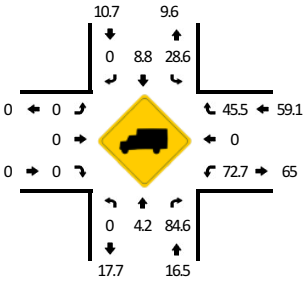
Method for determining peak hour: Total Entering Volume

LOCATION: Keizer Station Blvd -- Chemawa Way NE
CITY/STATE: Keizer, OR

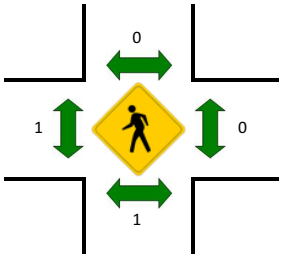
QC JOB #: 17460003
DATE: Wed, Feb 18 2026

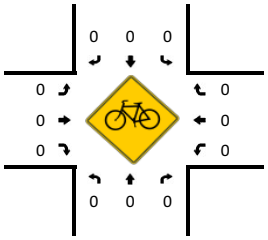
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:20 AM -- 7:35 AM

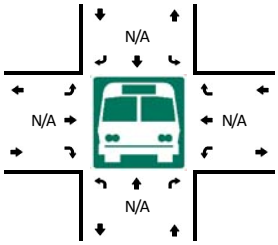


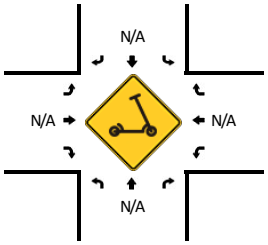


TRUE DATA TO IMPROVE MOBILITY









R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd (Northbound)					Keizer Station Blvd (Southbound)					Chemawa Way NE (Eastbound)					Chemawa Way NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	14	
7:05 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:10 AM	0	2	3	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	8	
7:15 AM	0	4	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	0	0	10	
7:20 AM	0	6	1	0	0	2	5	0	0	0	0	0	0	0	0	1	0	0	0	0	15	
7:25 AM	0	16	1	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	23	
7:30 AM	0	3	0	0	0	0	13	0	0	0	0	0	0	0	0	1	0	3	0	0	20	
7:35 AM	0	8	2	0	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	15	
7:40 AM	0	6	1	0	0	0	8	0	0	0	0	0	0	0	0	1	0	1	0	0	17	
7:45 AM	0	5	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	2	0	0	20	
7:50 AM	0	10	2	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	16	
7:55 AM	0	2	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	14	178
8:00 AM	0	6	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	11	175
8:05 AM	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	13	182
8:10 AM	0	9	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	189
8:15 AM	0	7	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	16	195
8:20 AM	0	6	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	22	202
8:25 AM	0	10	1	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	17	196
8:30 AM	0	3	1	0	0	0	8	0	0	0	0	0	0	0	0	4	0	2	0	0	18	194
8:35 AM	0	4	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	188
8:40 AM	0	7	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	13	184
8:45 AM	0	6	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	17	181
8:50 AM	0	14	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	25	190
8:55 AM	0	11	0	0	0	1	9	0	0	0	0	0	0	0	0	1	0	0	0	0	22	198

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	100	8	0	0	8	88	0	0	0	0	0	0	0	0	16	0	12	0	0	232
Heavy Trucks	0	4	8			4	8	0			0	0	0			12	0	8			44
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 2/25/2026 1:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

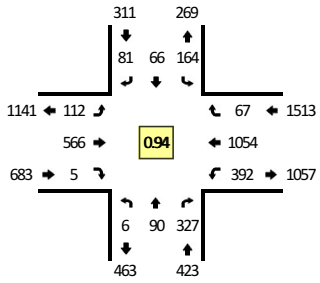
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

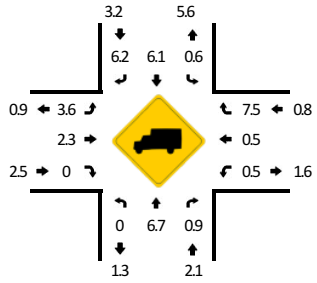
LOCATION: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE | **QC JOB #:** 17460002

CITY/STATE: Keizer, OR | **DATE:** Wed, Feb 18 2026

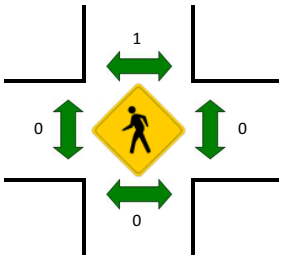
Peak-Hour: 4:50 PM -- 5:50 PM

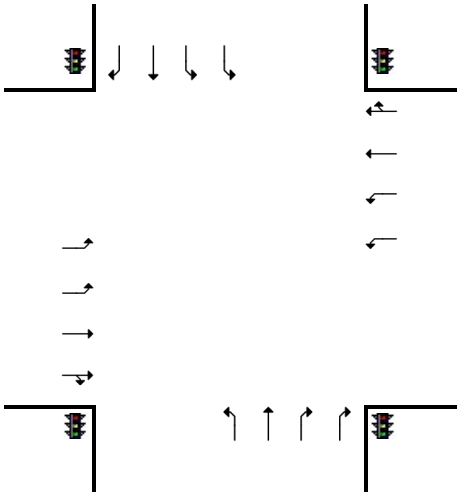
Peak 15-Min: 5:20 PM -- 5:35 PM

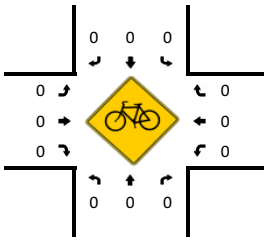


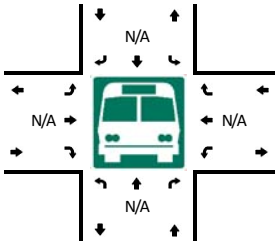


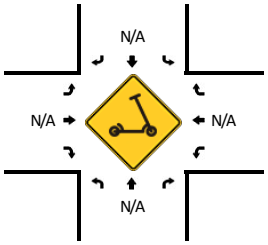
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd/Chemawa Rd NE (Northbound)					Keizer Station Blvd/Chemawa Rd NE (Southbound)					Lockhaven Dr NE/Chemawa Rd NE (Eastbound)					Lockhaven Dr NE/Chemawa Rd NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	4	13	0	13	19	9	3	0	3	4	38	0	0	0	35	67	4	0	0	212	
4:05 PM	0	8	17	0	10	12	3	6	0	1	12	44	0	0	0	50	52	1	0	1	217	
4:10 PM	1	4	8	0	6	9	4	3	0	2	4	75	0	0	0	25	82	7	0	0	230	
4:15 PM	0	8	19	0	4	16	8	5	0	3	8	68	0	0	0	29	89	8	0	0	265	
4:20 PM	0	10	12	0	11	11	5	4	0	2	6	43	1	0	0	46	64	3	0	1	219	
4:25 PM	0	4	14	0	11	5	5	3	0	5	7	67	0	0	0	24	83	6	0	0	234	
4:30 PM	1	7	6	0	11	19	4	3	0	2	9	45	1	0	0	31	97	3	0	0	239	
4:35 PM	0	7	21	0	6	17	14	7	0	7	13	48	1	0	0	41	49	4	0	0	235	
4:40 PM	1	10	8	0	12	11	9	4	0	2	7	62	0	0	0	26	79	4	0	1	236	
4:45 PM	0	6	15	0	8	11	3	0	0	1	9	61	1	0	0	29	78	4	0	1	227	
4:50 PM	0	12	22	0	5	12	6	3	0	3	15	49	0	0	0	37	69	6	0	0	239	
4:55 PM	0	7	16	0	16	14	7	2	0	0	9	43	1	0	0	31	89	6	0	0	241	2794
5:00 PM	1	5	8	0	16	9	10	1	0	5	8	49	1	0	0	21	81	10	0	0	225	2807
5:05 PM	0	7	18	0	19	13	5	7	0	3	12	45	0	0	0	32	64	5	0	0	230	2820
5:10 PM	0	6	19	0	13	11	4	8	0	4	10	48	0	0	0	32	71	8	0	0	234	2824
5:15 PM	0	1	14	0	7	13	5	2	0	2	8	67	1	0	0	27	111	8	0	0	266	2825
5:20 PM	1	10	13	0	16	14	6	3	0	5	10	33	0	0	0	44	101	5	0	0	261	2867
5:25 PM	0	12	17	0	10	12	4	8	0	3	9	36	1	0	0	46	77	3	0	0	238	2871
5:30 PM	3	7	7	0	12	14	6	5	0	3	7	72	0	0	0	24	114	6	0	0	280	2912
5:35 PM	0	7	15	0	21	21	9	4	0	3	5	40	0	0	0	30	90	1	0	0	246	2923
5:40 PM	1	8	8	0	8	20	2	4	0	0	10	46	1	0	0	37	85	7	0	0	237	2924
5:45 PM	0	8	13	0	14	11	2	2	0	1	9	38	0	0	0	31	102	2	0	0	233	2930
5:50 PM	0	8	10	0	9	7	3	4	0	2	5	59	0	0	0	29	91	6	0	0	233	2924
5:55 PM	1	9	19	0	10	5	2	6	0	2	5	44	0	0	0	27	62	1	0	0	193	2876

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	116	300	0	152	160	64	108	0	44	104	564	4	0	0	456	1168	56	0	0	3312
Heavy Trucks	0	8	4			4	4	4			4	8	0			0	8	4			48
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

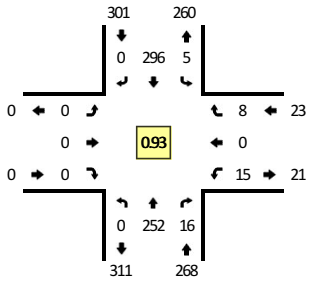
Type of peak hour being reported: User-Defined

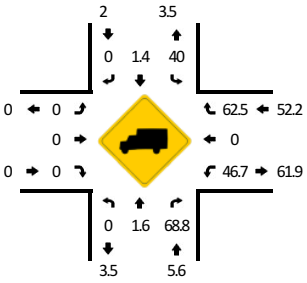
Method for determining peak hour: Total Entering Volume

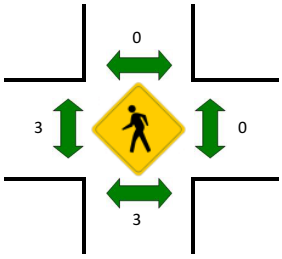
LOCATION: Keizer Station Blvd -- Chemawa Way NE
CITY/STATE: Keizer, OR

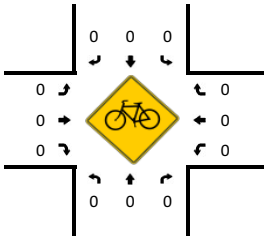
QC JOB #: 17460004
DATE: Wed, Feb 18 2026

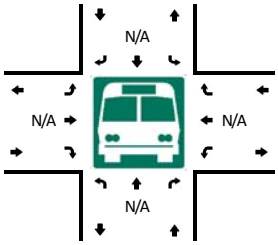
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

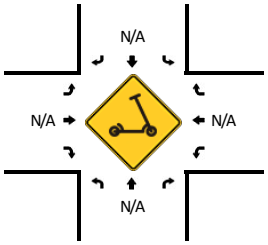












R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd (Northbound)					Keizer Station Blvd (Southbound)					Chemawa Way NE (Eastbound)					Chemawa Way NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	12	1	0	0	0	30	0	0	0	0	0	0	0	0	2	0	1	0	0	46	
4:05 PM	0	21	2	0	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	45	
4:10 PM	0	13	1	0	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	36	
4:15 PM	0	23	2	0	0	1	23	0	0	0	0	0	0	0	0	1	0	2	0	0	52	
4:20 PM	0	18	2	0	0	2	21	0	0	0	0	0	0	0	0	3	0	1	0	0	47	
4:25 PM	0	14	1	0	0	0	25	0	0	0	0	0	0	0	0	1	0	0	0	0	41	
4:30 PM	0	18	3	0	0	0	25	0	0	0	0	0	0	0	0	2	0	2	0	0	50	
4:35 PM	0	22	1	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	63	
4:40 PM	0	21	1	0	0	1	19	0	0	0	0	0	0	0	0	3	0	0	0	0	45	
4:45 PM	0	21	0	0	0	0	17	0	0	0	0	0	0	0	0	2	0	1	0	0	41	
4:50 PM	0	26	2	0	0	0	23	0	0	0	0	0	0	0	0	1	0	0	0	0	52	
4:55 PM	0	25	1	0	0	2	22	0	0	0	0	0	0	0	0	2	0	1	0	0	53	571
5:00 PM	0	22	1	0	0	0	27	0	0	0	0	0	0	0	0	3	0	1	0	0	54	579
5:05 PM	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	1	0	0	0	0	45	579
5:10 PM	0	24	2	0	0	1	28	0	0	0	0	0	0	0	0	1	0	0	0	0	56	599
5:15 PM	0	12	2	0	0	0	25	0	0	0	0	0	0	0	0	2	0	1	0	0	42	589
5:20 PM	0	27	1	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	54	596
5:25 PM	0	21	3	0	0	0	26	0	0	0	0	0	0	0	0	3	0	0	0	0	53	608
5:30 PM	0	18	0	0	0	0	19	0	0	0	0	0	0	0	0	1	0	2	0	0	40	598
5:35 PM	0	15	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	48	583
5:40 PM	0	19	2	0	0	1	24	0	0	0	0	0	0	0	0	0	0	1	0	0	47	585
5:45 PM	0	21	2	0	0	0	22	0	0	0	0	0	0	0	0	1	0	2	0	0	48	592
5:50 PM	0	17	1	0	0	2	15	0	0	0	0	0	0	0	0	0	0	1	0	0	36	576
5:55 PM	0	14	1	0	0	0	24	0	0	0	0	0	0	0	0	1	0	1	0	0	41	564

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	292	16	0	0	8	288	0	0	0	0	0	0	0	0	24	0	8	0	0	636
Heavy Trucks	0	8	8			4	4	0			0	0	0			8	0	4			36
Buses																					
Pedestrians		8					0					8					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 2/25/2026 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



Location: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE
Date: 2/18/2026
Site Code: 17460001, 02

	Chemawa Rd NE Westbound			
	Thru-Right Lane		Thru Only Lane	
Start Time	Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles
7:00 AM	10	3	14	1
7:05 AM	8	0	18	0
7:10 AM	11	2	12	0
7:15 AM	9	1	15	0
7:20 AM	13	1	25	2
7:25 AM	10	0	25	0
7:30 AM	12	2	14	0
7:35 AM	12	0	25	0
7:40 AM	15	2	24	1
7:45 AM	15	4	32	1
7:50 AM	18	4	26	1
7:55 AM	16	4	23	6
8:00 AM	19	2	17	1
8:05 AM	15	1	18	2
8:10 AM	16	3	30	1
8:15 AM	15	3	20	1
8:20 AM	18	3	33	1
8:25 AM	18	0	24	2
8:30 AM	28	0	22	1
8:35 AM	18	1	25	0
8:40 AM	23	1	20	0
8:45 AM	15	0	23	3
8:50 AM	18	3	26	0
8:55 AM	26	1	26	0
Total	**378**	**41**	**537**	**24**

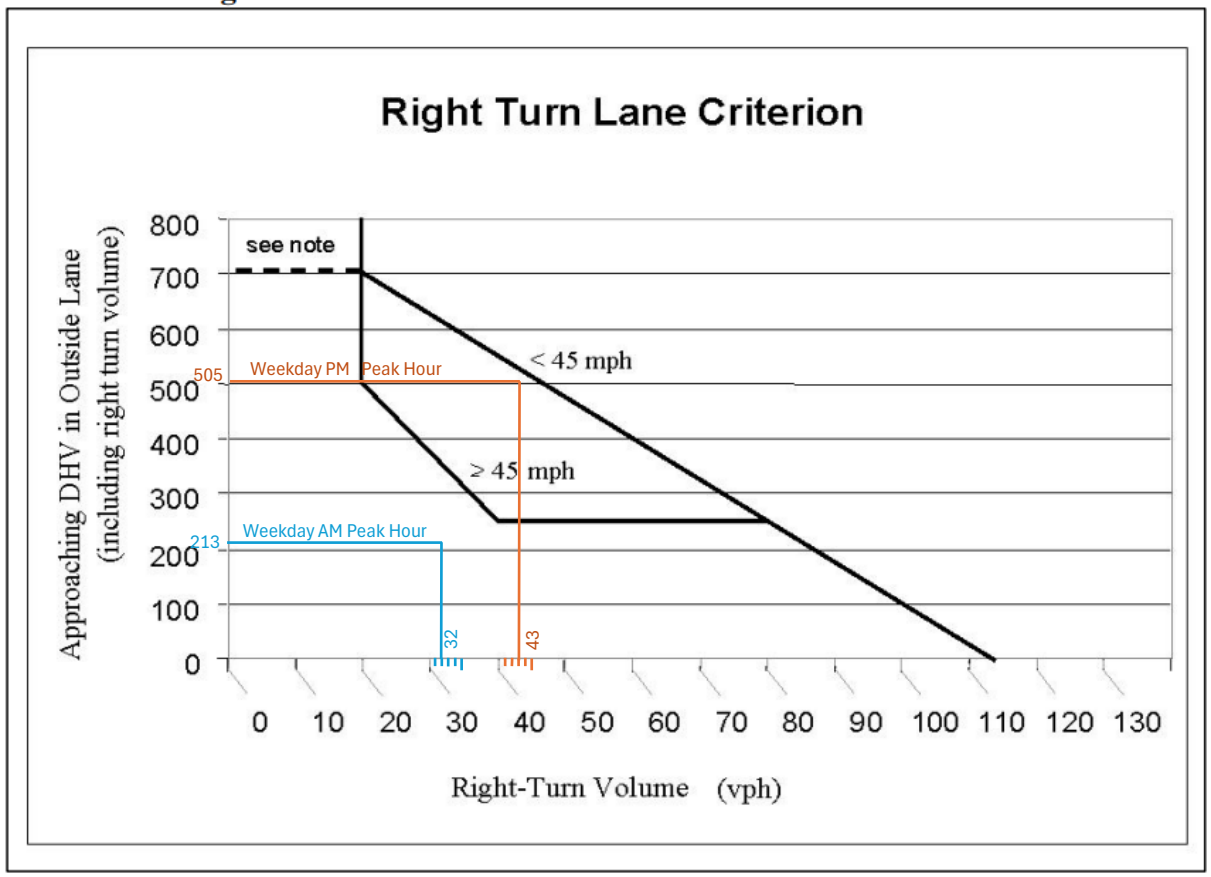
Total AM Peak Hour in Thru/Right Lane: 188

	Chemawa Rd NE Westbound			
	Thru-Right Lane		Thru Only Lane	
Start Time	Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles
4:00 PM	28	1	37	1
4:05 PM	25	1	26	0
4:10 PM	35	1	45	1
4:15 PM	38	2	49	0
4:20 PM	29	0	35	0
4:25 PM	38	2	43	0
4:30 PM	47	0	49	1
4:35 PM	24	0	25	0
4:40 PM	35	0	44	0
4:45 PM	31	0	47	0
4:50 PM	30	0	39	0
4:55 PM	43	0	46	0
5:00 PM	38	0	43	0
5:05 PM	31	0	33	0
5:10 PM	28	0	43	0
5:15 PM	46	1	64	0
5:20 PM	49	0	52	0
5:25 PM	31	1	44	1
5:30 PM	51	0	63	0
5:35 PM	40	0	50	0
5:40 PM	38	1	46	0
5:45 PM	41	1	60	0
5:50 PM	36	1	54	0
5:55 PM	28	0	34	0
Total	**860**	**12**	**1071**	**4**

Total PM Peak Hour in Thru/Right Lane: 470

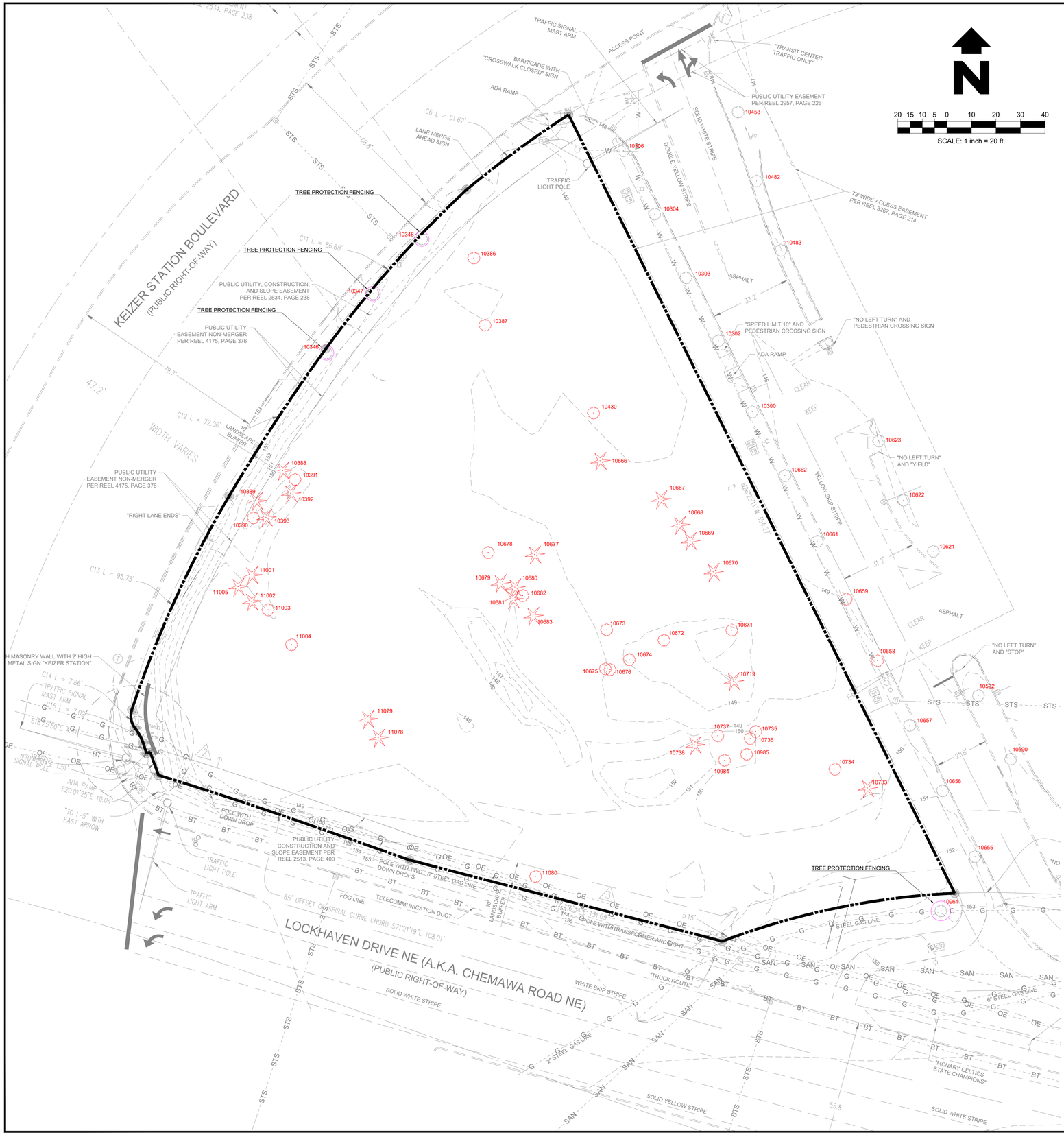
Appendix 3 ODOT Right-Turn Lane Evaluation Criteria

Exhibit 12-2 Right Turn Lane Criterion



Posted Speed: 35 MPH

	Volume Development		Notes
Line 1	AM Site-Generated Peak Hour Right-Turn Volume	25	(55% x 41 trips in from Table 3)
Line 2	PM Site-Generated Peak Hour Right-Turn Volume	35	(55% x 59 trips in from Table 3)
Line 3	Assumed AM Transit Re-route to Right-in	*7*	(Assumed 50% of 13 existing transit center northbound right-turn trips)
Line 4	Assumed PM Transit Re-route to Right-in	*8*	(Assumed 50% of 16 existing transit center northbound right-turn trips)
Line 5	Total AM Right-in Volume (Line 1+Line 3)	32	
Line 6	Total PM Right-in Volume (Line 2 + Line 4)	43	
Line 7	AM Through Count (Feb 2026)	188	From 7:10-8:10 AM peak hour traffic count
Line 8	PM Through Count (Feb 2026)	470	From 4:50-5:50 PM peak hour traffic count
Line 9	AM Transit Reroute from WB through (to new access)	7	
Line 10	PM Transit Reroute from WB through (to new access)	8	
Line 11	AM Through DHV (Line 5 + Line 7 - Line 9)	213	
Line 12	PM Through DHV (Line 6 + Line 8 -Line 10)	505	



N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING TREE INFORMATION

TREE NUMBER	ON/OFF PROPERTY	SIZE	TYPE	SIGNIFICANT	REMAIN/REMOVE
10300	OFF	8"	DECIDUOUS		REMAIN
10302	OFF	7"	DECIDUOUS		REMAIN
10303	OFF	7"	DECIDUOUS		REMAIN
10304	OFF	7"	DECIDUOUS		REMAIN
10306	OFF	6"	DECIDUOUS		REMAIN
10346	ON	6"	MAPLE		REMAIN
10347	ON	6"	MAPLE		REMAIN
10348	ON	6"	MAPLE		REMAIN
10386	ON	26"	MAPLE		REMOVE
10387	ON	SPLIT 11", 12"	OAK	YES	REMOVE
10388	ON	10"	PINE		REMOVE
10389	ON	15"	PINE	YES	REMOVE
10390	ON	SPLIT 6", 8", 8", 12"	CHERRY	YES	REMOVE
10391	ON	SPLIT 7", 15"	CHERRY	YES	REMOVE
10392	ON	25"	FIR	YES	REMOVE
10393	ON	10"	CEDAR		REMOVE
10430	ON	16"	OAK	YES	REMOVE
10453	OFF	8"	DECIDUOUS		REMAIN
10482	OFF	6"	DECIDUOUS		REMAIN
10483	OFF	6"	DECIDUOUS		REMAIN
10590	OFF	6"	DECIDUOUS		REMAIN
10592	OFF	7"	DECIDUOUS		REMAIN
10621	OFF	9"	CHERRY		REMAIN
10622	OFF	9"	CHERRY		REMAIN
10623	OFF	9"	CHERRY		REMAIN
10655	OFF	6"	DECIDUOUS		REMAIN
10656	OFF	6"	DECIDUOUS		REMAIN
10657	OFF	6"	DECIDUOUS		REMAIN
10658	OFF	7"	DECIDUOUS		REMAIN
10659	OFF	7"	DECIDUOUS		REMOVE
10661	OFF	7"	DECIDUOUS		REMOVE
10662	OFF	6"	DECIDUOUS		REMAIN
10666	ON	12"	PINE	YES	REMOVE
10667	ON	9"	PINE		REMOVE
10668	ON	21"	PINE	YES	REMOVE
10669	ON	12"	PINE	YES	REMOVE
10670	ON	15"	PINE	YES	REMOVE
10671	ON	34"	COTTONWOOD	YES	REMOVE
10672	ON	14"	MAPLE	YES	REMOVE
10673	ON	34"	COTTONWOOD	YES	REMOVE
10674	ON	24"	DECIDUOUS	YES	REMOVE
10675	ON	SPLIT 6", 8"	MAPLE		REMOVE
10676	ON	10"	MAPLE		REMOVE
10677	ON	17"	PINE	YES	REMOVE
10678	ON	11"	APPLE		REMOVE
10679	ON	33"	EVERGREEN	YES	REMOVE
10680	ON	12"	EVERGREEN	YES	REMOVE
10681	ON	24"	EVERGREEN	YES	REMOVE
10682	ON	14"	COTTONWOOD	YES	REMOVE
10683	ON	24"	EVERGREEN	YES	REMOVE
10719	ON	44"	EVERGREEN	YES	REMOVE
10733	ON	10"	PINE		REMOVE
10734	ON	SPLIT 8", 9", 15"	CHERRY	YES	REMOVE
10735	ON	37"	COTTONWOOD	YES	REMOVE
10736	ON	9"	MAPLE		REMOVE
10737	ON	10"	MAPLE		REMOVE
10738	ON	13"	PINE	YES	REMOVE
10961	OFF	8"	DECIDUOUS		REMAIN
10984	ON	SPLIT 21", 22"	COTTONWOOD	YES	REMOVE
10985	ON	20"	MAPLE	YES	REMOVE
11001	ON	SPLIT	CEDAR		REMOVE
11002	ON	24"	PINE	YES	REMOVE
11003	ON	41"	DECIDUOUS	YES	REMOVE
11004	ON	SPLIT 10", 13"	CHERRY	YES	REMOVE
11005	ON	21"	FIR	YES	REMOVE
11078	ON	17"	PINE	YES	REMOVE
11079	ON	21"	FIR	YES	REMOVE
11080	ON	SPLIT 13", 14"	MAPLE	YES	REMAIN

CITY PLANTING REQUIREMENTS

		REQUIRED	PROVIDED
SIGNIFICANT TREE REPLACEMENT	SIGNIFICANT TREES SHALL BE REPLACED AT A RATE OF 2 TREES TO BE PLANTED FOR EVERY TREE REMOVED	33 SIGNIFICANT TREES TO BE REMOVED X 2 = 66 REPLACEMENT TREES REQUIRED	58 TREES (DOES NOT INCLUDE PARKING LOT TREES)
		A CONTRIBUTION TO THE CITY'S LANDSCAPE MITIGATION FUND IN THE AMOUNT EQUAL TO THE COST OF A REPLACEMENT TREE (INCLUDING INSTALLATION) AS DETERMINED BY THE CITY WILL BE MADE FOR: * 18 REPLACEMENT TREES	

TREE PRESERVATION INFORMATION

	TOTAL	REMAIN	REMOVE
TREES ON-SITE	47	4	43
TREES OFF-SITE	21	19	2

PROPOSED LEGEND:

- PROPERTY LINE
- XXXXX / XXXXX — EXISTING TREE TO BE REMOVED
- XXXXX / XXXXX — EXISTING TREE TO REMAIN
- TREE PROTECTION FENCING

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THIS PLAN WAS PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY PROJECT TITLE
DATE ON: 5/26/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT A DIFFERENT TIME. USE OF THIS DRAWING FOR REUSE WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT AND ENGINEERS - REPRODUCTION OF THIS PROJECT IS AN INFRINGEMENT OF COPYRIGHT LAW AND IS UNAUTHORIZED AND MAY BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW

Happy's DRIVE-THRU CARWASH

KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/06/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

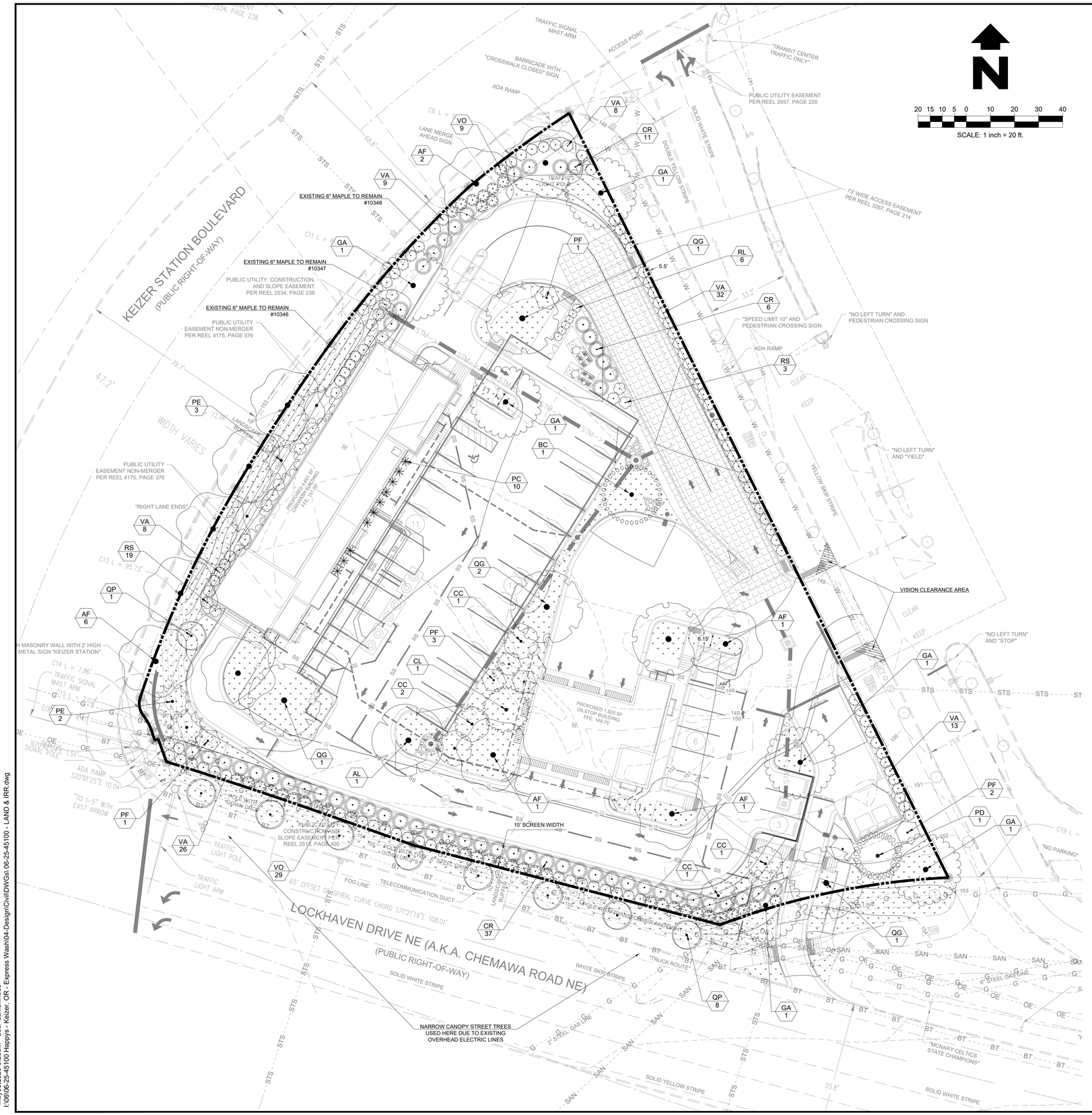
REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 16, 2013
GARRETT F. DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

TREE PRESERVATION & REMOVAL PLAN

SHEET: C-6.0



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
EVERGREEN TREE				
	CL	Chamaecyparis lawsoniana / Port Orford Cedar 50' ht. 20' width	2" Cal.	1
	PF	Pinus flexilis 'Vanderwolf's Pyramid' / Vanderwolf's Pyramid Limber Pine 30' ht 10' width	2" Cal.	7
	PE	Pinus ponderosa willamettensis / Willamette Valley Ponderosa Pine 100' ht. 20' width	2" Cal.	5
	PD	Pseudotsuga menziesii / Douglas Fir 100' ht. 25' width	2" Cal.	1
LARGE CANOPY TREE				
	AF	Acer rubrum 'Franksred' / Red Sunset® Maple	2" Cal.	11
	AL	Acer saccharum 'Legacy' / Legacy Sugar Maple	2" Cal.	1
	BC	Betula nigra 'Cully' / Heritage® River Birch	2" Cal.	1
	GA	Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree Male only	2" Cal.	6
	QG	Quercus garryana / Oregon White Oak	2" Cal.	5
SMALL CANOPY TREE				
	CC	Cornus florida 'Cherokee Brave' / Cherokee Brave Dogwood 15'-30' ht. and width Wants partial shade	2" Cal.	5
	QP	Quercus palustris 'Pringreen' / Green Pillar® Pin Oak	2" Cal.	9
SHRUBS				
	CR	Cornus sericea / Red Twig Dogwood	5 gal.	54
	PC	Passiflora caerulea / Passionflower	3 gal.	10
	RL	Rhododendron occidentale / Western Azalea	3 gal.	6
	RS	Ribes sanguineum / Red Flowering Currant	5 gal.	22
	VO	Vaccinium ovatum / Evergreen Huckleberry	5 gal.	38
	VA	Viburnum x burkwoodii 'Anne Russell' / Anne Russell Viburnum	5 gal - 30 in ht. min.	96

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	SPACING	QTY
GROUND COVERS					
	TM	Turf Sod Marathon III / Turf-type Tall Fescue	sod		13,119 sf

CITY PLANTING REQUIREMENTS

		REQUIRED	PROVIDED
GENERAL LANDSCAPING	10% OF THE SITE SHALL BE LANDSCAPE AREA	10% 16,783 SF GREENSPACE / 61,962 SF OF PROPERTY = 27%	27%
LOT COVERAGE	COVERAGE ALLOWED FOR BUILDINGS, ACCESSORY STRUCTURES AND PAVED PARKING SHALL BE A MINIMUM OF 50% AND MAXIMUM OF 90%	50% - 90% 45,179 BUILDINGS AND PAVED AREA / 61962 SF OF PROPERTY = 73%	73%
STREET TREES	ONE TREE PER 30-FT OF PROPERTY FRONTAGE	KEIZER STATION BLVD: 306 LF 306/30 = 10.2 TREES LOCKHAVEN DRIVE: 240 LF 240/30 = 8 TREES	KEIZER STATION BLVD - 10 TREES LOCKHAVEN DRIVE - 8 TREES
PARKING LOT LANDSCAPING	ONE TREE SHALL BE PROVIDED FOR EVERY 8 PARKING SPACES IN PARKING LOTS. TREES SHALL BE DISPERSED THROUGHOUT THE PARKING LOT	32 PARKING SPACES / 8 = 4 TREES	4 TREES
INTERIOR LANDSCAPING	ALL SERVICE AND UTILITY AREAS MUST BE SCREENED	YES	YES
SCREENING	PARKING AREAS OF 30 OR MORE VEHICLES FOR COMMERCIAL DEVELOPMENTS SHALL BE SCREENED	WIDTH NOT LESS THAN TEN FEET SHALL BE DEVELOPED IN ACCORDANCE WITH THE FOLLOWING STANDARDS: A. BERM FORM SHOULD NOT SLOPE MORE THAN 40 PERCENT (1:2.5) ON THE SIDE AWAY FROM THE AREA SCREENED FROM VIEW. B. A DENSE EVERGREEN HEDGE SHALL BE LOCATED SO AS TO MOST EFFECTIVELY BUFFER THE PROPOSED USE. C. THE COMBINED TOTAL HEIGHT OF THE BERM AND HEDGE SHALL BE NOT LESS THAN FIVE FEET.	YES
SIGNIFICANT TREE REPLACEMENT	SIGNIFICANT TREES SHALL BE REPLACED AT A RATE OF 2 TREES TO BE PLANTED FOR EVERY TREE REMOVED	33 SIGNIFICANT TREES TO BE REMOVED X 2 = 66 REPLACEMENT TREES REQUIRED A CONTRIBUTION TO THE CITY'S LANDSCAPE MITIGATION FUND IN THE AMOUNT EQUAL TO THE COST OF A REPLACEMENT TREE (INCLUDING INSTALLATION) AS DETERMINED BY THE CITY WILL BE MADE FOR: * 18 REPLACEMENT TREES	48 TREES (DOES NOT INCLUDE PARKING LOT TREES)

PLANT SPECIES SELECTIONS ARE PRELIMINARY AND SUBJECT TO CHANGE OR SUBSTITUTION AT TIME OF PERMIT REVIEW IN COMPLIANCE WITH KEIZER DEVELOPMENT CODE

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THIS DRAWING IS PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY PROJECT TITLE ISSUE DATE ON: 5/28/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT PROJECT OR AT ANOTHER TIME. USE OF THIS DRAWING FOR REUSE WITHOUT WRITTEN CONSENT OF THE PROJECT REQUIRES THE SERVICES OF REGISTERED PROFESSIONAL ENGINEERS. ENGINEERS' REPRODUCTION OF THIS DRAWING IS FOR EXCLUSIVE USE ON THE PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303
PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 10, 2023
GARRETT DAVID SMALL
EXPIRATION DATE: 06/30/2026

NOT FOR CONSTRUCTION

PRELIMINARY

LANDSCAPE PLAN

SHEET:
C-6.1

May08, 2026-9:28am - User:daniel.friede
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - LAND & IRR.dwg

REEL 4018 PAGE 54
MARION COUNTY
BILL BURGESS, COUNTY CLERK
11-21-2017 02:19 pm.
Control Number 484813 $ 76.00
Instrument 2017 00060621

AFTER RECORDING RETURN TO:
E. Shannon Johnson
Keizer City Attorney
PO Box 21000
Keizer, OR 97307

UNTIL A CHANGE IS REQUESTED, SEND ALL TAX STATEMENTS TO:
City of Keizer
Attn: Finance Director
PO Box 21000
Keizer, OR 97307

BARGAIN AND SALE DEED - STATUTORY FORM

Urban Renewal Agency of the City of Keizer, Oregon, an Oregon Municipal Corporation, Grantor, conveys to the City of Keizer, an Oregon Municipal Corporation, Grantee, the following described real property situated in Marion County, Oregon, to-wit:

See Exhibit "1", "2", "3", and "4" attached hereto and by this reference incorporated herein.

The true consideration for this conveyance is None.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY,

UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED this 21 day of Nov, 2017.

URBAN RENEWAL AGENCY OF THE CITY OF KEIZER

By: _____
Christopher C. Eppley, City Manager

STATE OF OREGON)
) ss.
County of Marion)

This instrument was acknowledged before me on November 21, 2017 by Christopher C. Eppley, Authorized Signer of the Urban Renewal Agency of the City of Keizer.

OFFICIAL STAMP
TAMMIE M HARMS
NOTARY PUBLIC - OREGON
COMMISSION NO. 952939
MY COMMISSION EXPIRES AUGUST 02, 2020

Tammie M Harms
Notary Public for Oregon
My Commission Expires: 8-2-2020

ACCEPTED BY: _____
Christopher C. Eppley, City Manager of the City of Keizer

AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152
OFFICES IN: TUALATIN, OR - VANCOUVER, WA - KEIZER, OR - BEND, OR

AKS Job #4353-21

EXHIBIT "1"
(Weigel)

A tract of land located in the Northwest One-Quarter of Section 36, Township 6 South, Range 3 West, Willamette Meridian, City of Keizer, Marion County, Oregon, and being more particularly described as follows:

Beginning at the southeast corner of Lot 18, Block 3 of the plat of "Northtree Estates", also being on the westerly right-of-way line of the Burlington Northern Railroad (25.00 feet from centerline); thence along said westerly right-of-way line, South 00°38'14" East 18.58 feet to the northerly right-of-way line of Keizer Station Boulevard (47.25 feet from centerline); thence along said northerly right-of-way line, South 89°21'52" West 121.13 feet; thence along a curve to the left with a Radius of 554.50 feet, Delta of 41°56'30", Length of 405.91 feet, and a Chord of South 68°23'37" West 396.90 feet to the northeasterly line of Parcel 1 of Deed Reel 3180 Page 230; thence along said northerly line, North 39°05'09" West 214.71 feet to the south line of the plat of "Northtree Estates"; thence along said south line, South 89°56'48" East 625.30 feet to the Point of Beginning.

The above described tract of land contains 38,247 square feet, more or less.

11/15/2017

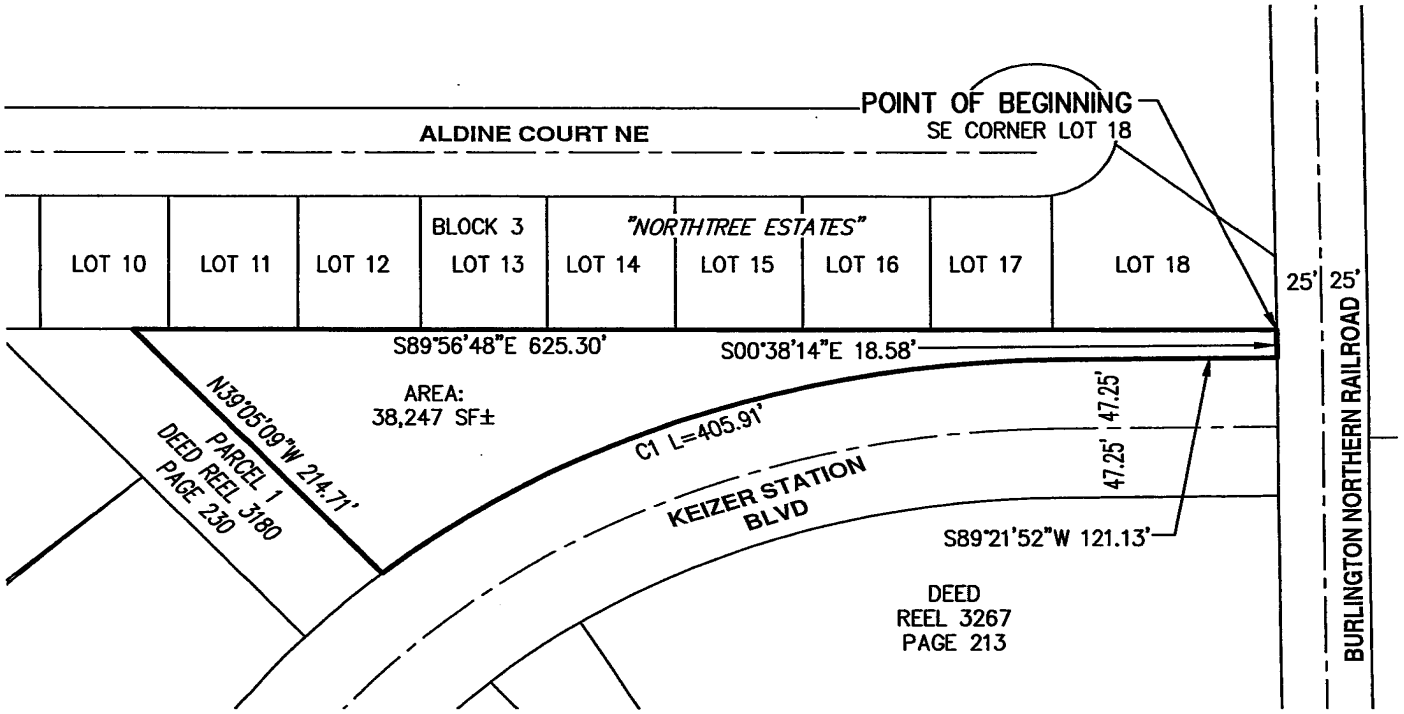
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/19

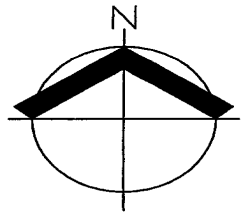
Exhibit 1
Page 1 of 2

EXHIBIT "1"

A TRACT OF LAND LOCATED IN THE NW 1/4 OF SEC. 36, T6S, R3W, W.M., CITY OF KEIZER, MARION COUNTY, OREGON



CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	554.50'	41°56'30"	405.91'	S68°23'37"W 396.90'



SCALE: 1"=1000 FEET

1000 0 400 600 800 1000

11/15/2017

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/19

PREPARED FOR
CITY OF KEIZER
PO BOX 21000
KEIZER, OR 97303

TAX LOT 1100
EXHIBIT MAP

EXHIBIT 1
Page 2 of 2

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
P: 503.563.6151 F: 503.563.6152 aks-eng.com

DRWN: MSK
CHKD: WCB
AKS JOB: 4353-21

DWG: 4353-21 TL 1100 EXH | EXHIBIT

EXHIBIT "2"
(Weigel)

A tract of land in the Northwest Quarter of Section 36, Township 6 South, Range 3 West, Willamette Meridian, City of Keizer, Marion County, Oregon, and being more specifically described as follows:
Commencing at a 5/8" iron rod at the intersection of the southerly right-of-way line of Keizer Station Boulevard with the westerly right-of-way line of the Burlington Northern Santa Fe Railway, S 00°39'34"E 114.13 feet from the Southeast corner of Lot 18, Block 3, NORTHTREE ESTATES; thence along said Keizer Station Boulevard right-of-way line, S 89° 20'24"W 121.13 feet; thence along the arc of a 460.00 foot radius curve left (chord bears S 72°02'41"W 273.51 feet) 277.71 feet to a 5/8" iron rod and the TRUE Point of Beginning of this description;
THENCE continuing along said right-of-way line on the arc of a 460.000 foot radius curve left (chord bears S 50°44'03"W 64.42 feet) 64.47 feet to a 5/8" iron rod;
THENCE leaving said right-of-way line, S 39°03'48"E 297.57 feet to a 3/4" iron pipe;
THENCE S 44°58'13"W 83.37 feet to a 1/1/4" iron pipe which has been described as being 52.27 chains West from the Southeast corner of the Silas Pugh Donation Land Claim;
THENCE continuing S 44°58'13"W 5.30 feet to the northerly right-of-way line of Chemewa Road NE;
THENCE along said Chemewa Road right-of-way line, S 77°31'37E 0.45 feet;
THENCE continuing along said Chemewa Road right-of-way line on the arc of a 306.48 foot radius curve right (chord bears N 68°05'57"E 10.35 feet) 10.35 feet;
THENCE continuing along said right-of-way on the arc of a 306.48 foot radius curve right (chord bears N 77°09'55"E 86.35 feet) 86.64 feet to a 5/8" iron rod;
THENCE leaving said right-of-way line, N 28°30'15"W 354.59 feet to the point of beginning;

Containing 0.30 acres, more or less.

The Basis of Bearings for this description is the South line of Block 2, FRIENDSHIP ADDITION.

Exhibit 2
Page 1 of 1

EXHIBIT "3"
(Nopp)

Tract I: (Also known as Parcel 6)

Beginning at the most Northerly corner of that Tract of Land conveyed to Patricia Ann Nopp by deed recorded in Volume 759, Page 817, Deed Records for Marion County, Oregon, which point is recorded as being 52.27 chains West and 51.90 chains South 45°15' West and 169.39 feet South 45°15' West and 528.71 feet North 46°13' West and North 45°08' East 311.17 feet from the Southeast corner of the Silas Pugh Donation Land Claim in Section 36, Township 6 South, Range 3 West, Willamette Meridian in Marion County, Oregon; thence South 39°01'14" East along the Easterly line of said Nopp Tract, a distance of 236.36 feet to the True Point of Beginning; thence South 39°01'14" East along said Easterly line, a distance of 33.64 feet to an angle corner in said Nopp Tract; thence South 45°11'51" West along the boundary of said Nopp Tract, a distance of 101.07 feet to an angle corner in said Nopp Tract; thence South 44°44'13" East along the boundary of said Nopp tract, a distance of 187.82 feet to a point on the Northerly right-of-way line of Lockhaven Drive N.E.; thence North 77°19'48" West along said right-of-way line, a distance of 45.32 feet to a point opposite Engineer centerline state 49+60.78 P.T.; thence Northwesterly along said right-of-way line on the arc of a spiral curve to the left (the chord of which bears North 73°26'21" West 107.62 feet) a distance of 107.63 feet; thence Northwesterly along the arc of a 25.00 foot radius curve to the right (the chord of which bears North 30°22'37" West 36.66 feet) a distance of 41.15 feet; thence Northeasterly along the arc of a 460.00 foot radius curve to the right (the chord of which bears North 27°59'03" East 179.53 feet) a distance of 180.68 feet to the point of beginning.

Tract II: (Also known as Parcel 10)

Beginning at the most Northerly corner of that Tract of Land conveyed to Patricia Ann Nopp by deed recorded in Volume 759, Page 817, Deed Records for Marion County, Oregon, which point is recorded as being 52.27 chains West and 51.90 chains South 45°15' West and 169.39 feet South 45°15' West and 528.71 feet North 46°13' West and North 45°08' East 311.17 feet from the Southeast corner of the Silas Pugh Donation Land Claim in Section 36, Township 6 South, Range 3 West, Willamette Meridian in Marion County, Oregon; thence South 39°01'14" East along the Easterly line of said Nopp Tract, a distance of 140.19 feet; thence Southwesterly along the arc of a 554.50 foot radius curve to the left (the chord of which bears South 28°13'51" West 250.01 feet) a distance of 252.18 feet; thence Southwesterly along the arc of a 25.00 foot radius curve to the right (the chord of which bears South 55°38'37" West 32.43 feet) a distance of 35.29 feet to a point on the Northerly right-of-way line of Lockhaven Drive N.E.; thence Westerly along said right-of-way line on the arc of a 883.51 foot radius curve to the left (the chord of which bears North 88°44'03" West 148.44 feet) a distance of 148.62 feet to a point on the Southwesterly line of said Nopp tract; thence North 43°15'00" West along said Southwesterly line, a distance of 99.25 feet to the most Westerly corner of said Nopp tract; thence North 45°08'00" East along the Northwesterly line of said Nopp tract, a distance of 385.45 feet to the point of beginning.

EXCEPTING THEREFROM that portion described in deed to City of Keizer, an Oregon municipal corporation, Recorded November 7, 2005 in Reel 2563, Page 86.

Exhibit 3
Page 1 of 1

EXHIBIT "4"
(Tiersma)

PARCEL I:

Beginning at an iron pipe which is 776.24 feet North 89° 48' East and 2120.52 feet South and 663.62 feet North 89° 50' East from the Northwest corner of the Silas G. Pugh Donation Land Claim in Section 36, Township 6 South, Range 3, West of the Willamette Meridian, Marion County, Oregon, said iron pipe being at an angle corner in the Southerly line of that certain tract of land conveyed to Charles E. Wyant, Jr. and wife, by deed recorded in Book 686, Page 178, Deed Records, Marion County, Oregon; and running the South 39° 04' East along a Westerly line of said Wyant tract 661.97 feet to an iron pipe in the centerline of County Road No. 619; thence North 44° 54' East along said centerline 60.21 feet to an iron pipe; thence North 39° 03' West along an Easterly line of said Wyant tract 606.96 feet to an iron pipe; thence South 89° 59' West 77.29 feet to the point of beginning.

SAVE AND EXCEPT that portion conveyed to Marion County, a political subdivision by instrument recorded November 6, 1980, in Reel 232, Page 127, Microfilm Records, Marion County, Oregon.

TOGETHER WITH a 20 foot easement for ingress and egress, created by instrument recorded May 7, 1993 in Reel 1058, Page 78, over and across the Southeasterly 20 feet, as measured at right angles to the Southeasterly line (being also the center line of the former Chemawa-Keizer County Road, now vacated) of the following described property to-wit:

Beginning at the most Easterly corner of premises conveyed to William Darling by deed recorded in Volume 337, Page 650, Deed Records for Marion County, Oregon; thence South 45° 15' West along the centerline of the Chemawa-Keizer County road 75 feet; thence Northerly at right angles to said road centerline 3.969 chains, more or less, to the Northerly line of said premises; thence North 45° 15' East along the Northerly line of said premises to the most Northerly corner thereof; thence South 39° East 3.969 chains to the place of beginning.

SAVE AND EXCEPT that portion conveyed to Marion County for roadway purposes as set forth in Circuit Court Case No. 124906, Circuit Court Records, Marion County, Oregon.

ALSO SAVE AND EXCEPT that portion conveyed to the City of Keizer by deed recorded September 9, 2005 in Reel 2534, Page 239, Microfilm Records, Marion County, Oregon.

PARCEL II:

Beginning at the most Easterly corner of premises conveyed to William Darling by deed recorded in Volume 337, Page 650, Deed Records for Marion County, Oregon; thence South 45° 15' West along the centerline of the Chemawa-Keizer County road 75 feet; thence Northerly at right angles to said road centerline 3.969 chains, more or less, to the Northerly line of said premises; thence North 45° 15' East along the Northerly line of said premises to the most Northerly corner thereof; thence South 39° East 3.969 chains to the place of beginning.

SAVE AND EXCEPT that portion conveyed to Marion County for roadway purposes as set forth in Circuit Court Case No. 124906, Circuit Court Records, Marion County, Oregon.

TOGETHER WITH Easement For Access, as described in instrument recorded May 7, 1993 in Reel 1058, Page 79, Microfilm Records, Marion County, Oregon.

Exhibit 4
Page 1 of 1

REEL: 4018 **PAGE: 54**

November 21, 2017, 02:19 pm.

CONTROL #: 484813

State of Oregon
County of Marion

I hereby certify that the attached instrument was received and duly recorded by me in Marion County records:

FEE: $ 76.00

BILL BURGESS
COUNTY CLERK

THIS IS NOT AN INVOICE.

REQUEST FOR COMMENTS

DATE: June 1, 2026
CASE: Master Plan Amendment 2026-06

The Planning Division is soliciting comments you may wish to have considered in the City's review of the above land use case. Application materials are attached.

Comments must be submitted in writing and received in our office by 5:00 pm on June 12, 2026. If we do not receive a response by the end of the comment period, we will assume you have no concerns.

Send comments or questions to:
Dina Horner, Assistant Planner
Email: Hornerd@keizerOR.Gov Phone: (503) 856-3442
City of Keizer Planning Division
930 Chemawa Rd NE, Keizer OR 97303

REQUEST: The applicant is requesting to amend the current Keizer Station Area B Master Plan Order, dated September 18, 2017. The application is for a master plan amendment, a property line adjustment, and conditional use permit approval. The proposed amendment to the masterplan is for the 1.42 acres of undeveloped land which is located on the northeast corner of Keizer Station Boulevard and Lockhaven Drive. The property is adjacent to the existing Transit Station and will share the existing access to Keizer Station Boulevard. The masterplan amendment request proposes to replace the previously approved 10,000 square foot building with 2 separate buildings, totaling 6,611 square feet in area on the site. The Property Line Adjustment is requested to consolidate the 4 existing separate parcels into one, to allow for development of the site. Conditional Use Permit approval is requested to develop quick vehicle servicing automotive uses including a car wash and quick service oil change use.

APPLICANT: Oil Stop, Inc. & Happy's Drive-Thru Car Wash
ZONE: Commercial Mixed Use (CM)

PLEASE CHECK THE APPROPRIATE ITEMS:

_____ Our agency reviewed the proposal and determined we have no comment.

_____ Our agency would like to receive a copy of the staff decision/report and notice of any public hearings in this case.

✓ Our comments are in the attached letter.

_____ Our Agency's comments are: _____

Name: Jolynn Franke, Transit Palnner Agency: Salem Area Mass Transit District
Phone: 503-588-2424 Email: planning@cherriots,org
Date: 06/12/2026

RESPONSE TO REQUEST FOR COMMENTS

DATE: 06/12/2026

CASE/APP NUMBER: Master Plan Amendment 2026-06

PROPERTY LOCATION: Northeast corner of Keizer Station Boulevard and Lockhaven Drive, adjacent to the existing Transit Station

COMMENTS TO: Dina Horner, Assistant Planner
Email: hornerd@keizeror.gov

COMMENTS FROM: Jolynn Franke, Transit Planner
Email: planning@cherriots.org

COMMENTS: The Salem Area Mass Transit District (SAMTD) appreciates the opportunity to comment on Master Plan Amendment 2026-06. As a provider of public transit in this area, SAMTD is focused on ensuring safe, reliable access for current and future customers not just at the Keizer Transit Center (KTC), but at Keizer Station as a whole.

SAMTD has reviewed the proposal for Oil Stop, Inc. & Happy's Drive-Thru Car Wash and has determined that it conflicts with the transportation system planning goals of both Salem and Keizer specifically in regards to:

- Capacity Preservation: The original Keizer Station Area B Master Plan reserved capacity for the future growth of KTC to meet increasing transit needs. This proposal does not allow for this increased capacity.
- Public Investment: The transit center was publicly funded based on long-range growth assumptions that should not be displaced by private endeavors. KTC remains a public investment and should be treated as such.
- Operational Impacts: The proposed car wash and oil change facility would create traffic patterns and volumes, such as vehicle queues and seasonal surges, that are far outside the scope of the originally approved office use.

SAMTD has reviewed the Traffic Impact Analysis (TIA) submitted with this proposed amendment and finds that it does not reflect the level of use already anticipated in the approved Keizer Station Area B Master Plan. Based on those approved assumptions, the proposed development, Oil Stop, Inc. & Happy's Drive-Thru Car Wash, would exceed the approved trip limit by 104 PM peak hour trips. This would create congestion, delays, and safety concerns for both the proposed development and the existing transit center.

For these reasons, SAMTD opposes the request "*to amend the existing Keizer Station Area B Master Plan Order, approved on September 18, 2017, to replace a previously approved 10,000-square-foot building with two buildings totaling 6,611 square feet, a Property Line Adjustment to consolidate four existing parcels into one parcel, and a Conditional Use Permit to allow quick vehicle service automotive uses, including a car wash and a quick-service oil change facility.*"

The trip generation assumptions in the Master Plan for Area B are based on a 2009 TIA prepared by Kittleson & Associates for the SAMTD Environmental Analysis of the Keizer Transit Center. That analysis evaluated both the near-term 2012 conditions and future 2031 conditions for the site. Although development in Area B has progressed more slowly than originally anticipated, the Master Plan still reflects those future conditions as the expected buildout scenario. Current traffic analysis should therefore account for those adopted 2031 assumptions.

Table 3.1-4 shows the trip generation estimates from the 2009 TIA for KTC, including both the 2012 near-term conditions and the anticipated 2031 buildout conditions. These adopted long-term assumptions are part of the approved Master Plan for Area B and provide the basis for reviewing current development proposals.

Table 3.1-4
Trip Generation Estimates

Facility	Net New Parking Spaces	Weekday PM Peak Hour Trip Generation							
		Year 2012 Conditions				Year 2031 Conditions			
		In/out Split	In	Out	Total	In/out Split	In	Out	Total
Bus Parking Area	10 bus bays	50 / 50	14	14	28	50 / 50	30	30	60
Drop-off/Pick-up	N/A	50 / 50	8	8	16	50 / 50	20	20	40
Park-and-Ride	70	10 / 90	2	18	20	10 / 90	5	60	65
TOTALS			***24***	***40***	***64***		***55***	***110***	***165***

Note: Grey boxes are either not applicable or assumed to not be addressed by the Keizer Transit Center Project.

The approved Master Plan for Area B includes the 2009 TIA's future conditions for Year 2031, so those assumptions should be reflected in the current traffic review. The Weekday PM Peak Hour Trip Generation table below compares the proposed development under Year 2026 conditions with the same site under the Year 2031 assumptions already adopted in the Master Plan.

Weekday PM Peak Hour Trip Generation						
Land Use	Year 2026 Conditions			Year 2031 Conditions*		
	In	Out	Total	In	Out	Total
Transit Center (transit + park and ride)	23	28	51	55	110	165
Automated Car Wash	56	56	114	56	56	114
Quick Lubrication Vehicle Shop	8	7	15	8	7	15
Total Net New Trips	**87**	**91**	**180**	**119**	**173**	**294**

*Assumes no change in trip generation for car wash and quick lube land uses.

The approved Master Plan for Area B allows a maximum of 190 net weekday PM peak hour trips. Under the Year 2026 scenario, the proposed development would generate 180 total trips, which is within that limit. Under the Year 2031 conditions already adopted in the Master Plan, the total increases to 294 trips, including 165 trips from anticipated KTC utilization and 129 trips from the proposed development. That exceeds the approved limit by 104 PM peak hour trips and would create operational and safety challenges for both sites.

Therefore, SAMTD recommends that the Keizer City Council deny Master Plan Amendment 2026-06.

COMMENTS FOR PUBLIC HEARING

DATE: 08/05/2026

CASE/APP NUMBER: Master Plan Amendment 2026-06

DATE OF PUBLIC HEARING: 08/12/2026

PROPERTY LOCATION: Northeast corner of Keizer Station Boulevard and Lockhaven Drive, adjacent to the existing Keizer Transit Center

COMMENTS SUBMITTED TO: City of Keizer Planning Commission and Keizer City Council via email at planning@keizerOR.gov

COMMENTS SUBMITTED BY: Salem Area Mass Transit District
CONTACT:
Shofi Ull-Azum, Chief Planning and Development Officer, planning@cherriots.org

COMMENTS: The Salem Area Mass Transit District (SAMTD) appreciates the opportunity to comment on Master Plan Amendment 2026-06. As a provider of public transit in this area, SAMTD is focused on ensuring safe, reliable access for current and future customers not just at the Keizer Transit Center (KTC), but at Keizer Station as a whole.

SAMTD has reviewed the proposal for Oil Stop, Inc. & Happy's Drive-Thru Car Wash and has determined that it conflicts with the transportation system planning goals of both Salem and Keizer specifically in regards to:

- Capacity Preservation: The original Keizer Station Area B Master Plan reserved capacity for the future growth of KTC to meet increasing transit needs. This proposal does not allow for this increased capacity.
- Public Investment: The transit center was publicly funded based on long-range growth assumptions that should not be displaced by private endeavors. KTC remains a public investment and should be treated as such.
- Operational Impacts: The proposed car wash and oil change facility would create traffic patterns and volumes, such as vehicle queues and seasonal surges, that are far outside the scope of the originally approved office use.

SAMTD has reviewed the Traffic Impact Analysis (TIA) submitted with this proposed amendment and finds that it does not reflect the level of use already anticipated in the approved Keizer Station Area B Master Plan. Based on those approved assumptions, the proposed development, Oil Stop, Inc. & Happy's Drive-Thru Car Wash, would exceed the approved trip limit by 104 PM peak hour trips. This would create congestion, delays, and safety concerns for both the proposed development and the existing transit center.

For these reasons, SAMTD opposes the request to amend the existing Keizer Station Area B Master Plan Order, approved on September 18, 2017, to replace a previously approved 10,000-square-foot building with two buildings totaling 6,611 square feet, a Property Line Adjustment to consolidate four existing parcels into one parcel, and a Conditional Use Permit to allow quick vehicle service automotive uses, including a car wash and a quick-service oil change facility.

The trip generation assumptions in the Master Plan for Area B are based on a 2009 TIA prepared by Kittleson & Associates for the SAMTD Environmental Analysis of the Keizer Transit Center. That analysis evaluated both the near-term 2012 conditions and future 2031 conditions for the site. Although development in Area B has progressed more slowly than originally anticipated, the Master Plan still reflects those future conditions as the expected buildout scenario. Current traffic analysis should therefore account for those adopted 2031 assumptions.

Table 3.1-4 shows the trip generation estimates from the 2009 TIA for KTC, including both the 2012 near-term conditions and the anticipated 2031 buildout conditions. These adopted long-term assumptions are part of the approved Master Plan for Area B and provide the basis for reviewing current development proposals.

Table 3.1-4
Trip Generation Estimates

Facility	Net New Parking Spaces	Weekday PM Peak Hour Trip Generation							
		Year 2012 Conditions				Year 2031 Conditions			
		In/out Split	In	Out	Total	In/out Split	In	Out	Total
Bus Parking Area	10 bus bays	50 / 50	14	14	28	50 / 50	30	30	60
Drop-off/Pick-up	N/A	50 / 50	8	8	16	50 / 50	20	20	40
Park-and-Ride	70	10 / 90	2	18	20	10 / 90	5	60	65
TOTALS			***24***	***40***	***64***		***55***	***110***	***165***

Note: Grey boxes are either not applicable or assumed to not be addressed by the Keizer Transit Center Project.

The approved Master Plan for Area B includes the 2009 TIA's future conditions for Year 2031, so those assumptions should be reflected in the current traffic review. The Weekday PM Peak Hour Trip Generation table below compares the proposed development under Year 2026 conditions with the same site under the Year 2031 assumptions already adopted in the Master Plan.

Weekday PM Peak Hour Trip Generation						
Land Use	Year 2026 Conditions			Year 2031 Conditions*		
	In	Out	Total	In	Out	Total
Transit Center (transit + park and ride)	23	28	51	55	110	165
Automated Car Wash	56	56	114	56	56	114
Quick Lubrication Vehicle Shop	8	7	15	8	7	15
Total Net New Trips	**87**	**91**	**180**	**119**	**173**	**294**

*Assumes no change in trip generation for car wash and quick lube land uses.

The approved Master Plan for Area B allows a maximum of 190 net weekday PM peak hour trips. Under the Year 2026 scenario, the proposed development would generate 180 total trips, which is within that limit. Under the Year 2031 conditions already adopted in

the Master Plan, the total increases to 294 trips, including 165 trips from anticipated KTC utilization and 129 trips from the proposed development. That exceeds the approved limit by 104 PM peak hour trips and would create operational and safety challenges for both sites.

Therefore, SAMTD recommends that the Keizer City Council deny Master Plan Amendment 2026-06.

From: Ken Spencer
To: Horner, Dina
Cc: Witham, Shane
Subject: RE: REQUEST FOR COMMENTS: Master Plan Amendment/Property Line Adjustment/Conditional Use 2026-06
Date: Wednesday, June 3, 2026 9:18:05 AM
Attachments: image001.png

Hello.

I'd appreciate your including the following comments in the overall package.

- Landscape Plan C-6.1 indicates planned location of tree species under the existing overhead lines on Chemawa Rd which have mature heights up to 50'. PGE recommends installation of trees having a mature height of no more than 30'.
- Power feed for the site will likely originate from the overhead lines on the north side of Chemawa Rd. Installation of a new vault and revision of existing conduit near the western-most pole (C6336B-12) will likely be required.
- At least one pad-mounted transformer will be required. Transformers must be located within 15 feet of a drivable surface. Sidewalks, pedestrian pathways, recreational park areas, and any other surface not able to support a 60,000 line truck do not fulfill the requirement.
- Transformers located within 5 feet will need to be protected by concrete-filled pipe bollards.
- Metering must be located within 15 feet of a drivable surface and must be on the outside of the building. Alternately, installing PGE metering on a free-standing backboard is typically acceptable. Coordination of metering location must occur prior to PGE beginning system design.
- A continuous, 10-foot wide public utility easement (PUE) along both the Chemawa Rd. and Keizer Station Blvd. frontages may be necessary if none exist. PUE is for the installation of all new PGE primary and secondary cabling, as well as any necessary street lighting. Additional PUE width will be required depending on equipment locations and surrounding conditions. Coordination of all transformer, vault, and box locations, as well as additional PUE area and conduit size/routing, must occur prior to PGE beginning system design.
- Refer to PGE Electric Service Requirements (ESR) book for additional information regarding transformer and metering location and working clearance. Link: https://portlandgeneral.com/builders-new-construction/electric-service-requirements
- Submit a Request for New Commercial Service at https://portlandgeneral.com/builders-new-construction/electric-service-commercial-builders/ . Download form and submit online @ Service.Coordinators@pgn.com or call Service Coordination @ 503-323-6700.
- As part of the request submittal, please note if there's an intention to install electric vehicle (EV) charging, solar photovoltaic equipment, heat pump space and/or water heating equipment, and electric on-demand water heating equipment.

Download form and submit online @ Service.Coordinators@pgn.com or call Service Coordination @ 503-323-6700. Provide city-approved photometric analysis detailing equipment locations and specifications. See https://portlandgeneral.com/outages-safety/safety/outdoor-lighting for more information.

Thank you.

Ken Spencer, PE Customer Operations Engineer | 503.970.7200

July 20, 2026

City of Keizer Planning & Public Works
Attention: Shane Witham & Keare Blaylock
930 Chemawa Road NE
Keizer, OR 97303

RE: MPA/CUP/PLA Case File 2026-06 for 2335 Chemawa Road NE

Please accept the following updated transportation engineering letters for review and consideration in land use case file 2026-06 application materials for the project proposed at 2335 Chemawa Road NE:

Transportation Impact Analysis Letter
The updated Transportation Impact Analysis letter (7/20/26) expands analysis in the vehicular volume criterion review to reflect:

- A 2% growth for weekday PM peak hour volumes
- Trips associated with future development on vacant land in Area "B" west of Keizer Station Boulevard for westbound through movement volumes on Chemawa Road NE.

In reviewing the ODOT evaluation considerations for a separate right-turn lane, the assessment determined the proposed development does not necessitate the provision of a separate westbound right-turn lane at the right-turn-only access from Chemawa. Please see Page 7 of the letter for findings supporting on this determination. The analysis takes into consideration the alignment of a sidewalk crossing at the Chemawa access driveway that is shifted to a curb tight alignment, shifted slightly from City standards.

A site plan reflecting this change will be available for staff on Tuesday, July 21st, and accompany a stamped version of the letter as an Appendix.

Stacking Lane Queuing Analysis
The updated Transportation Queuing Letter accounts for the integration of a looped fire access lane onsite, confirming the length of stacking lanes for both buildings remain adequate to accommodate vehicles during peak queuing times, and without overlapping into the fire access lane. A stamped version of the letter will be released with the site plan update released on Tuesday, July 21st.

Kind regards,

Parish Burns
Entitlements & Development Project Manager
Phone: 971-930-5920
Email: Parish@OilStopinc.com

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

July 22, 2026 Project #32735

Keare Blaylock
City of Keizer Public Works Department
930 Chemawa Road NE
Keizer, OR 97303

RE: Keizer Happy's Car Wash Transportation Considerations (MPA/CUP/PLA Case File 2026-26)

Dear Keare:

Happy's Car Wash proposes an automated carwash and Oilstop building within a portion of the previously approved Keizer Station Area "B". This letter provides updated site trip generation estimates for the proposed carwash and oil change facility, documents trip compliance with the prior master planning for the property, and reviews the potential need for a right-turn lane at the proposed access on Chemawa Avenue NE. As documented herein, trips associated with the proposed carwash and oil change facilities can be debited from the Area "B" site trip vesting. Further, we conclude there is no need for a separate westbound right-turn lane at the proposed access considering the projected traffic volumes, Oregon Department of Transportation (ODOT) right-turn lane criteria, and the site configuration.

BACKGROUND

Keizer Station Area "B" is bisected by Keizer Station Boulevard and divided into east and west halves. The east half is bordered by Chemawa Road NE to the south, Keizer Station Boulevard NE to the west and north, and the Portland & Western railroad corridor to the east. The west half is bordered by Lockhaven Drive NE to the south, Keizer Station Boulevard NE to the east, McLeod Lane NE to the west, and single family residential development to the north. The current proposed development is located on the east half, south of the Keizer Transit Center at 5860 Keizer Station Boulevard NE.

Vehicle access to the Keizer Transit Center is currently via the signalized Chemawa Way NE intersection with Keizer Station Boulevard. Consistent with the Keizer Station Master Plan, the proposed development site will share the signalized access on Chemawa Way and is also proposed to have a right-in only entry access on Chemawa Road NE.

The impact of trips allocated to the Keizer Station Area "B" has previously been studied and mitigated[1]. As such, future development proposals for property with Area "B" need to demonstrate either 1) their trip generation is less than or equivalent to what was previously approved or 2) conduct additional transportation impact analysis assessment and reporting if their trip generation exceeds the number of trips previously approved.

[1] Refer to the 2004 *Keizer Station Master Plan Transportation Impact Analysis* and the August 2010 *Keizer Station Area "B" Master Plan* report.

Prior Trip Vesting

Table 1 shows the estimated trip generation from the 2010 Station Area "B" Master Plan. We note the transit center trips were assumed to include both bus trips and trips associated with park and ride parking spaces on-site. Note that no daily trip estimates were documented in the 2010 Master Plan.

Table 1. Estimated Trip Generation For Station Area "B"

Land Use	ITE Code	Size (units)	Weekday PM Peak Hour		
			Total	In	Out
Total Transit Trips for Area "B"					
Transit Trips	-	10 bus bays	165	55	110
Non-Transit Portion of Area "B" (West and East Halves)					
Medical-Dental Office Building	720	28,000 sq. ft.	70	20	50
Office	710	20,000 sq. ft.	30	5	25
Shopping Center	820	16,000 sq. ft.	60	30	30
Office (east side of Area "B")	710	15,000 sq. ft.	25	5	20
Less Internal Trips			*10*	*5*	*5*
Less Pass-by & Diverted Trips			*10*	*5*	*5*
Primary Trips (Non-Transit Portion of Area "B")			*165*	*50*	*115*
Total Net New Trips (Transit + Non-Transit)			**330**	**105**	**225**

Table 2 presents the total trips associated with summation of the Keizer Transit Center trips and the office use previously assumed on the project site (east side of Area "B") for master planning purposes.

Table 2. Estimated Trip Generation For Area "B" East Side

Land Use	ITE Code	Size (units)	Weekday PM Peak Hour		
			Total	In	Out
Total Transit Trips for Area "B"					
Transit Trips	-	10 bus bays	165	55	110
Non-Transit Portion of Area "B"					
Office (east side of Area "B")	710	15,000 sq. ft.	25	5	20
Total Net New Trips			**190**	**60**	**130**

PROPOSED DEVELOPMENT

The proposed site plan is included in Appendix 1 and represents the remaining undeveloped Area "B" Master Plan lands east of Keizer Station Boulevard and south of Chemawa Way NE. Happy's Carwash proposes to construct a single-tunnel carwash facility and a three-bay oil change building on the project site. Vehicle access is proposed via a single full movement site driveway on Chemawa Way NE and the previously approved right-turn entry only access on Chemawa Boulevard NE.

Trip Generation Estimate

Weekday AM and PM peak hour trip generation estimates for the proposed land uses were prepared using trip rates cited in the *Trip Generation Manual*, *12th Edition* as published by the Institute of Transportation Engineers (ITE) in 2025. Note that no pass-by or internal trip were assumed (no pass-by data is available for the proposed uses in the *Trip Generation Manual*, *12th Edition*). The estimated trips are summarized in Table 3. The PM peak hour trips were assessed in the 2004 *Keizer Station Master Plan Transportation Impact Analysis* and the August 2010 *Keizer Station Area "B" Master Plan* report; however, for the purposes in assessing the need for a right-turn lane, we also estimated AM peak hour trips associated with the proposed site plan.

Table 3. Site Trip Generation Estimate

Land Use	ITE Code	Size (units)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Automated Car Wash	948	4,691 square feet	70	39	31	114	56	58
Quick Lubrication Vehicle Shop	941	3 service positions	9	6	3	15	8	7
Total			**79**	**45**	**34**	**129**	**64**	**65**

To account for the existing transit trips (and thereby not rely on the previous trip generation estimates), we collected weekday morning (7-9 AM) and evening (4-6 PM) vehicle turning movement counts at the Keizer Station Boulevard/Area "B" Signalized Site Access (Keizer Transit Center Access) intersection on a mid-week day in February 2026 when local schools were in session. The adjacent street peak hours were found to occur between 7:10-8:10 AM and 4:50-5:50 PM during which time the transit center generated 42 AM peak hour trips (20 in/22 out) and 44 PM peak hour trips (21 in/23 out). Appendix 2 provides the traffic count data.

TRIP DEBITING

To provide a conservative trip debiting analysis, we analyzed the highest one-hour transit center trip generation between 4:00 and 6:00 PM. The peak hour of the transit center was used to identify 51 existing peak hour trips (23 entering, 28 exiting) that occurred between 4:05-5:05 PM (as opposed to the 44 PM

peak hour trips generated by the transit center between the street peak from 4:50-5:50 PM when 21 entered and 23 exited).

Table 4 shows that the combination of the proposed use trips (129) and constructed site use trips (51) is projected to generate 10 fewer PM peak hour trips than were previously assumed for the approved Area "B" Master Plan. Accordingly, Area "B" can accommodate the proposed uses and maintain consistency with the analysis and assumptions contained within the 2010 *Keizer Station Area "B" Master Plan*.

Table 4. Area "B" East Side Trip Debiting

Land Use	Data Source	Weekday PM Peak Hour		
		Total	In	Out
Area "B" Trip Vesting	Table 2	190	60	130
Less Transit Center Trips (Generator Peak 4:05-5:05 PM)	*2026 Traffic Counts*	*51*	*23*	*28*
Subtotal Vesting Less Transit Trips (Trips Remaining)		**139**	**37**	**102**
Less Proposed Car Wash & Oilstop	*Table 3*	*129*	*64*	*65*
Vested Trips Remaining		**10**	**-27**	**37**

By comparison, had the 44 PM peak hour transit center trips generated during the 4:50-5:50 PM adjacent street peak been used in Table 4, 17 weekday PM peak hour trips would remain vested.

RIGHT-TURN LANE CONSIDERATIONS

The applicant proposes to construct a right-in only access on Chemawa Road NE at a point east of the location depicted in the conceptual site layout shown in Figure 7 of the August 2010 *Keizer Station Area "B" Master Plan* report. The conceptual site layout in Figure 7 of the 2010 report depicts a separate westbound right-turn lane at the right-in only access beginning at the approximate location of the current proposed access (refer to Appendix 3).

The proposed site plan provides a one-way 16-foot wide entry only lane access on Chemawa Road NE designed to accommodate a City fire truck. The proposed site plan does not include a separate westbound right-turn lane at the access for these reasons:

- Provision of a westbound right-turn lane at the access has the potential to confuse westbound drivers on Chemawa Road NE who may mistake the turn lane as serving the adjacent signalized access at Keizer Station Boulevard.
  - Assuming no separate turn lane is provided, the proposed location also reduces the potential for westbound driver confusion related to whether a westbound right-turn vehicle will turn at the proposed access or at the signalized Keizer Station Boulevard intersection by providing as much distance as possible between the two right-turn points.

- The proposed location near the east site property line minimizes the potential for westbound through queues waiting for a red light at Keizer Station Boulevard to extend to or past the site-access and thereby block the right-turn entry movement to the site.
  - The proposed location roughly maintains the distance between the point that a right-turn into the site leaves the westbound through lane and the distance to the at-grade railroad crossing to the east of the site as compared to the 2010 conceptual site plan.
  - Exhibits 1 and 2 below show the right-turn entry point relative to the same residential home lot line north of the master plan site (the home lot line is shown for a common reference point for the two exhibits) and demonstrate the right-turn location is essentially unchanged.

Exhibit 1. August 2010 *Keizer Station Area "B" Master Plan* Conceptual Site Plan

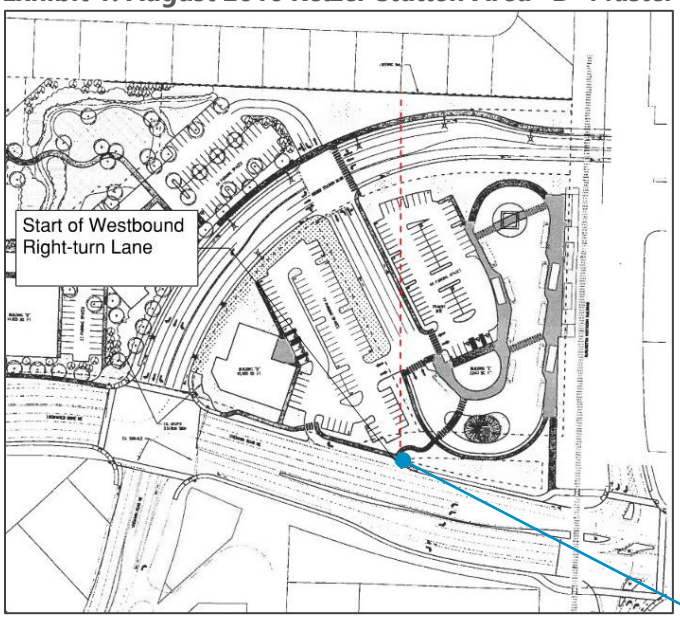
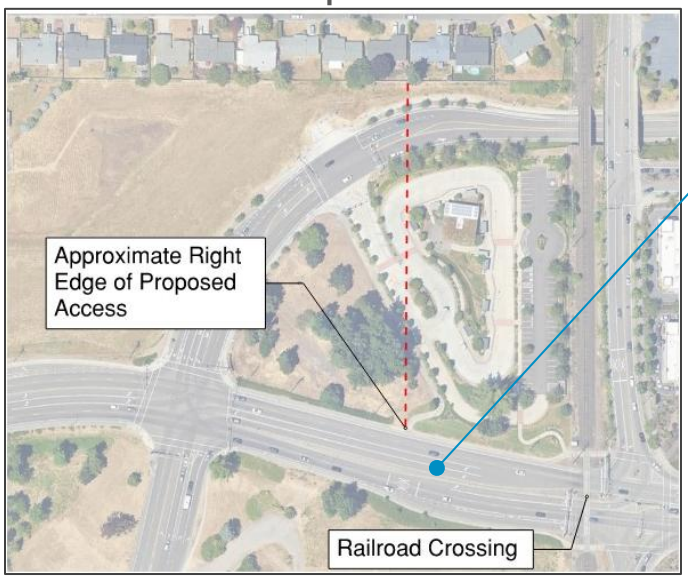


Exhibit 2. Location of Proposed Access



Start of right-turn into site – note location relative to home site

Aerial Image Source: Google Earth

- The proposed access location is configured to both facilitate on-site customer circulation and to accommodate potential vehicle trips made through the site that are destined to enter the Keizer Transit Center. Trips direct to the transit center will have minimal interaction with on-site customer trips and circulation with the proposed access configuration.

ODOT Evaluation Considerations

We evaluated the potential need for a separate right-turn lane on Chemawa Road NE at the proposed right-in only access using the *Oregon Department of Transportation Analysis Analysis Procedures Manual* (herein referred to as the *ODOT APM*) right-turn lane evaluation criteria. The following insights are provided by the *ODOT APM* related to consideration of separate right-turn lanes at unsignalized intersections on ODOT highways.

- "The purpose of a right turn lane at an unsignalized intersection is to improve safety and to maximize the capacity of a roadway by reducing the speed differential between the right turning vehicles and the other vehicles on the roadway."
- Vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a right turn lane. The vehicular volume criterion is determined using the curve in *ODOT APM* Exhibit 12-2.
- Crash experience criterion is satisfied when:
    1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and
    2. A history of crashes of the type susceptible to correction by a right turn lane; and
    3. The safety benefits outweigh the associated improvements costs; and
    4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

    Given the access is proposed, there is no historic crash experience to evaluate and the criteria is not directly met; however, safety implications can still be considered as will be documented later in this section.
- "Special Cases" criterion is provided; however, upon review, none of the special cases are directly applicable to the proposed access.
- A right-turn evaluation is to consider sight distance, alignment, operating speeds, nearby access movements and other safety related considerations.
- "The evaluation should indicate the installation of a right turn lane will improve the overall safety and/or operation of the intersection and the roadway."

VEHICULAR VOLUME CRITERION REVIEW

Future year 2027 traffic volumes were developed at the proposed right-in only site-access as follows:

- Weekday morning (7-9 AM) and evening (4-6 PM) vehicle turning movement counts were obtained at the Chemawa Road-Lockhaven Drive NE/Keizer Station Boulevard NE intersection on a mid-week day in February 2026, including a breakdown of westbound through traffic by travel lane (refer to Appendix 2).
- The existing weekday PM peak hour volumes were grown by 2% to reflect background traffic growth for a year.
- Trips associated with future development of the portion of Area "B" west of Keizer Station Boulevard were added to the westbound through movement volumes on Chemawa Road NE.
- The weekday AM and PM site-generated trips shown in Table 3 were added to the westbound traffic along the Chemawa Road NE site frontage at the proposed access location.
  - For this analysis, 55 percent of the net new site-generated trips were assumed to enter the site from points east of the proposed access (consistent with the estimated trip distribution pattern shown in Figure 9 of the August 2010 *Keizer Station Area "B" Master Plan* report).
- Fifty percent of the counted weekday AM peak hour (13 trips counted, 7 assumed to re-route) and weekday PM peak hour (16 trips counted, 8 assumed to re-route) northbound right-turn transit center trips at the existing transit center access were assumed to shift to use the new right-in only access on Chemawa Road NE to reach the park and ride parking via cross-over shared access arrangements.

Using the projected turn movement volumes, the ODOT right-turn lane volume criteria were evaluated as shown in Appendix 4 for the posted 35 mile per hour speed on Chemawa Road NE and were found to not be met during the AM peak hour but were found to be met during the weekday PM peak hour.

Assessment

Based on the analysis summarized above, the *ODOT APM* volume criteria, and the projected weekday PM peak hour volumes, provision of a right-turn lane at the access could be considered. Per the additional considerations identified in the *ODOT APM:*

- The proposed configuration eliminates a potential right-turn "trap lane" situation associated with provision of a separate right-turn lane[2].

[2] Provision of a separate right-turn lane into the proposed access has potential to introduce confusion for westbound drivers. Specifically, some westbound drivers seeking to turn right at the signalized Keizer Station Boulevard intersection (the next intersection to the west) may confuse a separate right-turn lane to the site access for a right-turn lane to the signalized intersection and thus turn at the wrong location or attempt to merge back into westbound through traffic.

- Not providing a separate right-turn lane allows the access to be located further east of the position shown in the August 2010 *Keizer Station Area "B" Master Plan* report. The proposed location further to the east:
  - Creates comparatively greater separation between the proposed access and the signalized Keizer Station Boulevard intersection to the west (in turn reducing the potential for confusion as to whether a right-turn is destined to the proposed development or Keizer Station Boulevard); and,
  - Allows right-turn traffic into the site to exit the westbound through lane at approximately the same location as envisioned in 2010, maximizing westbound through queue storage before entry to the site is impacted.

Given the considerations above, we conclude that the proposed development does not necessitate provision of a separate westbound right-turn lane at the proposed access.

SUMMARY

Trips associated with the proposed carwash and oil change station have previously been accounted for and no new traffic impact analysis is necessary to support the proposed site development. Further, we conclude there is no need for a separate westbound right-turn lane on Chemawa Avenue NE considering the projected traffic volumes, the *ODOT APM* right-turn lane evaluation criteria, and the site configuration.

Please contact us if you have any questions regarding our analysis findings or recommendations.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

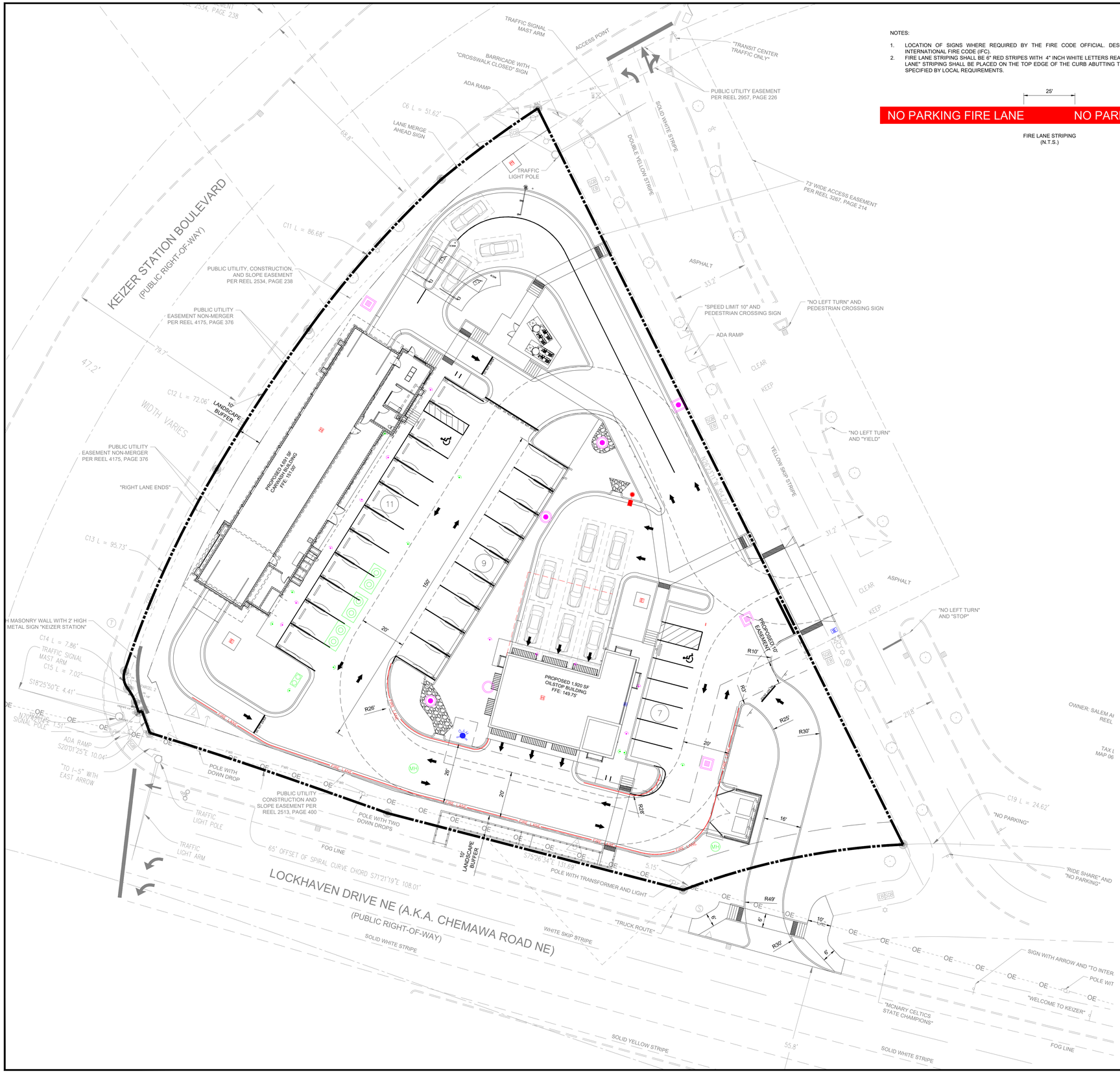
Julia Kuhn, PE
Senior Principal Engineer

Cc: Alex Dzyuba, Happy's Car Wash

Attachments:
Appendix 1: Proposed Site Plan
Appendix 2: Traffic Count Data
Appendix 3: August 2010 *Keizer Station Area "B" Master Plan* Figure 7
Appendix 4: ODOT Right-Turn Lane Volume Evaluation Criteria

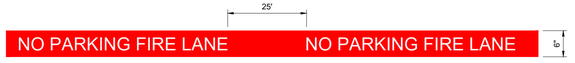
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Digitally Signed 2026.07.22 07:45:55-07'00'
OREGON JULY 11, 2000 CHRISTOPHER LYNN BREHMER
RENEWS: 12/31/27

Appendix 1 Proposed Site Plan



NOTES:

1. LOCATION OF SIGNS WHERE REQUIRED BY THE FIRE CODE OFFICIAL. DESIGNS TO BE PER 2021 INTERNATIONAL FIRE CODE (IFC).
2. FIRE LANE STRIPING SHALL BE 6" RED STRIPES WITH 4" INCH WHITE LETTERS READING "NO PARKING FIRE LANE" STRIPING SHALL BE PLACED ON THE TOP EDGE OF THE CURB ABUTTING THE PAVED DRIVE OR AS SPECIFIED BY LOCAL REQUIREMENTS.



FIRE LANE STRIPING
(N.T.S.)

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

	PROPERTY LINE/R.O.W.
	LOT LINE
	EASEMENT LINE
X X X	FENCE
W W W	WATERMAIN
FM FM	FORCEMAIN
NPW NPW	REUSE WATERMAIN
SAN SAN	SANITARY SEWER
STS STS	STORM PIPE
BE BE	BURIED ELECTRIC
BFOC BFOC	BURIED FIBER
BT BT	BURIED TELEPHONE
CAS CAS	BURIED CASING/CONDUIT
BT BT	BURIED TV
BTV BTV	BURIED CABLE
G G G	BURIED GAS
OE OE	OVERHEAD ELECTRIC
	STORM STRUCTURE
C.O.	SANITARY MANHOLE
	SANITARY CLEANOUT
	FIRE HYDRANT
	VALVE
M	METER
	POWER POLE
	GUY WIRE
	BENCHMARK
	MONUMENT
	LIGHT
	SIGN

PROPOSED LEGEND

	PROPERTY LINE
	PROPOSED CURB & GUTTER
	PROPOSED SERVICE BELL HOSE
	PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
	PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
W	WATER METER, (SEE UTILITY PLAN)
S	SEWER STRUCTURES, (SEE UTILITY PLAN)
	DIRECTIONAL PAVEMENT MARKING
	PROPOSED FIRE HYDRANT
FIRE LANE	PROPOSED FIRE LANE STRIPING

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THESE PLANS ARE PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY, NEBRASKA 68516
DATE ON: 7/21/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE AT ANY OTHER TIME. USE OF THIS DRAWING FOR REUSE WITHOUT CONSENT OF THE ARCHITECT PROJECT REQUIRES THE SERVICES OF ARCHITECTS, ENGINEERS, LANDSCAPE ARCHITECTS AND OTHER PROFESSIONALS. REPRODUCTION OF THIS DRAWING IN WHOLE OR IN PART FOR ANY PURPOSE OTHER THAN THE PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK

#	TITLE	DATE
	OTP	05/08/2026
	ORS	06/24/2026

DOCUMENT DATE: 04/02/2026
CHECKED BY: WFM
DRAWN BY: DF

REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 19, 2023
GATRELL D. SMALL
DAVID SMALL
EXPIRATION DATE: 06/30/2028

NOT FOR CONSTRUCTION

PRELIMINARY

FIRE PROTECTION PLAN

SHEET:
C-4.5

Jul/21,2026-8:39pm - User:wendy.wert
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg

Appendix 2 Traffic Count Data

Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

LOCATION: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE

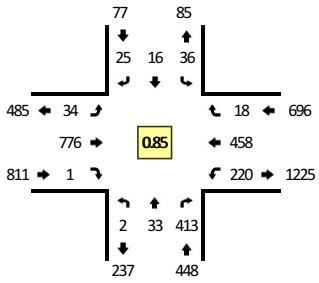
QC JOB #: 17460001

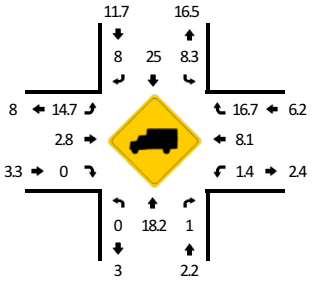
CITY/STATE: Keizer, OR

DATE: Wed, Feb 18 2026

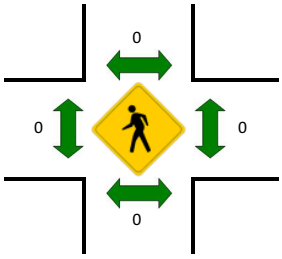
Peak-Hour: 7:10 AM -- 8:10 AM

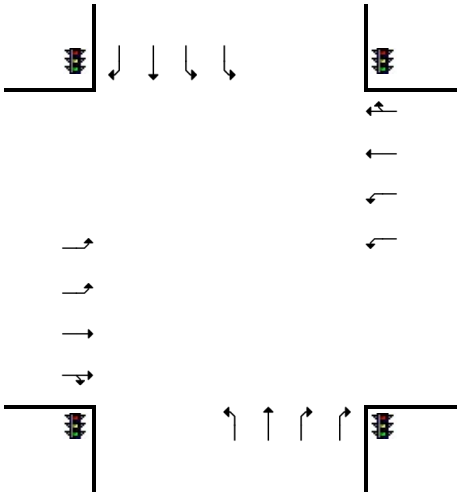
Peak 15-Min: 7:40 AM -- 7:55 AM

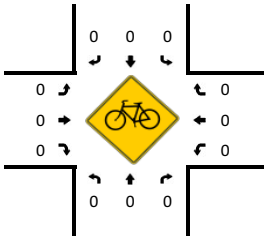


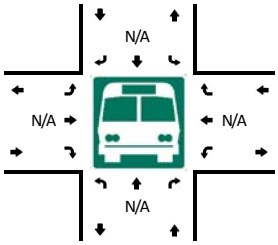


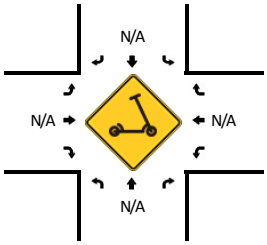
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd/Chemawa Rd NE (Northbound)					Keizer Station Blvd/Chemawa Rd NE (Southbound)					Lockhaven Dr NE/Chemawa Rd NE (Eastbound)					Lockhaven Dr NE/Chemawa Rd NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	4	24	0	17	0	0	1	0	0	2	56	0	0	0	5	28	3	0	2	142	
7:05 AM	0	1	21	0	15	1	1	0	0	1	2	51	0	0	0	8	26	0	0	0	127	
7:10 AM	0	2	30	0	13	1	0	1	0	0	2	63	0	0	0	28	25	1	0	1	167	
7:15 AM	0	3	17	0	19	2	1	0	0	1	0	59	0	0	0	14	25	1	0	0	142	
7:20 AM	0	3	15	0	11	3	0	0	0	1	2	73	0	0	0	21	41	3	0	0	173	
7:25 AM	1	8	32	0	16	5	0	2	0	0	7	49	0	0	0	16	35	1	0	0	172	
7:30 AM	0	2	29	0	7	7	3	2	0	2	2	79	0	0	0	14	28	0	0	0	175	
7:35 AM	0	1	22	0	12	1	0	1	0	2	5	67	0	0	0	20	37	3	0	0	171	
7:40 AM	0	3	36	0	11	8	0	0	0	1	3	86	0	0	0	11	42	1	0	0	202	
7:45 AM	0	3	21	0	7	5	4	0	0	1	3	80	1	0	0	16	52	1	0	0	194	
7:50 AM	0	3	32	0	11	1	0	1	0	0	7	69	0	0	0	25	49	2	0	0	200	
7:55 AM	0	2	14	0	8	2	3	0	0	4	0	54	0	0	0	18	49	1	0	0	155	2020
8:00 AM	0	3	12	0	16	0	2	0	0	1	1	46	0	0	0	19	39	2	0	0	141	2019
8:05 AM	1	0	7	0	15	1	3	0	0	5	2	51	0	0	0	18	36	1	0	0	140	2032
8:10 AM	0	6	13	0	8	3	0	0	0	1	2	46	0	0	0	19	50	3	0	0	151	2016
8:15 AM	0	3	14	0	12	2	2	1	0	1	1	57	0	0	0	14	39	3	0	0	149	2023
8:20 AM	0	3	11	0	12	6	1	3	0	1	3	38	1	0	0	15	55	1	0	1	151	2001
8:25 AM	0	5	13	0	5	3	0	2	0	2	1	49	1	0	0	20	44	4	0	1	150	1979
8:30 AM	0	0	14	0	9	5	1	3	0	1	2	46	0	0	0	17	51	2	0	1	152	1956
8:35 AM	0	2	23	0	11	2	0	0	0	1	2	52	0	0	0	21	44	1	0	0	159	1944
8:40 AM	0	3	12	0	12	2	1	1	0	0	4	69	0	0	0	18	44	0	0	0	166	1908
8:45 AM	1	4	15	0	11	3	3	2	0	3	2	59	0	0	0	12	41	2	0	0	158	1872
8:50 AM	0	4	13	0	13	2	0	2	0	1	11	61	2	0	0	19	47	2	0	0	177	1849
8:55 AM	0	3	14	0	15	4	0	1	0	3	6	55	0	0	0	26	53	5	0	0	185	1879

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	36	472	0	116	56	16	12	0	8	52	940	4	0	0	208	572	16	0	0	2508
Heavy Trucks	0	8	8			4	4	0			8	44	0			4	52	0			132
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

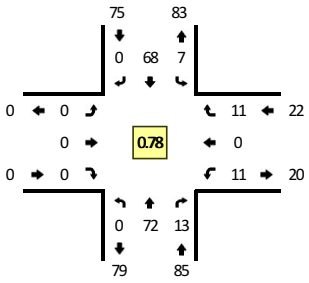
Type of peak hour being reported: User-Defined

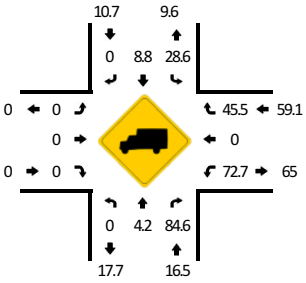
Method for determining peak hour: Total Entering Volume

LOCATION: Keizer Station Blvd -- Chemawa Way NE
CITY/STATE: Keizer, OR

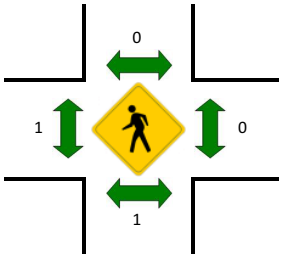
QC JOB #: 17460003
DATE: Wed, Feb 18 2026

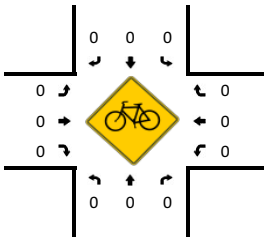
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:20 AM -- 7:35 AM

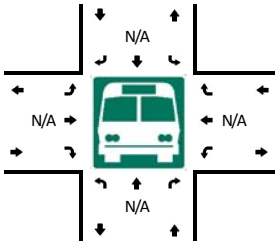


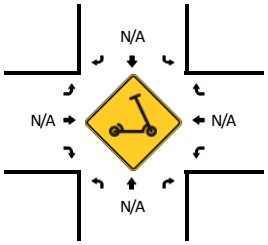


TRUE DATA TO IMPROVE MOBILITY









R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd (Northbound)					Keizer Station Blvd (Southbound)					Chemawa Way NE (Eastbound)					Chemawa Way NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	14	
7:05 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:10 AM	0	2	3	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	8	
7:15 AM	0	4	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	0	0	10	
7:20 AM	0	6	1	0	0	2	5	0	0	0	0	0	0	0	0	1	0	0	0	0	15	
7:25 AM	0	16	1	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	23	
7:30 AM	0	3	0	0	0	0	13	0	0	0	0	0	0	0	0	1	0	3	0	0	20	
7:35 AM	0	8	2	0	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	15	
7:40 AM	0	6	1	0	0	0	8	0	0	0	0	0	0	0	0	1	0	1	0	0	17	
7:45 AM	0	5	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	2	0	0	20	
7:50 AM	0	10	2	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	16	
7:55 AM	0	2	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	14	178
8:00 AM	0	6	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	11	175
8:05 AM	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	13	182
8:10 AM	0	9	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	189
8:15 AM	0	7	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	16	195
8:20 AM	0	6	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	22	202
8:25 AM	0	10	1	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	17	196
8:30 AM	0	3	1	0	0	0	8	0	0	0	0	0	0	0	0	4	0	2	0	0	18	194
8:35 AM	0	4	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	188
8:40 AM	0	7	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	13	184
8:45 AM	0	6	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	17	181
8:50 AM	0	14	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	25	190
8:55 AM	0	11	0	0	0	1	9	0	0	0	0	0	0	0	0	1	0	0	0	0	22	198

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	100	8	0	0	8	88	0	0	0	0	0	0	0	0	16	0	12	0	0	232
Heavy Trucks	0	4	8			4	8	0			0	0	0			12	0	8			44
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

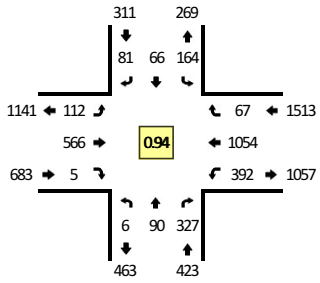
Report generated on 2/25/2026 1:30 PM

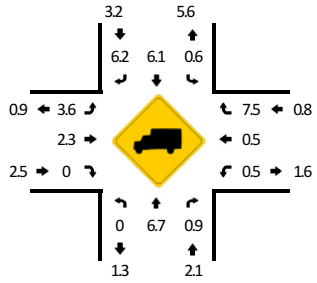
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

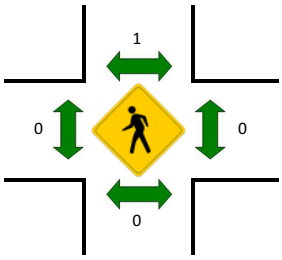
LOCATION: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE | **QC JOB #:** 17460002
CITY/STATE: Keizer, OR | **DATE:** Wed, Feb 18 2026

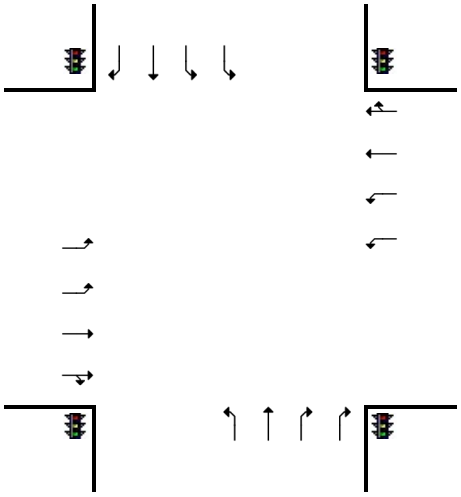
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

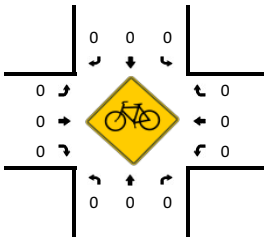


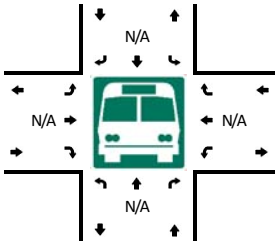


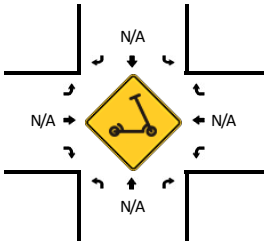
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd/Chemawa Rd NE (Northbound)					Keizer Station Blvd/Chemawa Rd NE (Southbound)					Lockhaven Dr NE/Chemawa Rd NE (Eastbound)					Lockhaven Dr NE/Chemawa Rd NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	4	13	0	13	19	9	3	0	3	4	38	0	0	0	35	67	4	0	0	212	
4:05 PM	0	8	17	0	10	12	3	6	0	1	12	44	0	0	0	50	52	1	0	1	217	
4:10 PM	1	4	8	0	6	9	4	3	0	2	4	75	0	0	0	25	82	7	0	0	230	
4:15 PM	0	8	19	0	4	16	8	5	0	3	8	68	0	0	0	29	89	8	0	0	265	
4:20 PM	0	10	12	0	11	11	5	4	0	2	6	43	1	0	0	46	64	3	0	1	219	
4:25 PM	0	4	14	0	11	5	5	3	0	5	7	67	0	0	0	24	83	6	0	0	234	
4:30 PM	1	7	6	0	11	19	4	3	0	2	9	45	1	0	0	31	97	3	0	0	239	
4:35 PM	0	7	21	0	6	17	14	7	0	7	13	48	1	0	0	41	49	4	0	0	235	
4:40 PM	1	10	8	0	12	11	9	4	0	2	7	62	0	0	0	26	79	4	0	1	236	
4:45 PM	0	6	15	0	8	11	3	0	0	1	9	61	1	0	0	29	78	4	0	1	227	
4:50 PM	0	12	22	0	5	12	6	3	0	3	15	49	0	0	0	37	69	6	0	0	239	
4:55 PM	0	7	16	0	16	14	7	2	0	0	9	43	1	0	0	31	89	6	0	0	241	2794
5:00 PM	1	5	8	0	16	9	10	1	0	5	8	49	1	0	0	21	81	10	0	0	225	2807
5:05 PM	0	7	18	0	19	13	5	7	0	3	12	45	0	0	0	32	64	5	0	0	230	2820
5:10 PM	0	6	19	0	13	11	4	8	0	4	10	48	0	0	0	32	71	8	0	0	234	2824
5:15 PM	0	1	14	0	7	13	5	2	0	2	8	67	1	0	0	27	111	8	0	0	266	2825
5:20 PM	1	10	13	0	16	14	6	3	0	5	10	33	0	0	0	44	101	5	0	0	261	2867
5:25 PM	0	12	17	0	10	12	4	8	0	3	9	36	1	0	0	46	77	3	0	0	238	2871
5:30 PM	3	7	7	0	12	14	6	5	0	3	7	72	0	0	0	24	114	6	0	0	280	2912
5:35 PM	0	7	15	0	21	21	9	4	0	3	5	40	0	0	0	30	90	1	0	0	246	2923
5:40 PM	1	8	8	0	8	20	2	4	0	0	10	46	1	0	0	37	85	7	0	0	237	2924
5:45 PM	0	8	13	0	14	11	2	2	0	1	9	38	0	0	0	31	102	2	0	0	233	2930
5:50 PM	0	8	10	0	9	7	3	4	0	2	5	59	0	0	0	29	91	6	0	0	233	2924
5:55 PM	1	9	19	0	10	5	2	6	0	2	5	44	0	0	0	27	62	1	0	0	193	2876

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	116	300	0	152	160	64	108	0	44	104	564	4	0	0	456	1168	56	0	0	3312
Heavy Trucks	0	8	4			4	4	4			4	8	0			0	8	4			48
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

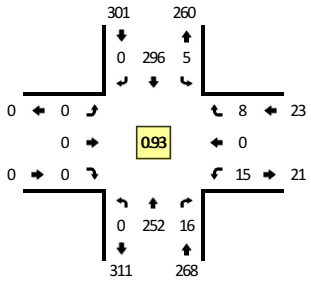
Type of peak hour being reported: User-Defined

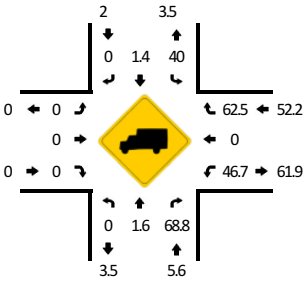
Method for determining peak hour: Total Entering Volume

LOCATION: Keizer Station Blvd -- Chemawa Way NE
CITY/STATE: Keizer, OR

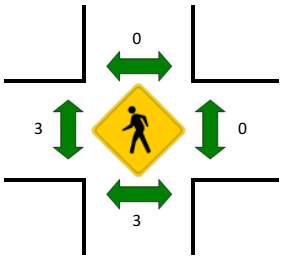
QC JOB #: 17460004
DATE: Wed, Feb 18 2026

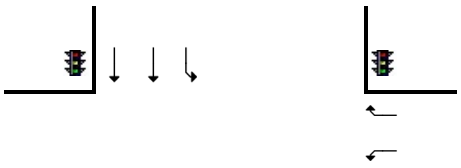
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

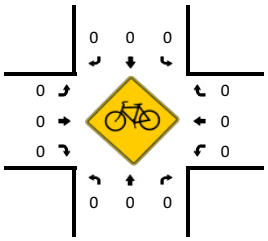


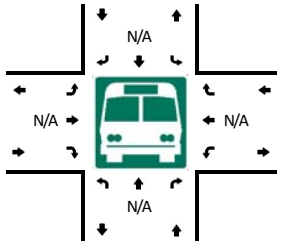


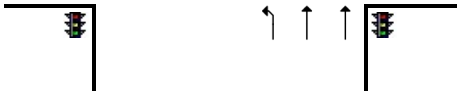
TRUE DATA TO IMPROVE MOBILITY

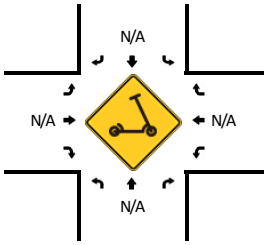












R* = RTOR

5-Min Count Period Beginning At	Keizer Station Blvd (Northbound)					Keizer Station Blvd (Southbound)					Chemawa Way NE (Eastbound)					Chemawa Way NE (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	12	1	0	0	0	30	0	0	0	0	0	0	0	0	2	0	1	0	0	46	
4:05 PM	0	21	2	0	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	45	
4:10 PM	0	13	1	0	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	36	
4:15 PM	0	23	2	0	0	1	23	0	0	0	0	0	0	0	0	1	0	2	0	0	52	
4:20 PM	0	18	2	0	0	2	21	0	0	0	0	0	0	0	0	3	0	1	0	0	47	
4:25 PM	0	14	1	0	0	0	25	0	0	0	0	0	0	0	0	1	0	0	0	0	41	
4:30 PM	0	18	3	0	0	0	25	0	0	0	0	0	0	0	0	2	0	2	0	0	50	
4:35 PM	0	22	1	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	63	
4:40 PM	0	21	1	0	0	1	19	0	0	0	0	0	0	0	0	3	0	0	0	0	45	
4:45 PM	0	21	0	0	0	0	17	0	0	0	0	0	0	0	0	2	0	1	0	0	41	
4:50 PM	0	26	2	0	0	0	23	0	0	0	0	0	0	0	0	1	0	0	0	0	52	
4:55 PM	0	25	1	0	0	2	22	0	0	0	0	0	0	0	0	2	0	1	0	0	53	571
5:00 PM	0	22	1	0	0	0	27	0	0	0	0	0	0	0	0	3	0	1	0	0	54	579
5:05 PM	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	1	0	0	0	0	45	579
5:10 PM	0	24	2	0	0	1	28	0	0	0	0	0	0	0	0	1	0	0	0	0	56	599
5:15 PM	0	12	2	0	0	0	25	0	0	0	0	0	0	0	0	2	0	1	0	0	42	589
5:20 PM	0	27	1	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	54	596
5:25 PM	0	21	3	0	0	0	26	0	0	0	0	0	0	0	0	3	0	0	0	0	53	608
5:30 PM	0	18	0	0	0	0	19	0	0	0	0	0	0	0	0	1	0	2	0	0	40	598
5:35 PM	0	15	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	48	583
5:40 PM	0	19	2	0	0	1	24	0	0	0	0	0	0	0	0	0	0	1	0	0	47	585
5:45 PM	0	21	2	0	0	0	22	0	0	0	0	0	0	0	0	1	0	2	0	0	48	592
5:50 PM	0	17	1	0	0	2	15	0	0	0	0	0	0	0	0	0	0	1	0	0	36	576
5:55 PM	0	14	1	0	0	0	24	0	0	0	0	0	0	0	0	1	0	1	0	0	41	564

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	292	16	0	0	8	288	0	0	0	0	0	0	0	0	24	0	8	0	0	636
Heavy Trucks	0	8	8			4	4	0			0	0	0			8	0	4			36
Buses																					
Pedestrians		8					0					8					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 2/25/2026 1:32 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



Location: Keizer Station Blvd/Chemawa Rd NE -- Lockhaven Dr NE/Chemawa Rd NE
Date: 2/18/2026
Site Code: 17460001, 02

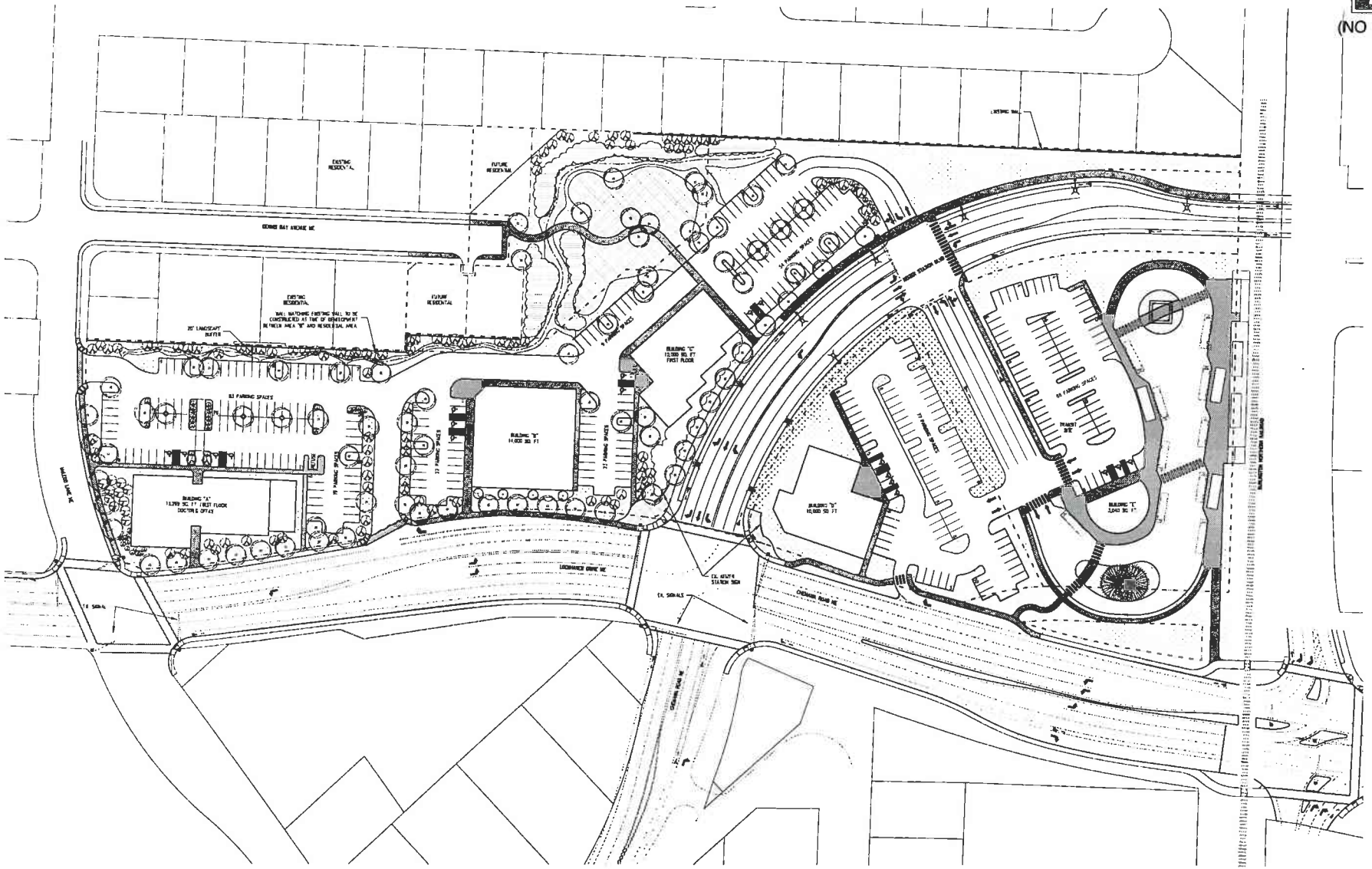
	Chemawa Rd NE Westbound			
	Thru-Right Lane		Thru Only Lane	
Start Time	Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles
7:00 AM	10	3	14	1
7:05 AM	8	0	18	0
7:10 AM	11	2	12	0
7:15 AM	9	1	15	0
7:20 AM	13	1	25	2
7:25 AM	10	0	25	0
7:30 AM	12	2	14	0
7:35 AM	12	0	25	0
7:40 AM	15	2	24	1
7:45 AM	15	4	32	1
7:50 AM	18	4	26	1
7:55 AM	16	4	23	6
8:00 AM	19	2	17	1
8:05 AM	15	1	18	2
8:10 AM	16	3	30	1
8:15 AM	15	3	20	1
8:20 AM	18	3	33	1
8:25 AM	18	0	24	2
8:30 AM	28	0	22	1
8:35 AM	18	1	25	0
8:40 AM	23	1	20	0
8:45 AM	15	0	23	3
8:50 AM	18	3	26	0
8:55 AM	26	1	26	0
Total	**378**	**41**	**537**	**24**

Total AM Peak Hour in Thru/Right Lane: 188

	Chemawa Rd NE Westbound			
	Thru-Right Lane		Thru Only Lane	
Start Time	Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles
4:00 PM	28	1	37	1
4:05 PM	25	1	26	0
4:10 PM	35	1	45	1
4:15 PM	38	2	49	0
4:20 PM	29	0	35	0
4:25 PM	38	2	43	0
4:30 PM	47	0	49	1
4:35 PM	24	0	25	0
4:40 PM	35	0	44	0
4:45 PM	31	0	47	0
4:50 PM	30	0	39	0
4:55 PM	43	0	46	0
5:00 PM	38	0	43	0
5:05 PM	31	0	33	0
5:10 PM	28	0	43	0
5:15 PM	46	1	64	0
5:20 PM	49	0	52	0
5:25 PM	31	1	44	1
5:30 PM	51	0	63	0
5:35 PM	40	0	50	0
5:40 PM	38	1	46	0
5:45 PM	41	1	60	0
5:50 PM	36	1	54	0
5:55 PM	28	0	34	0
Total	**860**	**12**	**1071**	**4**

Total PM Peak Hour in Thru/Right Lane: 470

Appendix 3 August 2010 *Keizer Station Area "B" Master Plan* Figure 7



AREA "B" CONCEPTUAL SITE LAYOUT
KEIZER, OREGON

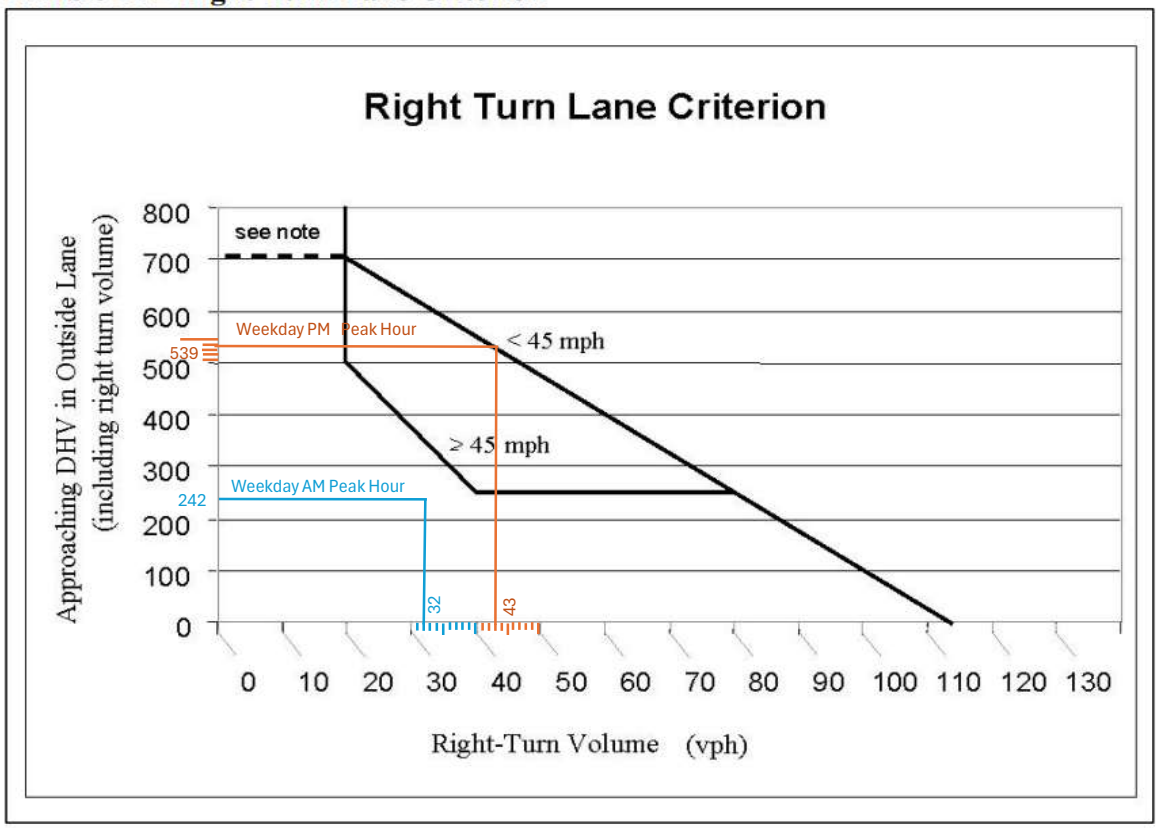
FIGURE 7

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\10745 - Keizer Station Area B-C Master Plan\dwgs\figs\10745_Fig01.dwg Aug 20, 2010 - 2:46pm - mhughart Layout Tab: 07

Appendix 4 ODOT Volume Right-Turn Lane Evaluation Criteria

Exhibit 12-2 Right Turn Lane Criterion



Posted Speed: 35 MPH

	Volume Development		Notes
Line 1	AM Net New Site-Generated Peak Hour Right-Turn Volume	25	(55% x 45 trips in from Table 3)
Line 2	PM Net New Site-Generated Peak Hour Right-Turn Volume	35	(55% x 64 trips in from Table 3)
Line 3	Assumed AM Transit Re-route to Right-in	*7*	(Assumed 50% of 13 existing transit center northbound right-turn trips)
Line 4	Assumed PM Transit Re-route to Right-in	*8*	(Assumed 50% of 16 existing transit center northbound right-turn trips)
Line 5	Total AM Right-in Volume (Line 1+Line 3)	32	
Line 6	Total PM Right-in Volume (Line 2 + Line 4)	43	
Line 7	AM Through Count (Feb 2026)	188	From 7:10-8:10 AM peak hour traffic count
Line 8	PM Through Count (Feb 2026)	470	From 4:50-5:50 PM peak hour traffic count
Line 9	AM Through with 2% Growth	192	
Line 10	PM Through with 2% Growth	479	
Line 11	AM Future Area B Trips West of Keizer Station Road	25	Source: Assumed the same as Keizer Station Master Plan Area "B" Figure E-1: Summary of Area "B" Net New Trips, Weekday PM Peak Hour
Line 12	PM Future Area B Trips West of Keizer Station Road	25	Source: Keizer Station Master Plan Area "B" Figure E-1: Summary of Area "B" Net New Trips, Weekday PM Peak Hour
Line 13	AM Transit Reroute from WB through (to new access)	7	
Line 14	PM Transit Reroute from WB through (to new access)	8	
Line 15	AM Through DHV (Line 5 + Line 9 + Line 11 - Line 13)	242	
Line 16	PM Through DHV (Line 6 + Line 10 + Line 12 - Line 14)	539	

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

July 22, 2026 Project #32735

Keare Blaylock
City of Keizer Public Works Department
930 Chemawa Road NE
Keizer, OR 97303

RE: Projected Keizer Happy's Car Wash & Oilstop Building Queues (MPA/CUP/PLA Case File 2026-26)

Dear Keare:

Happy's Car Wash proposes an automated carwash and Oilstop oil change building within a portion of the previously approved Keizer Station Area "B". This letter supplements our July 20, 2026 Transportation Considerations letter to provide vehicle queues estimates for the proposed carwash and oil change facility. Based on the information discussed herein, we conclude sufficient storage is proposed on site to accommodate queuing for both uses without impacting the public street system, the on-site fire access loop, and the shared access easement located on the Keizer Transit Center property.

QUEUE CONSIDERATIONS

The proposed development site plan is included in Appendix 1 and illustrates the proposed single-tunnel carwash facility and a three-bay oil change building. A queuing analysis was prepared to assess proposed drive through stacking lengths for the entry drive aisles associated with the car wash and the oil change buildings.

Car Wash Queue Evaluation

The proposed site plan shown in Appendix 1 includes two vehicle queue lanes on-site that lead to a payment kiosk area and then the car wash tunnel. The left car wash lane is approximately 110 feet long between the kiosk and the travel lane that diverges to the vacuum area and includes a pedestrian crossing. The left lane can store approximately four vehicles in queue assuming each vehicle occupies about 25 feet and no one blocks the pedestrian crossing. The right car wash queue lane measures about 155 feet between the kiosk and the fire access loop leading to the vacuum area, offering storage for six vehicles in queue after accounting for the pedestrian crossing. As such, the proposed car wash site plan can readily accommodate 10 vehicles on-site between the two queue lanes with no impact to the Oilstop access, the on-site fire access loop, the shared site access, or the pedestrian crossing.

Both of the payment kiosks will be available to process car wash customers. Upon payment, the kiosks alternate the order they release vehicles to the car wash tunnel. There is approximately 25 feet between the kiosk pay area and the tunnel entry (storage for approximately one vehicle). An exit-only lane is provided between the kiosk area and the tunnel entry in the event that a vehicle chooses not to have their car washed after entering the kiosk area pay lanes.

Happy's Car Wash representatives indicate the proposed car wash tunnel has a capacity of 105 to 110 vehicles per hour. We used a M/M/1 queue model[1] to estimate the number of vehicles that could be queued waiting for the car wash tunnel (refer to Appendix 2 for a summary). In this model, vehicle arrivals are determined by a Poisson process and the car wash service times have an exponential distribution.

WEEKDAY PM PEAK HOUR CONDITIONS

Assuming the car wash tunnel has a service capacity of 105 vehicles per hour (the lower end of the range provided for the proposed equipment, to provide a conservatively long queue analysis) and the peak entering demand is 56 trips per hour estimated during the weekday PM peak hour (from Table 3 of our July 2026 report), the queuing analyses suggests the following:

- The average vehicle queue waiting to enter the car wash tunnel after kiosk payment would be 1 vehicle;
- The car wash tunnel would be in use approximately 53% of the PM peak hour; and,
- The 95th percentile queue waiting to use the carwash tunnel would be 4 vehicles or less total across both entry lanes;
    - Given the available queue storage capacity of 10 vehicles on approach to the kiosk area, the 95th percentile tunnel queue can be accommodated between the tunnel entry and the payment kiosks.

Typical pay-in-lane automated kiosk machines can process 67 vehicles per hour or about one vehicle every 54 seconds[2]. With two kiosk machines, queues at the kiosk area are expected to be readily accommodated on-site given they can process more vehicles per hour than the car wash so single-lane car wash tunnel processing time is the capacity constraint point.

SATURDAY MIDDAY PEAK HOUR CONDITIONS

Again assuming the car wash tunnel has a service capacity of 105 vehicles per hour (the lower end of the range provided for the proposed equipment, to provide a conservatively long queue analysis) and assuming a 75-trip peak entering demand during the Saturday midday peak hour (using trip rates from the *Trip Generation Manual 12th Edition*), the queuing analyses suggests the following:

- The average vehicle queue waiting to enter the car wash tunnel after kiosk payment would be 2 vehicles;
- The car wash tunnel would be in use approximately 71% of the PM peak hour; and,

[1] A M/M/1 queue model estimates queue length in a single server system.

[2] Source: Table 13-5 of the ITE *Traffic Engineering Handbook, 7th Edition*, 2016.

- The 95th percentile queue waiting to use the carwash tunnel would be 9 vehicles or less total across both entry lanes;
    - Given the available queue storage capacity of at least 10 vehicles on approach to the kiosk area, the 95th percentile tunnel queue can be accommodated between the tunnel entry and the payment kiosks.

Based on the analysis and findings above, we conclude the on-site queue storage is sufficient to accommodate car wash queues. On-site Happy's Car Wash staff will be available and are trained to respond in the event there is an equipment failure or emergency that necessitates intervention.[3]

Oilstop Queue Evaluation

The proposed Oilstop building shown in Appendix 1 includes three service bays along with queue storage for at least eight vehicles waiting for an available bay outside the building with no impact to the shared site access.

STATISTICAL QUEUE ANALYSIS

Oilstop representatives indicate it takes approximately 25 minutes to service each vehicle. With three bays, about 2.4 vehicles can be serviced per hour per bay, and the facility will have a capacity of approximately 7.2 vehicles per hour. Using a M/M/3 queue model[4], a service capacity of 2.4 vehicles per hour per bay, and a peak entering demand of 8 vehicles arriving per hour during the highest peak hour[5] (from Table 3 of our July 20, 2026 letter) yields the following (refer to Appendix 2):

- The three bays would be in use for the full hour.
- At the end of the first hour, 7 of the 8 vehicles would be serviced. One vehicle would carry into the second hour waiting to be served.
- If the second hour of demand remains at 8 vehicles, two vehicles would be unserved by the end of the second hour.

[3] Per Happy's Car Wash representatives, there are 3 to 4 employees per shift. One of the employees is typically assigned to the pay stations to greet customers upon arrival and assist with payment machines or directing within the queue as needed.

[4] A M/M/3 queue model estimates queue length in a three-server system

[5] We note that peak inbound trip demand for quick lubrication vehicle shops is 8 vehicles during the weekday PM peak hour, the PM peak hour of the generator, and the Sunday peak hour of the generator per the *Trip Generation Manual, 12th Edition*. Inbound demand is lower during other periods, including the Saturday peak hour of the generator when 6 inbound trips can be expected per the *Trip Generation Manual, 12th Edition*.

- If the second hour of demand reduces to 7 vehicles, one vehicle would be unserved by the end of the second hour.
- If the second hour of demand reduces to 6 vehicles or less, all vehicles would be served by the end of the second hour based on the modeling shown.

PRACTICAL QUEUE LIMITATIONS

We note that Oilstop customers are unlikely to wait in line if the vehicle queue exceeds 2 or 3 vehicles in any one lane outside the building simply as a function of convenience. Oilstop representatives report that, in their experience, peak queues are typically two vehicles per lane or less waiting outside the building. With an average service time around 25 minutes, the time to clear the vehicles being serviced in the bay and two additional vehicles in queue would be an hour or more per lane. Oilstop representatives report that customers simply will return for service at another time rather than wait in line for over an hour. Oilstop's experience is that it is unlikely to have a third vehicle in queue in one line outside the building and that there is almost no chance for a fourth vehicle in any one lane.

Given the above review considerations and findings presented above, we conclude the on-site queue storage is sufficient to accommodate the projected queues. We further note that on-site Oilstop staff will be available to respond in the event there is an equipment failure or emergency that necessitates intervention.[6] We also note that Oilstop is not a membership based service so potential customers can find alternatives.

Please contact us if you have any questions regarding our analysis findings or recommendations.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE
Senior Principal Engineer

Julia Kuhn, PE
Senior Principal Engineer

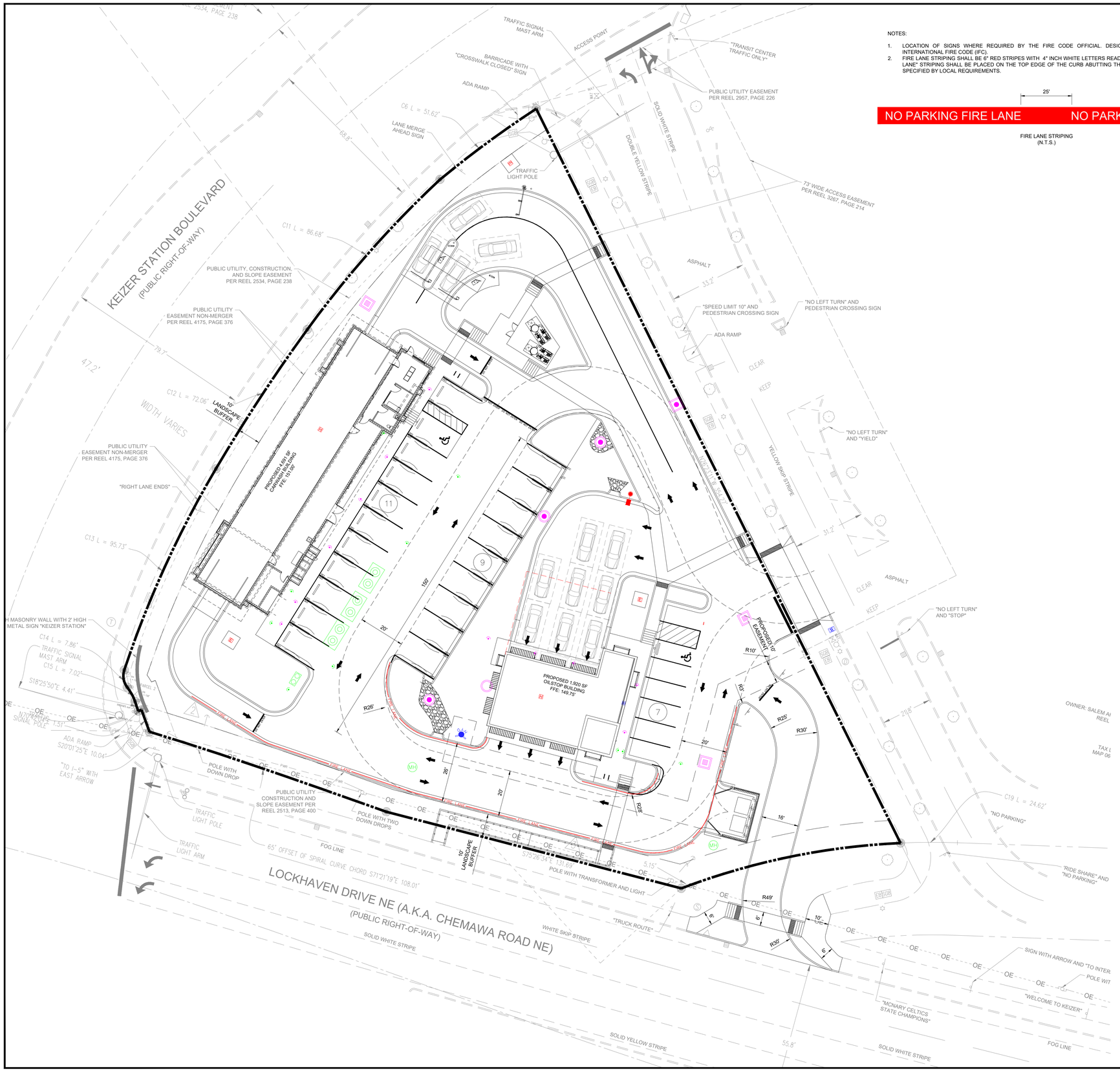
Cc: Alex Dzyuba & Parish Burns, Happy's Car Wash

Attachments:
Appendix 1: Proposed Site Plan
Appendix 2: Queue Analyses



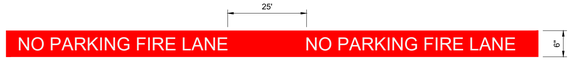
[6] Per Happy's Car Wash representatives, there are 5 to 6 employees per shift.

Appendix 1 Proposed Site Plan



NOTES:

1. LOCATION OF SIGNS WHERE REQUIRED BY THE FIRE CODE OFFICIAL. DESIGNS TO BE PER 2021 INTERNATIONAL FIRE CODE (IFC).
2. FIRE LANE STRIPING SHALL BE 6" RED STRIPES WITH 4" INCH WHITE LETTERS READING "NO PARKING FIRE LANE" STRIPING SHALL BE PLACED ON THE TOP EDGE OF THE CURB ABUTTING THE PAVED DRIVE OR AS SPECIFIED BY LOCAL REQUIREMENTS.



FIRE LANE STRIPING
(N.T.S.)

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

	PROPERTY LINE/R.O.W.
	LOT LINE
	EASEMENT LINE
X X X	FENCE
W W W	WATERMAIN
FM FM	FORCEMAIN
NPW NPW	REUSE WATERMAIN
SAN SAN	SANITARY SEWER
STS STS	STORM PIPE
BE BE	BURIED ELECTRIC
BFOC BFOC	BURIED FIBER
BT BT	BURIED TELEPHONE
CAS CAS	BURIED CASING/CONDUIT
BT BT	BURIED TV
BTV BTV	BURIED CABLE
G G G	BURIED GAS
OE OE	OVERHEAD ELECTRIC
	STORM STRUCTURE
C.O.	SANITARY MANHOLE
	SANITARY CLEANOUT
	FIRE HYDRANT
	VALVE
M	METER
	POWER POLE
	GUY WIRE
	BENCHMARK
	MONUMENT
	LIGHT
	SIGN

PROPOSED LEGEND

	PROPERTY LINE
	PROPOSED CURB & GUTTER
	PROPOSED SERVICE BELL HOSE
	PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
	PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
W	WATER METER, (SEE UTILITY PLAN)
S	SEWER STRUCTURES, (SEE UTILITY PLAN)
	DIRECTIONAL PAVEMENT MARKING
	PROPOSED FIRE HYDRANT
FIRE LANE	PROPOSED FIRE LANE STRIPING

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

STIPULATION FOR REUSE
THESE PLANS ARE PREPARED FOR USE ON A SPECIFIC SITE AT:
2431 BROADWAY ST
CONTEMPORARY CITY, STATE 51 ISSUE
DATE ON: 7/21/2026
AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT SITE AT ANY TIME OR AT ANY OTHER TIME. USE OF THIS DRAWING IS FOR BIDDING AND CONSTRUCTION OF THIS PROJECT REQUIRES THE SERVICES OF REGISTERED ARCHITECTS AND/OR ENGINEERS. REPRODUCTION OF THIS DRAWING IS RESTRICTED BY COPYRIGHT LAW AND ANY UNAUTHORIZED USE OF THIS PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026
	ORS	06/24/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 19, 2023
GATRELL M. DAVID SMALL
EXPIRATION DATE: 06/30/2028

PRELIMINARY

FIRE PROTECTION PLAN

SHEET:
C-4.5

Jul/21,2026-8:39pm - User:wendy.wert
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg

Appendix 2 Queue Analysis

Keizer Happy's Car Wash Site Weekday Queuing Analysis (M/M/1 Queuing Analysis Model)

From Happy's Car Wash:

	Capacity	105	veh/hour
	ITE Trips Entering	56	

e	of e (mathematical constant/Euler's number):	2.718281827			
k	Number of servers:	1	server		
w	Max Wait Time:	0.1	Hr		
t	Analysis time period:	1	Hour(s)		
u	Service rate:	105.00	veh/hour		
Q Lambda	Arrival Rate:	56	veh/hour		
	Arrival Rate / Service Rate:	0.533333333			
	Average number of vehicles in the system (including in tunnel):	1.1			
	Probability of idle server:	46.7%			
U	Percentage of time that server is busy:	53.3%			
	Probability of no customers in the system:	46.7%			
	Average time a customer spends waiting in tunnel line for service:	0.7	minutes	39 seconds	
	Average time customer spends in the system:	1.2	minutes	73 seconds	
	Average number of customers waiting in line for service:	0.6	vehicles	1 vehicles (rounded up)	

Probability of n customers in the system:

n	P(n)	P(<=n)
0	46.7%	46.7%
1	24.9%	71.6%
2	13.3%	84.8%
3	7.1%	91.9%
4	3.8%	95.7%
5	2.0%	97.7%
6	1.1%	98.8%
7	0.6%	99.3%
8	0.3%	99.7%
9	0.2%	99.8%
10	0.1%	99.9%
11	0.0%	99.9%
12	0.0%	100.0%
13	0.0%	100.0%
14	0.0%	100.0%
15	0.0%	100.0%

Keizer Happy's Car Wash Site Saturday Queuing Analysis (M/M/1 Queuing Analysis Model)

From Happy's Car Wash:

	Capacity	105	veh/hour
	ITE Trips Entering	75	

e	of e (mathematical constant/Euler's number):	2.718281827			
k	Number of servers:	1	server		
w	Max Wait Time:	0.1	Hr		
t	Analysis time period:	1	Hour(s)		
u	Service rate:	105.00	veh/hour		
Q Lambda	Arrival Rate:	75	veh/hour		
	Arrival Rate / Service Rate:	0.714285714			
	Average number of vehicles in the system (including in tunnel):	2.5			
	Probability of idle server:	28.6%			
U	Percentage of time that server is busy:	71.4%			
	Probability of no customers in the system:	28.6%			
	Average time a customer spends waiting in tunnel line for service:	1.4	minutes	86	seconds
	Average time customer spends in the system:	2.0	minutes	120	seconds
	Average number of customers waiting in line for service:	1.8	vehicles	2	vehicles (rounded up)

Probability of n customers in the system:

n	P(n)	P(<=n)
0	28.6%	28.6%
1	20.4%	49.0%
2	14.6%	63.6%
3	10.4%	74.0%
4	7.4%	81.4%
5	5.3%	86.7%
6	3.8%	90.5%
7	2.7%	93.2%
8	1.9%	95.2%
9	1.4%	96.5%
10	1.0%	97.5%
11	0.7%	98.2%
12	0.5%	98.7%
13	0.4%	99.1%
14	0.3%	99.4%
15	0.2%	99.5%

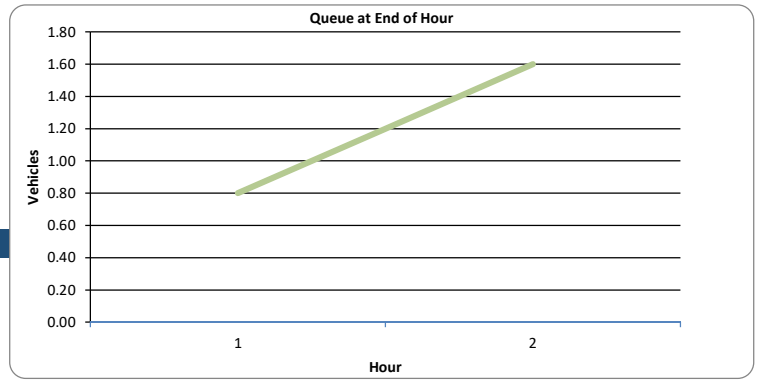
M/M/3 Queue Model - Oilstop Hourly Queue Build-Up and Dissipation

Inputs		
Number of lanes / servers, c	3.00	lanes
Service rate per lane, μ	2.40	veh/hr/lane
Total service capacity, c × μ	7.20	veh/hr
Starting queue before Hour 1	0.00	vehicles

System Capacity Check		
Total capacity	7.2	veh/hr
Hour 1 demand	8	veh/hr
Hour 1 utilization ρ	111.1%	
Hour 1 stable?	**No - demand exceeds capacity**	
Net Hour 1 queue growth	0.80	veh/hr

Hour	Demand λ (veh/hr)	Capacity cμ (veh/hr)	Utilization ρ	Queue at start (veh)	Net build-up (veh/hr)	Queue at end (veh)	Clear time within hour (min)	Stable M/M/3?
1	8.00	7.20	111.1%	0.00	0.80	0.80		No
2	8.00	7.20	111.1%	0.80	0.80	1.60		No

Findings		
End of Hour 1 queue	**0.80**	vehicles
Hour 2 spare capacity	**-0.80**	veh/hr
Time to clear Hour 1 backlog during Hour 2		minutes
End of Hour 2 queue	**1.60**	vehicles
Max queue over period	**1.60**	vehicles



Standard M/M/3 steady-state metrics for Hour 2 demand only		
Hour 2 arrival rate, λ	8	veh/hr
Lanes / servers, c	3	lanes
Service rate per lane, μ	2.4	veh/hr/lane
a = λ/μ	3.33	
Utilization, ρ = λ/(cμ)	111.1%	
P0, probability system empty	-2.2%	
Probability arriving vehicle waits	121.7%	
Average queue length, Lq	-12.17	vehicles
Average queue wait, Wq	-1.52	hours
Average queue wait, Wq	-91.24	minutes

Notes and assumptions

The hourly table uses a fluid queue approximation: Queue at end = MAX(0, queue at start + demand - capacity).

If demand is above capacity, a steady-state M/M/3 queue does not exist for that hour; the queue grows until demand drops below capacity.

Hour 2 is modeled with total demand of 8 vehicles/hr and inherited queue from Hour 1.

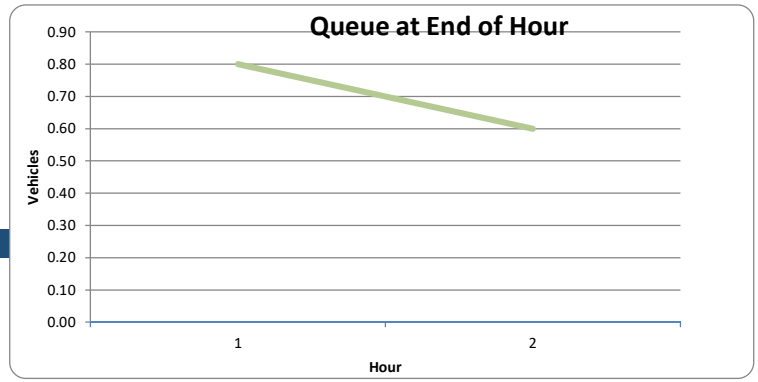
M/M/3 Queue Model - Oilstop Hourly Queue Build-Up and Dissipation

Inputs		
Number of lanes / servers, c	3.00	lanes
Service rate per lane, μ	2.40	veh/hr/lane
Total service capacity, c × μ	7.20	veh/hr
Starting queue before Hour 1	0.00	vehicles

System Capacity Check		
Total capacity	7.2	veh/hr
Hour 1 demand	8	veh/hr
Hour 1 utilization ρ	111.1%	
Hour 1 stable?	**No - demand exceeds capacity**	
Net Hour 1 queue growth	0.80	veh/hr

Hour	Demand λ (veh/hr)	Capacity cμ (veh/hr)	Utilization ρ	Queue at start (veh)	Net build-up (veh/hr)	Queue at end (veh)	Clear time within hour (min)	Stable M/M/3?
1	8.00	7.20	111.1%	0.00	0.80	0.80		No
2	7.00	7.20	97.2%	0.80	-0.20	0.60	60.0	Yes

Findings		
End of Hour 1 queue	**0.80**	vehicles
Hour 2 spare capacity	**0.20**	veh/hr
Time to clear Hour 1 backlog during Hour 2	**240.0**	minutes
End of Hour 2 queue	**0.60**	vehicles
Max queue over period	**0.80**	vehicles



Standard M/M/3 steady-state metrics for Hour 2 demand only		
Hour 2 arrival rate, λ	7	veh/hr
Lanes / servers, c	3	lanes
Service rate per lane, μ	2.4	veh/hr/lane
a = λ/μ	2.92	
Utilization, ρ = λ/(cμ)	97.2%	
P0, probability system empty	0.6%	
Probability arriving vehicle waits	94.8%	
Average queue length, Lq	33.18	vehicles
Average queue wait, Wq	4.74	hours
Average queue wait, Wq	284.39	minutes

Notes and assumptions

The hourly table uses a fluid queue approximation: Queue at end = MAX(0, queue at start + demand - capacity).

If demand is above capacity, a steady-state M/M/3 queue does not exist for that hour; the queue grows until demand drops below capacity.

Hour 2 is modeled with total demand of 7 vehicles/hr and inherited queue from Hour 1.

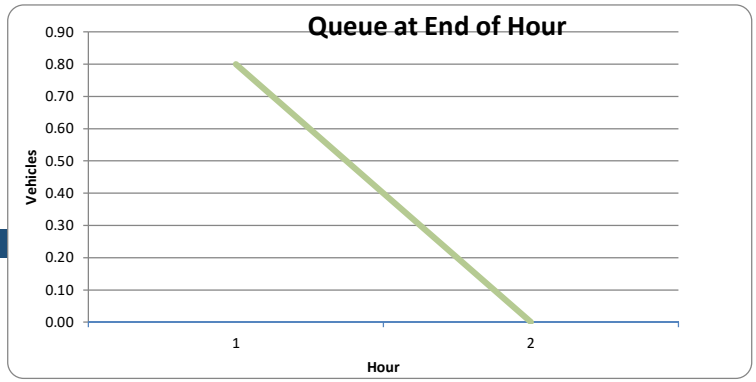
M/M/3 Queue Model - Oilstop Hourly Queue Build-Up and Dissipation

Inputs		
Number of lanes / servers, c	3.00	lanes
Service rate per lane, μ	2.40	veh/hr/lane
Total service capacity, c × μ	7.20	veh/hr
Starting queue before Hour 1	0.00	vehicles

System Capacity Check		
Total capacity	7.2	veh/hr
Hour 1 demand	8	veh/hr
Hour 1 utilization ρ	111.1%	
Hour 1 stable?	**No - demand exceeds capacity**	
Net Hour 1 queue growth	0.80	veh/hr

Hour	Demand λ (veh/hr)	Capacity cμ (veh/hr)	Utilization ρ	Queue at start (veh)	Net build-up (veh/hr)	Queue at end (veh)	Clear time within hour (min)	Stable M/M/3?
1	8.00	7.20	111.1%	0.00	0.80	0.80		No
2	6.00	7.20	83.3%	0.80	-1.20	0.00	40.0	Yes

Findings		
End of Hour 1 queue	**0.80**	vehicles
Hour 2 spare capacity	**1.20**	veh/hr
Time to clear Hour 1 backlog during Hour 2	**40.0**	minutes
End of Hour 2 queue	**0.00**	vehicles
Max queue over period	**0.80**	vehicles



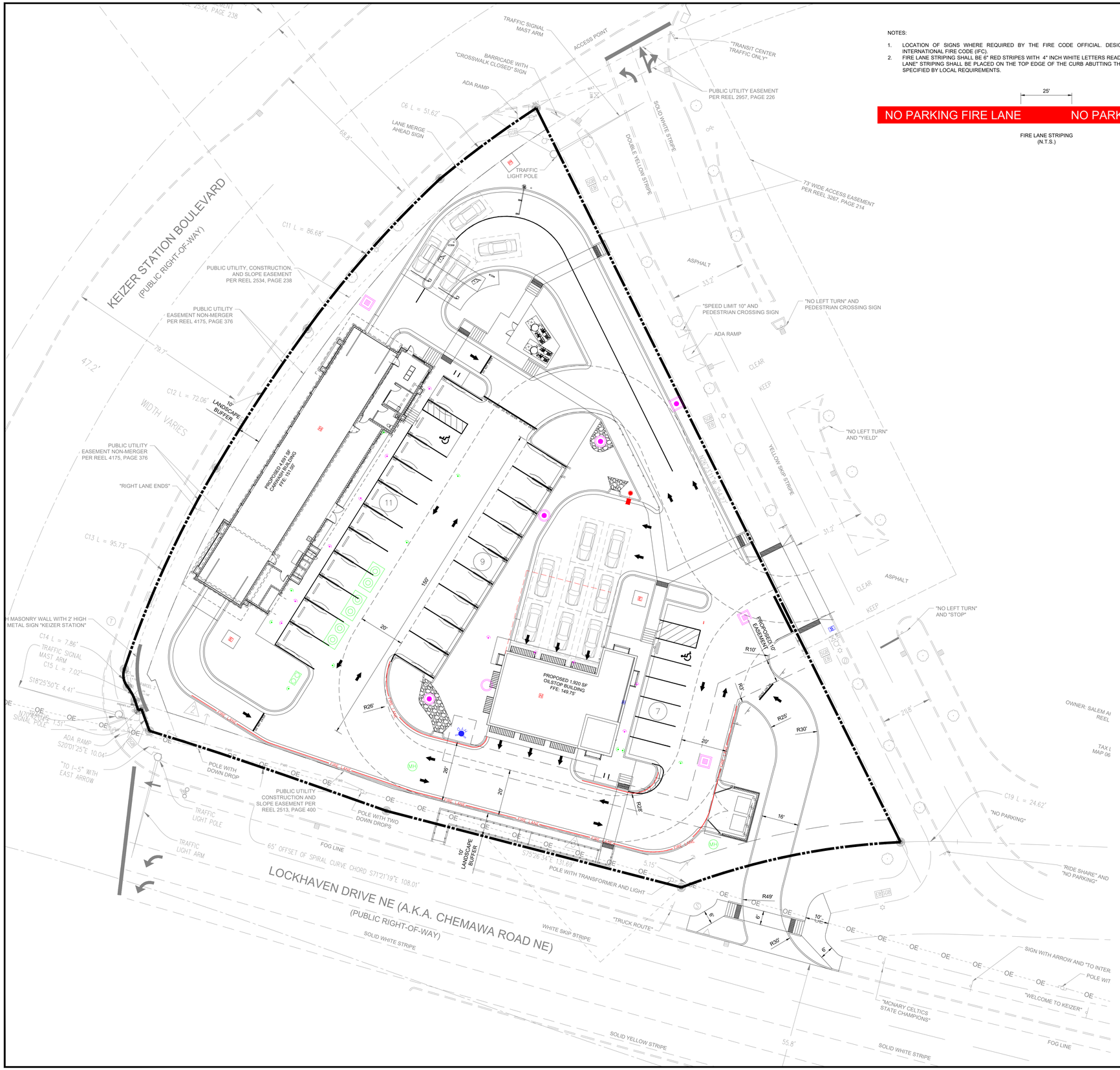
Standard M/M/3 steady-state metrics for Hour 2 demand only		
Hour 2 arrival rate, λ	6	veh/hr
Lanes / servers, c	3	lanes
Service rate per lane, μ	2.4	veh/hr/lane
a = λ/μ	2.50	
Utilization, ρ = λ/(cμ)	83.3%	
P0, probability system empty	4.5%	
Probability arriving vehicle waits	70.2%	
Average queue length, Lq	3.51	vehicles
Average queue wait, Wq	0.59	hours
Average queue wait, Wq	35.11	minutes

Notes and assumptions

The hourly table uses a fluid queue approximation: Queue at end = MAX(0, queue at start + demand - capacity).

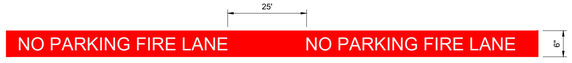
If demand is above capacity, a steady-state M/M/3 queue does not exist for that hour; the queue grows until demand drops below capacity.

Hour 2 is modeled with total demand of 6 vehicles/hr and inherited queue from Hour 1.



NOTES:

1. LOCATION OF SIGNS WHERE REQUIRED BY THE FIRE CODE OFFICIAL. DESIGNS TO BE PER 2021 INTERNATIONAL FIRE CODE (IFC).
2. FIRE LANE STRIPING SHALL BE 6" RED STRIPES WITH 4" INCH WHITE LETTERS READING "NO PARKING FIRE LANE" STRIPING SHALL BE PLACED ON THE TOP EDGE OF THE CURB ABUTTING THE PAVED DRIVE OR AS SPECIFIED BY LOCAL REQUIREMENTS.



FIRE LANE STRIPING
(N.T.S.)

N

20 15 10 5 0 10 20 30 40

SCALE: 1 inch = 20 ft.

EXISTING LEGEND

- PROPERTY LINE/R.O.W.
- LOT LINE
- EASEMENT LINE
- FENCE
- WATERMAIN
- FORCEMAIN
- REUSE WATERMAIN
- SANITARY SEWER
- STORM PIPE
- BURIED ELECTRIC
- BURIED FIBER
- BURIED TELEPHONE
- BURIED CASING/CONDUIT
- BURIED TV
- BURIED CABLE
- BURIED GAS
- OVERHEAD ELECTRIC
- STORM STRUCTURE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- VALVE
- METER
- POWER POLE
- GUY WIRE
- BENCHMARK
- MONUMENT
- LIGHT
- SIGN

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- PROPOSED SERVICE BELL HOSE
- PROPOSED SITE LIGHT, SEE PHOTOMETRIC PLAN
- PROPOSED DRAINAGE STRUCTURES (SEE GRADING/DRAINAGE PLANS)
- WATER METER, (SEE UTILITY PLAN)
- SEWER STRUCTURES, (SEE UTILITY PLAN)
- DIRECTIONAL PAVEMENT MARKING
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE LANE STRIPING

Oregon 811

SURVEY PROVIDED BY:

NORTHWEST SURVEYING, INC.
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OR 97006
(503) 848-2127

DATED: 11-16-2025

HFA
HFA-AE , LTD.
1705 S. Walton Blvd., Suite 3
Bentonville, Arkansas 72712
t 479.273.7780
f 888.520.9685
www.hfa-ac.com

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Happy's DRIVE-THRU CARWASH
KEIZER
2335 CHEMAWA RD NE
KEIZER, OR 97303

PROJ NUMBER: 06-25-45100

ISSUE BLOCK		
#	TITLE	DATE
	OTP	05/08/2026
	ORS	06/24/2026

DOCUMENT DATE:	04/02/2026
CHECKED BY:	WFM
DRAWN BY:	DF

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
10252
OREGON
MAY 19, 2023
GAYNEL F. HOSKINS
EXPIRATION DATE: 06/30/2028

PRELIMINARY

FIRE PROTECTION PLAN

SHEET:
C-4.5

Jul/21,2026-8:39pm - User:wendy.wert
I:\06\06-25-45100 Happys - Keizer, OR - Express Wash\04-Design\Civil\DWGs\ 06-25-45100 - SITE & PAVING.dwg

PUBLIC WORKS DEPARTMENT

930 CHEMAWA ROAD NE
KEIZER, OR 97303
503-856-3591

DATE:	August 5, 2026
TO:	Dina Horner, Assistant Planner
THROUGH:	Keare Blaylock, Public Works Director
FROM:	Lyle J. Misbach, PE, CFM
PROJECT NAME:	MPA/PLA/CU 2026-06
PROPERTY ADDRESS:	Keizer Station Area B – 2335 Chemawa Road NE
SUBJECT:	Land Use Review and RFC Response

DEVELOPMENT PROPOSAL:

Oil Stop, Inc. & Happy's Drive-Thru Car Wash (the "Applicant") requests a Master Plan Amendment to replace a previously-approved 10,000-square-foot building with a car wash building (4,691 square feet) and an oil change building (1,920 square feet); a Property Line Adjustment to consolidate four existing parcels into one parcel; and a Conditional Use Permit to allow quick vehicle service automotive uses, including a car wash and a quick-service oil change facility (the "Development"). The Subject Property, including the address 2335 Chemawa Road NE, consists of approximately 1.4 acres and is located northeast of the Lockhaven Drive NE/Keizer Station Boulevard intersection (Marion County Assessor's Map 063W36BD, Tax Lots 1101. 1201, 1300, & 1401. It is currently zoned Commercial Mixed Use (CM) and has a Comprehensive Plan designation of Commercial (C).

The following findings and remarks are based on our review of the proposed development as it relates to City infrastructure and in general conformance with applicable public works portions of the City of Keizer, Oregon Code (the Code), the Keizer Development Code (KDC), Keizer utility Master Plans and Transportation System Plan (TSP), and the Keizer Design Standards and Construction Specifications (the Standards). To prepare these comments we reviewed the following application materials:

- *City of Keizer Land Use Application* form, indicating Oil Stop, Inc. & Happy's Drive-Thru Car Wash as Applicant, and City of Keizer as the Property Owner, consisting of 2 pages, dated 05/08/2026, signed by Adam Brown as property owner, not signed by the Applicant
- *Project Narrative for MPA & CU*, consisting of 18 pages, prepared by Parish Burns, Entitlements & Development Project Manager for Oilstop, Inc., dated May 12, 2026, unsigned
- Preliminary plan sheets for the Development, consisting of 6 sheets, prepared by HFA-AE, LTD., undated, unsealed and unsigned
- Updated preliminary plan sheet C-4.5, consisting of one sheet, prepared by HFA-AE, LTD., dated 04/02/2026, stamped "not for construction" by Garrett David Small, PE, unsigned
- Architectural 3D renderings for the Development, consisting of 4 sheets, assumed prepared by HFA-AE, LTD., undated
- *Projected Keizer Happy's Car Wash & Oilstop Building Queues*, consisting of 43 pages, prepared by Kittelson & Associates, Inc., dated May 19, 2026, partially signed
- An updated *Projected Keizer Happy's Car Wash & Oilstop Building Queues*, consisting of 11 pages, prepared by Kittelson & Associates, Inc., dated July 20, 2026, unsealed and unsigned
- Property Deed documents, consisting of 8 pages, under various recording numbers and dates

- *Keizer Happy's Car Wash Transportation Considerations*, consisting of 20 pages, prepared by Kittelson & Associates, Inc., dated July 20, 2026, unsealed and unsigned
- A summary/cover letter, consisting of 1 page, prepared by Parish Burns of Oil Stop LLC, dated July 20, 2026, unsigned

SUMMARY OF LAND USE REVIEW:

Public Works has reviewed the Applicant's documents and requests for modifications of the current Keizer Station Master Plan. Generally, for the proposal to develop one property within the Master Plan area, we recommend that specific Conditions of Approval be applied to the proposed Development rather than modifying the Master Plan itself. In other cases, we have proposed modifications to specific Master Plan Conditions. Our responses below further outline our responses to the land use application and Request for Comments.

RECOMMENDED CONDITIONS OF APPROVAL:

The following conditions of approval shall be completed prior to City support of building permits for the proposed Development:

1. It will be the responsibility of the Applicant to locate any existing water services and meters that serve the subject Property and provide evidence that these are available for reuse or that they will be abandoned according to City requirements.
2. The Applicant's engineer shall provide engineered calculations per Oregon Plumbing Specialty Code (OPSC) to demonstrate the adequacy of the new water service to provide domestic service and fire flows to the proposed Development. If the required flows cannot be provided under the current design, modifications to the City water main layout may be required.
3. The location of all water services and meters shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way or a City water easement and in conformance with the KDS.
4. Development plans shall be reviewed by Keizer Fire District regarding adequate location of fire hydrants. All fire hydrants, including proposed hydrants for the proposed Development plan, shall be served by an 8-inch or larger water main.
5. Any septic tanks and drainfields located on the Subject Property and within the City of Keizer shall be abandoned according to the requirements of the appropriate agency and evidence of compliance submitted to the City prior to issuance of any building permits on the Subject Property.
6. The location of all sanitary sewer services shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way or a City sanitary sewer easement and in conformance with the KDS.
7. City of Salem approval is also required for all sanitary services prior to the start of construction. Prior to submitting plans to the City of Salem, the Applicant's engineer shall submit sanitary sewer plans to the City of Keizer Public Works Department for review and determination of compliance with the City's overall requirements. The Applicant will need to provide evidence that the Salem sewer permit has been issued prior to the City of Keizer approving and issuing the construction permit.
8. The Applicant shall construct or otherwise demonstrate the street improvements along the Development side of Chemawa Road NE and Keizer Station Boulevard meet the standard Arterial street sections outlined in the TSP and in conformance with the KDS, including curbs, planter strips as applicable, 6-foot-wide sidewalks, street lighting, and street trees.

9. Per the findings presented by the Applicant's transportation engineer, Public Works agrees that the proposed Development can be served by a right-in-only access from westbound Chemawa Road NE without a deceleration lane as originally specified in the Area B Master Plan. The Applicant's engineer and Public Works will need to determine the safest and most efficient design for the proposed driveway and sidewalk crossing during construction plan review, to be approved by the Director prior to construction.
10. The proposed roadway and associated transportation improvements shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way and in conformance with the KDS.
11. Public Works has reviewed the preliminary site plans provided with this Application. The information provided indicates that the proposed storm system can reasonably conform with the requirements of the KDS. The Applicant's engineer shall submit a final Stormwater Report, including the storm drainage system plan and design calculations and demonstrating conformance to the KDS, for review and approval by the City prior to the issuance of any construction permits related to the Development. The stormwater collection, conveyance, treatment, and retention facilities shall be designed to accommodate new impervious surfaces.
12. A grading and drainage plan shall be developed for the Subject Property in conformance with the KDS. The plan shall include details of adequate stormwater conveyance from all contributing areas across the Subject Property and shall include existing elevations and proposed lot corner elevations. The plan shall be submitted to and approved by the Public Works Department prior to the issuance of any erosion control or construction permits for the Development.
13. Though these are not shown on the preliminary site plans, any proposed Underground Injection Control (UIC) systems shall be registered with DEQ and documentation of this registration provided to the City prior to approval of the proposed storm drainage system or issuance of any construction permits for the Development. In addition, these UIC systems shall be required to be farther than a two-year time of travel from any existing wells on or near the property. (refer to OAR 340-044-0018)
14. A pre-design meeting with City Public Works staff is required prior to the submittal of Development improvement plans to either the City of Keizer or the City of Salem for review.
15. Construction permits are required for any construction within a public street, right-of-way, or City easement, for any public infrastructure on private property, and for erosion control and stormwater management on private property.
16. Erosion control permits shall be obtained from the City prior to the disturbance of any soil on the Subject Property.
17. Street opening permits are required for any work, within the City right-of-way or easements, that is not covered by a construction permit.
18. An improvement agreement in a form acceptable to the City shall be completed and an executed copy submitted to the City prior to issuance of permits for construction of any public improvements.
19. A pre-construction conference is required, in coordination with City staff, prior to commencement of any construction under permits issued by the City.
20. The Applicant shall coordinate the location of individual or cluster box unit (CBU) mailboxes with the U.S. Postal Service and Postmaster General.

21. Electricity, gas, and communications services to serve the Development shall be installed underground and pursuant to the requirements of the utility company(ies) serving the Development.
22. The required Development share of the City's water tank reimbursement fee for Area B of the Master Plan, $26,000, shall be paid to the City prior to permit issuance.
23. The Applicant shall complete and submit to the City an executed (signed, sworn, and recorded) Private Stormwater Maintenance Agreement for all private stormwater facilities prior to the first occurrence of either: recording of the Development plat; putting the stormwater facilities into operation; or the release of any building occupancy certificates.

The following conditions of approval shall be completed prior to City support of occupancy or other finalization for any building permit application on the Subject Property for the proposed Development:

24. The Applicant shall complete and submit to the City an executed (signed, sworn, and recorded) Private Stormwater Maintenance Agreement for all private stormwater facilities prior to the first occurrence of either: recording of the Development plat; putting the stormwater facilities into operation; or the release of any building occupancy certificates.
25. All of the required public improvements and associated individual services shall be completed in substantial conformance with the final plat map and construction permits, and accepted by Public Works, prior to City support of occupancy of any building permit for an occupied structure.

FACTS:

1. The Subject Property has access to and frontage along Chemawa Road NE, which is classified as a Major Arterial street in the TSP. The standard for this street is a 50- to 72-foot-wide street improvement, including 6-foot-wide bike lanes, curbs, 6-foot-wide property-line sidewalks, street lighting, and street trees, within an 84- to 96-foot-wide right-of-way. Currently Chemawa Road NE along the property frontage has a varied-width paved improvement (all required travel and turn lanes) within a ±140-foot-wide right-of-way.
2. The Subject Property has frontage along Keizer Station Boulevard, which is classified as a Minor Arterial street in the TSP. The standard for this street is a 36- to 50-foot-wide street improvement, including 6-foot-wide bike lanes, curbs, 6-foot-wide property-line sidewalks, street lighting, and street trees, within a 72-foot-wide right-of-way. Currently Keizer Station Boulevard along the property frontage has a 68+-foot-wide paved improvement (all required travel and turn lanes) within a 94-foot-wide right-of-way.
3. The Subject Property is located inside of the original Keizer Sewer District.
4. An 8-inch concrete City sanitary main is located in a 40-foot-wide right-of-way adjacent to the southeast corner of the Subject Property.
5. A 12-inch ductile iron City water main is located along the far side of Chemawa Road NE.
6. A 12-inch ductile iron City water main is located along the far side of Keizer Station Boulevard.
7. An 8-inch ductile iron City water main is located along the west edge of Tax Lot 063W36BD01000 just east of the Subject Property.
8. City records indicate that the Subject Property has a 5/8-inch water service and meter.
9. The Subject Property is located in the Keizer Labish Critical Basin.
10. A City storm catch basin, connected to a 6-inch PVC City storm main, is located on the north side of Chemawa Road NE, near the southeast corner of the Subject Property.

11. Another City storm catch basin, connected to an 8-inch PVC City storm main, is located on the north side of Chemawa Road NE, located approximately 150 feet east of the Keizer Station Boulevard intersection.
12. A City storm catch basin, connected to an 8-inch PVC City storm main, is located on the east side of Keizer Station Boulevard, located approximately 300 feet north of the Chemawa Road NE intersection.
13. Per the Oregon Rapid Wetland Assessment Protocol (ORWAP) mapping tool, no wetland areas or hydric soils are designated on the Subject Property.
14. Per Flood Insurance Rate Map Number 41047C0194G the Subject Property is located outside of any mapped Special Flood Hazard Area (SFHA).
15. Per the Statewide Landslide Information Layer for Oregon (SLIDO) maps (maintained by the Oregon Department of Geology and Mineral Industries), the Subject Property appears to have several areas of moderate landslide susceptibility along the south and west property lines.

CRITERIA AND FINDINGS:

KDC SECTION 3.103.03 – Criteria for Approval (CONDITIONAL USE PERMITS)

. . .

C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.

Finding – We have reviewed the information presented by the Applicant's transportation engineer, and generally agree with the findings supporting removal of the Master Plan deceleration lane and instead installing a right-in-only driveway from westbound Chemawa Road NE.

Public Works Response: The Development Conditions of Approval will address any transportation or public facility mitigation needed to serve the proposed Development. We believe this criterion can be satisfied.

. . .

KDC SECTION 3.106.04 – Criteria – Property Line Adjustment

. . .

D. The property line adjustment by itself does not prohibit any property from accessing either a public right of way or an access easement.

Finding – Per the preliminary plan provided, the single property resulting from the consolidation will have frontage along both Chemawa Road NE and Keizer Station Boulevard, both public rights-of-way.

Public Works Response: We believe this criterion is satisfied.

. . .

KDC SECTION 3.113.04 – Review Criteria (KEIZER STATION MASTER PLAN)

. . .

B. The master plan shall meet the following standards as identified in the Keizer Station Plan in addition to standards within applicable zones:

1. Design standards.

Finding – The current Keizer Station Master Plan was developed to be consistent with the PWDS on file when the Plan was created.

Public Works Response: Public Works does not recommend any modifications to the Master Plan to comply with the current PWDS.

2. *Transportation system standards.*

Finding - The current Keizer Station Master Plan was developed to be consistent with the TSP on file when the Plan was created.

Public Works Response: Public Works does not recommend any modifications to the Master Plan to comply with the current TSP.

3. *Utility standards.*

Finding – The current Keizer Station Master Plan was developed to be consistent with the PWDS on file when the Plan was created.

Public Works Response: Public Works does not recommend any modifications to the Master Plan to comply with the current PWDS.

. . .

Applicant-requested Modifications to 2017 Area "B" Master Plan Conditions of Approval

MP Condition 8. Area B is responsible for 7-1/2% of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately $135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be paid when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

Applicant-requested Modification: Modify COA #8 to cap the Applicant's water tank fee obligation at $26,000. The Applicant's parcel represents a portion of Area "B", and the allocated fee obligation for this specific parcel has been negotiated and agreed upon at $26,000 as part of the property acquisition. This cap is consistent with the proportional allocation methodology described in the condition (fee calculated on a square-foot basis per parcel) and reflects a fair allocation for the Applicant's parcel relative to the total Area "B" commercial square footage.

Finding – Condition 8 as written already provides for reimbursement to be based on the square foot basis of the property being developed. The $26,000 amount appears to be consistent with this basis for determining the fee as a fair allocation for the Development.

Public Works Response: Public Works recommends that Condition 8 not be modified.

MP Condition 9. The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.

Applicant-requested Modification: None.

Finding – The design and construction of a stormwater system to provide water quality treatment and retention under the requirements of PWDS Chapter 400 will address compliance with City ordinances.

Public Works Response: The Development Conditions of Approval related to stormwater will address stormwater system requirements necessary to serve the proposed Development in compliance with City ordinances. Public Works believes Condition 9 can be satisfied as written without exacting special requirements from the Development.

MP Condition 10. Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, either adequate covenant, conditions and restrictions (CCRs) or other adequate provisions shall be required as approved by the City Attorney. Such CCRs or other provision shall be provided prior to issuance of building permits.

Applicant-requested Modification: None.

Finding – The design and construction of a stormwater system to provide water quality treatment and retention under the requirements of PWDS Chapter 400 will address stormwater detention and low impact development design, as well as provide adequate drainage system improvements.

Public Works Response: The Development Conditions of Approval related to stormwater will address stormwater system requirements necessary to serve the proposed Development in compliance with City ordinances. Public Works believes Condition 10 can be satisfied as written without exacting special requirements from the Development.

MP Condition 11. A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations prior to the issuance of Public Works Construction Permits. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that an on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as an open space and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the open space/park shall be submitted for review and approval by the City of Keizer Public Works Department.

Applicant-requested Modification: Remove condition 11 or exempt this site from the condition requirements. This obligation should be addressed through previous Area “B” planning. The proposed development provides its own site-specific storm drainage design (StormTech SC-800 system, Sheets C-5.3) in compliance with City requirements.

Finding – Condition 11 as written requires a grading and drainage plan, lot corner elevations, and adequate conveyance of any existing stormwater runoff from adjacent properties. These are also requirements in the current PWDS Chapter 400 as well as the KDC. The requirements for anything above and beyond the PWDS and/or related to Dennis Ray Avenue are specific for property <u>west</u> of Keizer Station Boulevard and should not be applied to the Subject Property.

Public Works Response: The Development Conditions of Approval related to stormwater will address stormwater system requirements necessary to serve the

proposed Development in compliance with City ordinances. Public Works believes Condition 11 can be satisfied as written without exacting special requirements from the Development.

. . .

MP Condition 13. Prior to issuance of occupancy permits, easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. This existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Applicant-requested Modification: None.

Finding – Condition 13 as written requires easements for public storm infrastructure outside of public right-of-way. This is also a requirement in the current PWDS Chapter 400 as well as the KDC.

Public Works Response: The Development Conditions of Approval related to stormwater will address stormwater system requirements necessary to serve the proposed Development in compliance with City ordinances. Public Works believes Condition 13 can be satisfied as written without exacting special requirements from the Development.

. . .

MP Condition 15. The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicle trips per day. A Traffic Impact Analysis (TIA) titled "Keizer Station Area B Master Plan, Keizer, Oregon, August 2010" has been prepared by Kittelson & Associates, Inc. Mitigation measures identified in the TIA shall be required as specified in the table in the Executive Summary which was modified as part of the 2017 amendment. A copy of such table is attached as Exhibit "E-1".

Requested Modification: The conditions language should clearly articulate any remaining mitigation improvements required by other properties or void past requirements that have been satisfied.

Finding – The Applicant provided unsigned documents from Kittelson & Associates which refer to their initial TIA document and specifically outline the mitigation required for the proposed Development. Their recommendations indicate that a deceleration lane will not be necessary along the north side of Chemawa Road NE, though the Development is limited to a westbound right-in-only vehicle movement on that roadway frontage.

Public Works Response: The Development Conditions of Approval related to traffic will address transportation system requirements necessary to serve the proposed Development in compliance with City ordinances. Public Works also recommends this modification to Condition 15: "**Development within Area B shall generally required to construct or otherwise address, as approved by the Public Works Director, mitigation measures identified in the**~~The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicle trips per day. A~~ Traffic Impact Analysis (TIA) titled "Keizer Station Area B Master Plan, Keizer, Oregon, August 2010" ~~has been~~ **as** prepared by Kittelson &

Associates, Inc. **These m**~~M~~itigation measures **are** ~~identified in the TIA shall be required as~~ specified in the table in the Executive Summary which was modified as part of the 2017 amendment. A copy of such table is attached as Exhibit "E-1". **Only measures triggered by a phase of development will be required to be mitigated by such development. The identified measures may be modified for a phase of development if the Director receives and approves a supplemental TIA or equivalent traffic study prepared and sealed by a qualified professional.**"

MP Condition 16. The proposed Site Plan indicates the following transportation improvements shall be made:

a. *"Right-in only" access from Lockhaven Drive to Area B east of Keizer Station Boulevard;*
b. *"Right-in-right-out" access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;*
c. *New signalized intersection on Keizer Station Boulevard which will provide for access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Keizer Station Boulevard designed to City of Salem Standards;*
d. *A driveway access from McLeod Lane to the western portion of Area B.*

All new intersections shall be designed to the standards of the City of Keizer under the standard construction permit process. Appropriate right of way dedication for necessary construction of the above access will be determined when construction plans are completed. Exact area of dedication is dependent on whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station and intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

Applicant-requested Modifications:

- The conditions language should clearly articulate any remaining mitigation improvements required by other properties or remove past requirements that have been satisfied.
- Modify conditions to remove items a-d for transportation improvements – including the deceleration lane - and replace with a right-in-only driveway access from Chemawa Road.

Finding – The Subject Property is located east of Keizer Station Boulevard, so only sub condition "a" applies to the proposed Development.

Public Works Response: The Development Conditions of Approval related to traffic will address transportation system requirements necessary to serve the proposed Development in compliance with City ordinances. Public Works has included this recommended Condition in response to the question about the deceleration lane: *Per the findings presented by the Applicant's transportation engineer, Public Works agrees that the proposed Development can be served by a right-in-only access from westbound Chemawa Road NE. The Applicant and Public Works will need to*

determine the safest and most efficient design for the proposed driveway and sidewalk crossing during construction plan review.

Public Works also recommends this modification to Condition 15:

"The ~~proposed~~ Area B Site Plan indicates the following transportation improvements shall be made:

a. **As a condition of development of the area east of Keizer Station Boulevard, construct a** "~~R~~**r**ight-in only" access from Lockhaven Drive to Area B east of Keizer Station Boulevard;

b. **As a condition of development of the area west of Keizer Station Boulevard, construct a** "~~R~~**r**ight-in-right-out" access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;

c. **As a condition of development of the area west of Keizer Station Boulevard, construct a** ~~N~~**n**ew signalized intersection on Keizer Station Boulevard **at the existing Transit Center driveway to control** ~~which will provide for~~ access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive**/Chemawa Road**/Keizer Station Boulevard~~,~~ ~~designed to City of Salem Standards~~;

d. **As a condition of development of the area west of Keizer Station Boulevard, construct a** ~~A~~ driveway access from McLeod Lane to the **area west of Keizer Station Boulevard**~~western portion of Area B~~.

All new **street, driveway, and** intersection~~s~~ **improvements** shall be designed to the standards of the City ~~of Keizer~~ under the standard construction permit process. Appropriate **right-of-way** ~~right of way~~ dedication for necessary construction of the above access will be determined when construction plans are completed. Exact area of dedication is dependent on **the scope of the requirement improvements.** ~~whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station and intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.~~

As an alternative to the Keizer Station Boulevard**/Transit Center** signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the **Public Works Director**~~City~~ and shall include **all design elements necessary to maintain an acceptable** ~~appropriate mitigation measures so as not to cause an unacceptable~~ Level of Service."

MP Condition 17. The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way.

Applicant-requested Modification: Remove expectations that ROW dedications are applicable to this development site.

Finding – The entirety of the existing Keizer Station Boulevard public street improvements currently lie within public right-of-way.

Public Works Response: Public Works recommends that current Condition 17 can be removed from the Master Plan.

. . .

MP Condition 20. A Pre-design meeting with the City of Keizer Public Works Department will be

required prior to submitting plans to either the city of Keizer or the City of Salem for review.

Applicant-requested Modification: Remove requirement for pre-design meeting with City of Keizer Public Works division.

Finding – All proposed development within the City of Keizer, whether inside or outside of Area B, is required to attend a pre-design meeting before submittal of construction drawings. The purpose of this meeting is to provide recommendations and feedback to aid the Applicant in making design decisions, not to complicate or delay the project in any way.

Public Works Response: Public Works recommends denial of this request to remove Condition 20 from the Master Plan.

. . .

MP Condition 36. Prior to issuance of any occupancy permits, a 10 foot wide paved pedestrian connection between the end of Dennis Ray Avenue and Area B shall be constructed.

Applicant-requested Modification: This condition should be omitted from the master plan if previously satisfied or revised with wording that precludes development on this site from the requirements.

Finding – Public Works believes that this requirement is meant to only pertain to the area west of Keizer Station Boulevard.

Public Works Response: Public Works recommends this modification to Condition 36: "Prior to issuance of any occupancy permits **on Area B property west of Keizer Station Boulevard**, a 10**-**foot**-**wide ~~paved~~ pedestrian connection**, paved in accordance with City requirements, shall be constructed** between the end of Dennis Ray Avenue and Area B~~ shall be constructed~~."

. . .

MP Condition 44. Construction specifications (e.g., base rock, pavement thickness) for the separate pathway shall be subject to Public Works Department approval in accordance with Keizer City Standards.

Applicant-requested Modification: If the associated pathway is already constructed, remove this condition. If not, clarify the language of this section to specify the location of the pathway and the responsible party as an entity other than the developer for the current amendment application.

Finding – The reference to "the separate pathway" appears to pertain to the pedestrian connection listed in Condition 36.

Public Works Response: : Public Works recommends this modification to Condition 44: "Construction specifications (e.g., base rock, pavement thickness) for the **pedestrian connection required in Condition 36 above**~~ separate pathway~~ shall be subject to Public Works Department approval in accordance with Keizer City ~~S~~**s**tandards."

PROPOSED FINDINGS: Keizer Station Area B - Master Plan Amendment/Property Line Adjustment/Conditional Use Permit Case 2026-06.

FINDINGS: GENERAL

1. The applicant is Oil Stop, Inc. & Happy's Drive-Thru Car Wash. The applicant's representative is Parish Burns. The property subject to the amendment (2335 Chemawa) is owned by the City of Keizer, who has entered into a purchase and sale agreement with Oil Stop Inc. & Happy's Drive-Thru Car Wash. The remainder of the properties within Area B of the Keizer Station are owned by the City of Keizer, Keizer Retail Center LLC (5860 McLeod) and the Salem Area Mass Transit District (5860 Keizer Station Boulevard).

2. The subject property is Area B (Commerce Center) of the Keizer Station Plan which is located near the Chemawa/Interstate 5 interchange. The subject property located north of Chemawa Rd, and bounded by McLeod Ln on the west and the Railroad on the east. Area B is bisected by Keizer Station Boulevard which serves as access to the subject property and provides connectivity to Area A of the Keizer Station. The proposed amendment request affects only the property located east of Keizer Station adjacent to the existing transit center. However, since Area B is a master planned area, the whole Area B master site plan is amended as a function of process.

3. The subject property is designated Commercial on the Comprehensive Plan Map and is zoned CM (Commercial Mixed Use). A text amendment to the CM zone

4. The proposal is for an amendment to the previously adopted Master Plan for Area B. This amendment will modify the previously approved site plan by changing the location and number of buildings and uses, overall parking lot layout, access from Chemawa Road, and landscaping features and amenities located in the area east of Keizer Station Boulevard adjacent to the existing Transit Center. The original approval provided for one building of 10,000 square feet in area, and the applicant proposed to develop a drive-thru car wash facility and quick service oil change use totaling 6,611 square feet combined. No other changes are proposed to the Master Plan area.

5. This master plan amendment is subject to a Type III procedure (KDC 3.101.03), which includes public hearings before the Planning Commission and City Council, with the final decision authority belonging to City Council. The applicant is also requesting a Property Line Adjustment to consolidate the separate parcels in to one piece of property, along with a Conditional Use Permit for the development of an "automotive service" use (automated carwash and quick-lube oil change).

6. The applicant has submitted extensive application materials including but not limited to site plans, building renderings, traffic analysis documents, landscaping plans, and a thorough written statement which addresses the review criteria for approval of the requested action. In addition, the applicant requested that certain existing conditions be amended or

eliminated to clarify what is required for their development proposal. Staff is proposing some changes to the existing conditions, along with a set of new conditions specific to this Master Plan Amendment/Property Line Adjustment/Conditional Use Permit request.

FINDINGS: KEIZER STATION MASTER PLAN AMENDMENT

7. The Review Criteria for a Keizer Station Master Plan amendment are listed in Section 3.113.06 of the Keizer Development Code (KDC), Keizer Code, Appendix A. The criteria and findings are listed below:

A. All applicable review criteria of Section 3.113.04 considering the type and extent of the proposed amendment.

FINDINGS: The review criteria found in Section 3.113.04 is wide ranging and includes things such as overall master plan objectives and arrangement of uses to landscaping, site planning, and architectural details.

Section 3.113.04.A. states the master plan shall meet the purpose and objectives identified in the Keizer Station Design Plan: The identified Purpose for Area B states in part, *"…to offer community supporting retail services such as a food store, personal services and specialty retail…"* The proposed uses are identified as allowed conditional uses in the CM zone and serve the daily service needs of the community.

Key issues identified for consideration include: site access; buffering between adjacent residential areas; and traffic operations on Lockhaven.

- Site Access: the property will be accessed from the exiting signalized intersection on Keizer Station Boulevard, as well as a right in entrance off of Chemawa Road. The applicant's engineer has provided traffic impact and queuing analysis documents supporting this proposed access design.
- Buffering between adjacent residential areas: The area subject to the amendment is not adjacent to residential uses, and therefore this issue is not affected. The existing conditions governing the development of properties adjacent to residential uses remain in effect.
- Traffic operations on Lockhaven: the applicant has provided a traffic impact and queuing analysis addressing the transportation related impacts of the proposed development, and more specifically, the amendment of the existing approval.

The applicant requests approval of a Master Plan Amendment for approximately 1.42 acres located within the eastern portion of Keizer Station Area B. The site is currently comprised of four tax lots and is vacant. Under the existing approved Master Plan, the subject site was identified as a commercial development parcel and was approved for development with a 10,000-square-foot commercial building. The application proposes to amend that approval to allow development of two separate commercial buildings totaling 6,611 square feet consisting of a 4,691-square-foot

express car wash facility and a 1,920-square-foot Oilstop quick-service oil change facility.

The proposed amendment does not alter the fundamental land use designation, development concept, circulation framework, public infrastructure plan, transit center operation, or transportation network approved under the 2017 Master Plan. The site remains designated for commercial development and the uses proposed are identified as an allowed Conditional Use within the subject area.

The architectural elevations submitted by the applicant demonstrate a high-quality commercial design utilizing varying building materials, decorative architectural elements, enhanced building articulation, glazing, landscaping, and pedestrian-oriented design elements. The proposed buildings are consistent with the quality and character envisioned for commercial development within Keizer Station. Staff recommends that as a condition of approval, the buildings developed shall be required to be consistent with the submitted architectural renderings provided by the applicant.

The applicant has also demonstrated that adequate parking, landscaping, stormwater management, utility service, and vehicle circulation can be accommodated on the site. A landscaping plan was submitted with the application. As a condition of approval, a detailed landscaping plan must be provided to assure that compliance with the provisions of the KDC are met. This will be reviewed and regulated as part of the building permit review and approval process. Therefore, staff finds this proposal complies with this criterion.

The submitted site plan demonstrates that the project will utilize the existing access point to Keizer Station Boulevard and proposes an entrance from Chemawa Road (right-in only) as a direct driveway connection, as opposed to being served by a deceleration lane. The site development maintains the internal circulation patterns, preserves pedestrian connectivity, and utilizes existing public infrastructure previously planned and constructed to serve Area B. No modifications are proposed to Keizer Station Boulevard, Lockhaven Drive/Chemawa Road, the transit center, or major utility systems serving the area, other than the installation of new entrance driveway from Chemawa Road. The proposed development therefore represents a refinement of the approved site design rather than a fundamental change to the adopted Master Plan.

Staff finds that the proposed amendment constitutes a minor modification to the development concept approved by the Master Plan while maintaining consistency with the overall purpose, intent, and development framework of Area B. Therefore, the amendment satisfies the applicable review criteria of Section 3.113.04.

B. The amendment is consistent with the adopted Master Plan, or achieves an equally desirable result.

FINDINGS: The approved Master Plan envisioned development of the subject property with commercial uses that would complement the surrounding transit-oriented and regional commercial development pattern. The identified 10,000 square foot building in question had not been designated with any specific use previously, but rather it was envisioned that development would occur to serve the surrounding area and complement other uses within the Keizer Station Area.

The amendment proposes an express car wash and quick-service oil change facility, which are commercial service uses that provide goods and services to residents, employees, commuters, transit users, and visitors utilizing the Keizer Station area. The proposed uses are employment-generating commercial activities and represent an appropriate commercial use of property located adjacent to Interstate 5, major arterial roadways, and the transit center.

The amendment also maintains the coordinated access and circulation framework approved under the Master Plan. Vehicular access continues to occur through the shared access system serving the transit center and surrounding commercial properties, while the proposed right-in access from Chemawa Road provides additional operational flexibility without compromising the overall transportation system.

Staff finds that the proposed amendment is consistent with the adopted Master Plan and, alternatively, achieves an equally desirable result by allowing development of a currently vacant commercial parcel with uses that support the economic vitality and commercial function of the Keizer Station area.

C. The amendment does not result in additional traffic generation and is consistent with the adopted Traffic Impact Analysis.

FINDINGS: The applicant submitted a Transportation Impact Analysis prepared by Kittelson & Associates evaluating the transportation impacts associated with the proposed development. The analysis reviewed the traffic assumptions established under the previously approved Area B Master Plan and compared those assumptions to the projected traffic generated by the proposed development. The analysis concludes the proposed development does not result in additional traffic generation and that it is consistent with the adopted traffic analysis.

The applicant also submitted a supplemental queuing analysis evaluating potential vehicle stacking associated with both the car wash and oil change operations. The analysis concluded that the site contains sufficient on-site stacking capacity to accommodate expected demand. The study concluded that vehicle queues would not impact public streets or the transit center access easement.

The Traffic analysis was reviewed by the City Engineer and found to be acceptable in demonstrating that this review criteria is met. Comments were received from the Transit District questioning the methodology and urging the City to deny the requested amendment on the basis that this criterion was not adequately addressed. However, the information submitted was reviewed by the City Engineer and was found to be adequate to demonstrate compliance with this criterion. Therefore, staff finds that the proposed amendment does not generate traffic beyond that previously analyzed for Area B and remains consistent with the adopted transportation planning assumptions and mitigation measures. Therefore, this criterion is satisfied.

FINDINGS: PROPERTY LINE ADJUSTMENT

8. The Review Criteria for a Property Line Adjustment are listed in Section 3.106.04 of the Keizer Development Code (KDC), Keizer Code, Appendix A. The criteria and findings are listed below:

A. <u>The adjustment of lot lines results in no more parcels than originally existed;</u>

FINDINGS: The applicant proposes a Property Line Adjustment involving four existing tax lots identified as Marion County Assessor Map 063W36BD, Tax Lots 1101, 1201, 1300, and 1401, and is addressed as 2335 Chemawa Rd. The purpose of the property line adjustment is to consolidate the four existing lots into a single development parcel to facilitate construction of the proposed Oilstop and Happy's Car Wash development. The proposed adjustment does not create any additional lots or parcels. Rather, it reduces the number of parcels from four to one and does not constitute a subdivision, partition, or other land division creating additional development lots. Therefore, staff finds the adjustment complies with this criterion.

B. <u>The proposed property line adjustment results in parcels that meet all area and dimension standards of this code; and</u>

FINDINGS: The proposed Property Line Adjustment will consolidate the four existing lots into a single parcel containing approximately 1.42 acres. The parcel re-configuration eliminates existing internal lot lines that would otherwise complicate site development due to setback calculations and building code requirements regarding parcel lines.

The Commercial Mixed Use (CM) zone does not have any minimum requirements for lot area or dimensions, except that *"parcel size shall be adequate to contain all structures within the required yard setbacks…"*

The resulting parcel will be capable of accommodating the proposed commercial development, as demonstrated by the applicant's submitted site plan and which will

be shown on the master site plan for Area B. Therefore, staff finds the proposed property line adjustment complies with this criterion.

C. The proposed property line adjustment does not locate lot lines in violation of the setback and height provisions of the code relative to existing structures and improvements;

FINDINGS: The proposed Property Line Adjustment will consolidate the existing parcels and create a single development parcel. The subject property is currently vacant and does not contain any buildings or structures. Furthermore, the proposed commercial buildings associated with the Master Plan Amendment and Conditional Use application have been designed as a unified development on a single parcel and will be reviewed for compliance with all applicable setback, height, landscaping, parking, and site development requirements during the building permit review and approval process. Therefore, this criterion is satisfied.

D. The property line adjustment involves only lots or parcels that have been lawfully created;

FINDINGS: The Property Line Adjustment involves four existing tax lots that have been recognized as separate parcels and were previously included within the Keizer Station Area B Master Plan, approved by the City Council in 2017. The parcels are identified by Marion County Assessor records and have been treated as separate lots for purposes of taxation, ownership, and land use review. The intent of this provision is that property lines be adjusted between 2 legal parcels, in order to assure that parcels are not illegally created and then further made non-conforming by moving property lines.

No evidence has been submitted indicating that any of the parcels were unlawfully created, and in this case the applicant wishes to consolidate the 4 lots into one legal parcel. The City previously recognized the parcels during approval of the Area B Master Plan and associated land use actions. Staff therefore finds the lots are eligible for a Property Line Adjustment under Section 3.106.04 of the Keizer Development Code and find this criterion is satisfied.

E. The property line adjustment by itself does not prohibit any property from accessing either a public right-of-way or an access easement.

FINDINGS: The proposed Property Line Adjustment consolidates four existing lots under common ownership into a single parcel. The property line adjustment/consolidation will not prohibit or eliminate access rights to any separately owned property. The site plan identifies two access points serving the development. One access point is provided through the existing shared access easement associated with the Keizer Transit Center property, while a second right-in access is proposed from Chemawa Road NE. These access points provide adequate

ingress and egress for vehicles, emergency services, deliveries, and customers utilizing the site.

Therefore, this criterion is satisfied.

FINDINGS: CONDITIONAL USE PERMIT

9. The Review Criteria for a Conditional Use Permit are listed in Section 3.103.03 and Section 2.110.04.C of the Keizer Development Code (KDC), Keizer Code, Appendix A. The criteria and findings are listed below:

Sec. 3.103.03. Conditional Use Criteria

A. The use is listed as a conditional use in the underlying district.

FINDINGS: The applicant proposes development of an automated express car wash facility and a drive-through quick-service oil change facility within Keizer Station Area B. The subject property is zoned Commercial Mixed Use (CM). *Automotive Services, except repair (SIC 754)* uses (which include car wash facilities and quick vehicle service uses) are permitted as a Conditional Use on the east side of Keizer Station Boulevard within Area B of the Keizer Station. This provision also requires that additional criteria be satisfied which will be addressed later in this report. Since the proposed use is specifically identified as a Conditional Use within the underlying zoning district, staff finds the proposal satisfies this criterion.

B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.

FINDINGS: The subject property consists of approximately 1.42 acres located at the northeast corner of Keizer Station Boulevard and Lockhaven Drive/Chemawa Road within the Keizer Station commercial area. The site is currently vacant and has remained undeveloped since approval of the Area B Master Plan. The property is triangular in shape and is bordered by major transportation facilities, including Keizer Station Boulevard, Chemawa Road, Interstate 5, and the Keizer Transit Center. These characteristics make the site particularly suitable for auto-oriented commercial services. The location is readily accessible to customers traveling throughout the Keizer Station commercial area, as well as citizens within the vicinity. The site is situated within an established commercial environment containing retail, service, transportation, and employment uses. The immediate surrounding area is characterized by commercial activity rather than residential development, making it appropriate for vehicle-oriented services.

The site plan demonstrates that the property contains adequate area to accommodate both buildings, parking areas, internal circulation drives, landscaping, stormwater facilities, utility infrastructure, pedestrian pathways, and required vehicle stacking areas. The proposal includes approximately 6,611 square feet of building area distributed between two single-story structures. Adequate setbacks are maintained from adjacent rights-of-way and property lines, and the development has been designed to function as an integrated commercial site. As a condition of approval, staff recommends the development of the site substantially comply with the submitted site plan.

The site is relatively flat and does not contain significant topographic constraints, wetlands, natural resource areas, flood hazards, or other physical limitations that would impede development. Existing public water, sewer, storm drainage, and transportation facilities are available to serve the property. The applicant's civil engineer has worked on the site design and grading plan for the driveway access from Chemawa Rd to ensure that safety and functionality is maintained.

Staff finds that the size, shape, location, and physical characteristics of the site are well suited to accommodate the proposed uses. Therefore, this criterion is satisfied.

C. <u>The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.</u>

FINDINGS: The site is served by Keizer Station Boulevard and Chemawa Road, both of which are improved public roadways capable of accommodating commercial traffic. Transportation impacts associated with future development of Area B were previously analyzed through the Keizer Station Master Plan process and subsequent transportation studies. The applicant submitted an updated traffic analysis prepared by Kittelson & Associates which evaluated the proposed development. The study concluded that the proposed development remains within the traffic assumptions and vested trip generation previously approved for Area B and therefore does not require additional off-site transportation mitigation beyond what has already been planned and implemented.

The applicant also submitted a queuing analysis demonstrating that on-site vehicle stacking areas are adequate to accommodate anticipated customer demand. The analysis concluded that queues generated by the proposed car wash and oil change facilities will remain on-site and will not interfere with surrounding streets, intersections, or transit center operations.

The site is served by existing municipal water and sanitary sewer systems. Stormwater management facilities are proposed as part of the development and will be reviewed through the City's engineering and public works review process. Police, fire, emergency response, and transit services are already available to serve the area.

Because the necessary transportation facilities, utilities, and public services either currently exist or have been planned and constructed to accommodate commercial development within Area B, staff finds the proposed development is timely and can be adequately served. Therefore, this criterion is satisfied.

D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The surrounding area consists primarily of commercial, transportation, and public uses. Adjacent properties include the Keizer Transit Center, commercial development within Keizer Station, Interstate 5 transportation facilities, and major arterial roadways. The proposed uses are consistent with the commercial character of the surrounding area.

The car wash utilizes a tunnel system and the Oilstop facility performs vehicle maintenance within enclosed service bays. The development does not include outdoor vehicle storage, and provides robust landscaping to mitigate aesthetic impacts to surrounding properties. In addition, the location of the development is buffered from the nearby residential neighborhood by being located on the east side of Keizer Station Boulevard and on the east side of other development proposed within Area B of Keizer Station.

The proposed buildings are designed with high-quality architectural treatments, including varied building materials, articulation, glazing, and pedestrian-oriented design features. The architectural elevations demonstrate a level of design quality consistent with other newer commercial development within the Keizer Station area. The proposed landscaping further softens the appearance of the site and enhances compatibility with surrounding development. As a condition of approval, the buildings shall substantially conform to the designs submitted in the architectural renderings, and must comply with all provisions of the development code.

Vehicle circulation, parking, and queuing can be accommodated internally without adversely affecting adjacent properties. The queuing analysis specifically concludes that anticipated stacking will remain on-site and will not interfere with neighboring uses or public roadways, which addresses the concerns raised by the transit district in their written comments.

Staff finds the proposed development will not substantially limit, impair, or preclude the use of surrounding properties for their intended purposes. Therefore, this criterion is satisfied.

E. The proposal satisfies any applicable goals and policies of the comprehensive plan which apply to the proposed use.

FINDINGS: The proposal is consistent with numerous goals and policies of the Keizer Comprehensive Plan relating to economic development and commercial development. The Comprehensive Plan encourages the development of commercial areas that provide employment opportunities, expand the local tax base, and provide services to residents and visitors. The proposed development places a currently vacant parcel into productive commercial use and provides commercial services that support both local residents and patrons frequenting the Keizer Station area. The project will generate employment opportunities and increase commercial activity within an area specifically planned for such development. Therefore, staff finds that the proposal satisfies the applicable goals and policies of the Keizer Comprehensive Plan and this criterion is satisfied.

Sec. 2.110.04. Additional Review Criteria listed in the CM zone

A. Must provide screening and buffering to adjacent residential uses and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right-of-way or adjacent properties.

FINDINGS: The applicant provided a landscaping plan which proposes landscape screening along the northeast property line of the site. The landscaping proposed attempts to mitigate the aesthetic impacts of on-site stacking and queuing of vehicles. Staff recommends that as a condition of approval, landscaping shall be provided to screen and buffer the areas devoted to stacking and queuing vehicles.

B. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.

FINDINGS: The property has access from a signalized intersection on Keizer Station Boulevard and proposes to have a right-in only access from Chemawa Rd. The signalized access point is controlled and meets this standard. The Right-in only from Chemawa Rd has been reviewed by the City Engineer and found to be acceptable and will be required to be constructed to city standards at the time of development. Staff finds this proposal complies with this standard.

C. Comply with all applicable requirements and standards, including, but not limited to, KDC 2.301.04 (Traffic Impact Analysis) and all mitigations required by such section. Traffic analysis must address the operational needs of the Keizer Fire District.

FINDINGS: The applicant submitted a traffic impact analysis letter prepared by Kittelson and Associates in support of the application. In addition, a queuing analysis was also provided. The traffic analysis information submitted has been reviewed by the City Engineer and found to be adequate to address transportation related concerns and impacts of the proposed development.

CONDITIONS FOR MASTER PLAN:

Sanitary Sewers:

The subject property is located within the original Keizer Sewer District and therefore Transmission System Development Charges (acreage fees) are not required. Treatment Plant (City of Salem) System Development Charges are applicable. The Master Sewer Plan provides for a sewer trunk line to be constructed through the adjacent property (Area A) with adequate size and depth to provide for additional capacity for areas located within the original sewer district west of the BNSF railroad. A sanitary sewer trunk line has been constructed and is available for use by the subject property. Additionally, the following requirements shall be applied:

1. A Master Sewer Plan for the proposed development has been prepared which indicates that all proposed development in Area B will be connected to the existing public sanitary line constructed to provide service to the area.

2. City of Salem approval for local sewers is required. Permits from the City of Salem shall be issued prior to construction of private sewer lines. Prior to submitting plans to the City of Salem for approval, plans shall be submitted to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.

3. Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property.

4. Prior to issuance of occupancy permits, appropriate easements will be required for any public or private sewer lines located within the subject property if located outside platted right of ways.

5. Prior to issuance of occupancy permits, easements for any existing sanitary sewer lines located on the subject property will be required to be recorded in favor of the City of Keizer.

Water System:

6. A Master Water System Plan has been developed for the subject property showing proposed routes of public water mains, fire hydrants and individual services. Final location of all meters to be approved by the City of Keizer Public Works Department prior to issuance of Public Works Construction Permits. Prior to issuance of any Public Works Construction Permits, appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections.

7. Final development plans shall be reviewed and approved by the Keizer Fire District and the City of Keizer Public Works Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

8. Area B is responsible for reimbursement for 7 ½ % of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately $135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

9. The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.

10. Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, either adequate covenant, conditions and restrictions (CCRs) or other adequate provisions shall be required as approved by the City Attorney. Such CCRs or other provisions shall be provided prior to issuance of building permits.

11. A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations prior to the issuance of Public Works Construction Permits. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as an open space and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the open space/park shall be submitted for review and approval by the City of Keizer Public Works Department. Individual development proposals may develop their own stormwater management plans to be reviewed and approved by the City of Keizer Public Works Department at the time of development. It is anticipated that the area east of Keizer Station Boulevard and the area west of Keizer Station boulevard will develop separate stormwater management plans at the time of development of their sites.

12. Prior to any development, including site grading, an NPDES permit from the Oregon Department of Environmental Quality will be required.

13. Prior to issuance of occupancy permits, easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A

public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast comer of the subject property. This existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Parks:

14. The submitted site plan indicates open space in Area B West for stormwater management and open space amenities. An overall development plan of the park/open space area shall be submitted to the Public Works Department for review and approval prior to issuance of any Public Works Construction Permits for development of the area on the west side of Keizer Station Boulevard. The open space shall be privately owned and maintained by one or more of the commercial owners of Area B West, but shall be open for general public use. The open space shall be substantially complete prior to the issuance of occupancy permit for the first building permitted in Area B West. Property located in Area B East may develop regardless of the timing of the Area B West development.

Transportation:

15. ~~The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicles trips per day. A~~ Development within Area B shall generally be required to construct or otherwise address, as approved by the Public Works Director, mitigation measures identified in the Traffic Impact Analysis (TIA) titled "Keizer Station Area B Master Plan, Keizer, Oregon, August 2010" ~~has been~~ as prepared by Kittelson & Associates., Inc, These ~~M~~mitigation measures ~~identified in the TIA shall be required as~~ are specified in the table in the Executive Summary which was modified as a part of the 2017 amendment. A copy of such table is attached as Exhibit “E-1”. Only measures triggered by a phase of development will be required to be mitigated by such development. The identified measures may be modified for a phase of development if the Director recives and approves a supplemental TIA or equivalent traffic study prepared and sealed by a qualified professional.

16. The ~~proposed~~ Area B site plan indicates the following transportation improvements shall be made:

a. As a condition of development of the area east of Keizer Station Boulevard, construct a "~~R~~right-in only" access from Lockhaven Drive to Area B east of Keizer Station Boulevard;
b. As a condition of development of the area west of Keizer Station Boulevard, construct a "~~R~~right-in-right-out" access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;
c. As a condition of development of the area west of Keizer Station Boulevard, construct a ~~N~~new signalized intersection on Keizer Station Boulevard at the existing Transit Center driveway to

control ~~which will provide for~~ access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Chemawa Road/Keizer Station Boulevard ~~designed to City of Salem Standards~~;

d. As a condition of development of the area west of Keizer Station Boulevard, construct a ~~A~~ driveway access from McLeod Lane to the area west of Keizer Station Boulevard. ~~western portion of Area B.~~

All new street, driveway, and intersection~~s~~ improvements shall be designed to the standards of the City ~~of Keizer~~ under the standard construction permit process. Appropriate ~~right of way~~ right-of-way dedication for necessary construction of the above accesses will be determined when construction plans are completed. Exact area of dedication is dependent on the scope of the required improvements. ~~whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station an intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.~~

As an alternative to the Keizer Station Boulevard/Transit Center signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the ~~City~~ Public Works Director and shall include all design elements necessary to maintain an acceptable ~~appropriate mitigation measures so as not to cause an unacceptable~~ Level of Service,

~~17. The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way. If necessary, such dedication shall be completed prior to issuance of any building permits.~~

~~18.~~17. Street construction improvement plans shall include evaluation of existing street lighting to determine if new lighting is necessary or if existing lighting is required to be relocated.

General:

~~19.~~18. Construction permits are required by the City of Keizer Public Works Department prior to any facility construction or site grading, including preparation for development.

~~20.~~19. A Pre-design meeting with the City of Keizer Public Works Department will be required prior to submitting plans to either the city of Keizer or the City of Salem for review.

~~21.~~20. Street opening permits are required for any work within the City right of way that is not covered by a Construction Permit.

~~22.~~21. If applicable, arrangements for reimbursing developers for providing additional capacity to serve future development must be approved by the City Council pursuant to local ordinance.

Request to phase construction of facility infrastructure must be approved by the Public Works Director. Appropriate improvement agreements and/or bonding may be required.

~~23.~~22. All easements to be located in the appropriate locations based on actual approved plans.

~~24.~~23. An improvement agreement or other acceptable form of guarantee for all required construction shall be in place prior to Public Works Construction Permits being issued.

Design:

~~25.~~24. Except as set forth below, buildings shall be located in substantial conformance to the attached site plan. Buildings do not need to match the exact footprint, but shall not exceed the maximum square footage listed. However, buildings in Area B West (except for the parcel on McLeod/Lockhaven) may be any number, size or location, provided that the total square footage shall not exceed 24,000 square feet, and shall meet all requirements set forth herein and all applicable regulations.

~~26.~~25. All dimensional requirements for building heights, lots, and setbacks shall be met as specified in Section 2.110 and 2.102 KDC.

~~27.~~26. Street trees shall be planted with 30-foot spacing using one or more of 13 Identified varieties as outlined in City standards. A minimum caliper of 2 inches shall be used for street trees and for other trees which are located in areas subject to damage near pathways, walkways and streets. A final street tree planting plan shall be approved by the ~~Community Development~~ Planning Director prior to planting. All other landscaping standards of the KDC shall be met. Street trees and landscaping adjacent to arterials shall be maintained by the City. Other street trees and landscaping shall be maintained by the adjacent property owner.

~~28.~~27. Ground cover and shrubbery shall be planted in conformity with the KDC, industry standards, and as approved by the ~~Community Development~~ Planning Director, and shall reach full coverage by the third year of growth.

~~29.~~28. Parking areas shall be provided and shall comply with design requirements outlined in Section 2.303 KDC. Verification shall be provided during building permit review.

~~30.~~29. Bicycle parking shall be provided as required by Section 2.303.08 KDC. In addition, the bicycle rack design shall provide secure support for bicycles and the ability to lock bicycles securely. The bicycle rack design, installation, and locations shall be approved by the ~~Community Development~~ Planning Director prior to installation.

~~31.~~30. All driveway, loading, and parking areas shall be paved as required in Section 2.303 KDC.

~~32.~~31. A tree shall be planted for every eight lineal parking spaces in accordance with KDC standards.

~~33.~~32. A minimum of 10% of the gross land area of each parcel shall be devoted to landscaping. To provide for adequate vision clearance the landscaping material shall be selected to provide for the maintenance of adequate site distance as specified in Section 2.309.

~~34.~~33. Prior to issuance of any occupancy permits for Area B West, a 20-foot wide landscape buffering shall be provided along the northern edge of the project in a manner which is consistent with the proposed master plan, or as deemed satisfactory by the ~~Community Development~~ Planning Director on a limited basis due to specific conditions of the site such as existing fencing, significant vegetation or isolated insignificant impacts. Electric and mechanical equipment shall be screened with vegetation and/or fencing.

~~35.~~34. Irrigation system plans shall be submitted for approval as part of the building permit review process. Approved irrigation systems shall be installed prior to issuance of an occupancy permit for each building.

~~36.~~35. Prior to issuance of any occupancy permits on Area B property west of Keizer Station Boulevard, a 10-~~-~~foot wide paved pedestrian connection, paved in accordance with City requirements, shall be constructed between the end of Dennis Ray Avenue and Area B shall be constructed.

~~37.~~36. Driveway approaches shall be a maximum of 36 feet wide at the edge of the street. Pedestrian crossings shall make use of differing material or textures (eg. scored concrete) to clearly identify such crossings.

~~38.~~37. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

~~39.~~38. The proposed site lighting shall cast minimal light or glare toward the adjacent residential properties or onto adjacent streets. Light bulbs or other light sources shall not be directly visible from adjacent residential properties or public streets or sidewalks Light features for pedestrian walkways shall be low in height.

~~40.~~39. Building design elements Including ground floor windows, facades, awnings and materials shall satisfy Section 2.315.08 KDC.

~~41.~~40. The elevations of all buildings shall be varied in texture and building materials. The buildings shall create a human scale in their design elements. Elevations of all buildings shall incorporate no more than fifteen feet between varied vertical elements (such as materials, patterns and textures), punctuated frequently with various architectural features (such as columns, projections, and differing planes). A variety of materials shall be used with no single material being used more than 50% of the building facade. The colors used shall be in compliance with the

Development Standards. The materials shall be consistent with those used in Keizer Station Area A.

42.41. Final building designs for commercial uses shall conform with the design concepts outlined in this order, and shall be reviewed by the ~~Community Development~~ Planning Director for compliance with applicable design standards in Section 2.315 KDC as part of the building permit review. Residential uses shall comply with the design Standards of Section 2.314.

43.42. Maintenance of the storm drainage facilities and landscaping located on private property, and for the plazas shall be the responsibility of the property owners.

44.43. Construction specifications (e.g., base rock, pavement thickness) for the ~~separate pathway~~ pedestrian connection required from Dennis Ray to Area B, shall be subject to Public Works Department approval in accordance with Keizer City Standards.

45.44. During construction, residential properties shall be protected from impacts of noise at unreasonable hours, unreasonable dust, and safety concerns, and shall conform to Keizer city requirements regulating such impacts.

46.45. In addition to the development standards of Utility Lines and Facilities Section 2.307 all new utility connections and lines shall be located underground.

47.46. In Area B West, a sight-obscuring wall shall be constructed of Concrete Masonry Units or equivalent between the residential properties along the south side of Dennis Ray Avenue and the northern border of Area B. Such wall shall be substantially similar to the existing wall. This wall shall be constructed with the adjacent individual buildings or parking areas as they are constructed. The properties which share a boundary with the open area whose street address is located on Aldine Drive, shall be buffered with a sight obscuring fence, if not currently existing. No occupancy permit shall be issued in Area B West until the corresponding section of wall or fence is completed. This requirement does not apply to the property east of Keizer Station Boulevard.~~.~~

47. Thirty-eight trees shall be planted in Area B West ~~-~~to replace the 19 trees that have previously been removed. These shall be in addition to the required street and parking lot trees. An alternative to planting can be to provide funding into the city's tree replacement program. Replacement trees or funding may be accomplished in phases depending on development timing in the location of removed trees. A tree plan shall be submitted at the time of building permit application to ensure this requirement is met.

48. A tree removal and replacement plan will be required to be submitted to and approved by the Planning Department for the development area east of Keizer Station Boulevard prior to the issuance of building permits for Area B East.

CONDITIONS FOR LOT LINE ADJUSTMENT (2010):

49. Completion, submittal and recording of the final plats shall comply with the requirements contained in the Keizer Development Code. The applicant will be required to comply with the Marion County Surveyor's Office requirements regarding the replat process. This is required in order to accomplish the lot line adjustment. The replat shall show all area and dimensional standards (including net area) of each of the lots.

50. Unless otherwise required by this decision, development of the parcels shall comply with the applicable requirements of the Keizer Development Code and building requirements of the Marion County Building Inspection Division.

51. The result of the property line adjustment is that on the west side of Keizer Station Boulevard Tax Lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and Tax Lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. On the east side of Keizer Station Boulevard Tax Lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and Tax Lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No other tax lots will be affected by this decision.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR TRANSIT STATION (2010):

52. Locate new Transit Station as shown on master plan.

53. Pursuant to the master plan, new signal and widening of Keizer Station Boulevard to allow for additional right turn lanes at the new signalization intersection and also at the approach to the Keizer Station Boulevard/Lockhaven Drive intersection be completed prior to operation of Transit Station.
As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized Intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR PARK (2010):

54. New park/open space shall be located as is shown on the master plan.

55. Park/open space shall be constructed as part of phase 1 of the development of Area B.

56. A 10 foot wide paved pedestrian walkway shall be provided connecting the end of Dennis Ray Avenue with Area B and shall be included as part of the development of the open space.

57. The park/open space shall be owned and maintained by one or more of the commercial owners of Area B West. To assure maintenance, either adequate covenant, conditions and restrictions (CCRs) or other adequate provisions shall be required as approved by the City Attorney. Such CCRs or other provisions shall be provided prior to issuance of building permits.

CONDITIONS FOR MASTER PLAN AMENDMENT/PROPERTY LINE ADJUSTMENT/CONDITIONAL USE PERMIT (2026) - Happy's/Oil Stop Development – Area B East

General

58. The Property Line Adjustment shall be accomplished prior to obtaining building permits for the buildings located on the property east of Keizer Station Boulevard. The process for accomplishing the property line adjustment shall be according to the requirements of the Marion County Surveyor's Office.

59. Building design shall substantially conform to the submitted architectural renderings and must comply with the provisions of the development code and master plan conditions.

The following conditions of approval shall be completed prior to City support of building permits for the proposed Development:

60. It will be the responsibility of the Applicant to locate any existing water services and metersthat serve the subject Property and provide evidence that these are available for reuse or that they will be abandoned according to City requirements.

61. The Applicant's engineer shall provide engineered calculations per Oregon Plumbing Specialty Code (OPSC) to demonstrate the adequacy of the new water service to provide domestic service and fire flows to the proposed Development. If the required flows cannot be provided under the current design, modifications to the City water main layout may be required.

62. The location of all water services and meters shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way or a City water easement and in conformance with the KDS.

63. Development plans shall be reviewed by Keizer Fire District regarding adequate location offire hydrants. All fire hydrants, including proposed hydrants for the proposed Development plan, shall be served by an 8-inch or larger water main.

64. Any septic tanks and drainfields located on the Subject Property and within the City of Keizer shall be abandoned according to the requirements of the appropriate agency and evidence of compliance submitted to the City prior to issuance of any building permits on the Subject Property.

65. The location of all sanitary sewer services shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way or a City sanitary sewer easement and in conformance with the KDS.

66. City of Salem approval is also required for all sanitary services prior to the start of construction. Prior to submitting plans to the City of Salem, the Applicant's engineer shall submit sanitary sewer plans to the City of Keizer Public Works Department for review and determination of compliance with the City's overall requirements. The Applicant will need to provide evidence that the Salem sewer permit has been issued prior to the City of Keizer approving and issuing the construction permit.

67. The Applicant shall construct or otherwise demonstrate the street improvements along theDevelopment side of Chemawa Road NE and Keizer Station Boulevard meet the standard Arterial street sections outlined in the TSP and in conformance with the KDS, including curbs, planter strips as applicable, 6-foot-wide sidewalks, street lighting, and street trees.

68. Per the findings presented by the Applicant's transportation engineer, Public Works agrees that the proposed Development can be served by a right-in-only access from westbound Chemawa Road NE without a deceleration lane as originally specified in the Area B Master Plan. The Applicant's engineer and Public Works will need to determine the safest and most efficient design for the proposed driveway and sidewalk crossing during construction plan review, to be approved by the Director prior to construction.

69. The proposed roadway and associated transportation improvements shall be reviewed for approval by the Public Works Department and shall be constructed within the public right-of-way and in conformance with the KDS.

70. Public Works has reviewed the preliminary site plans provided with this Application. The information provided indicates that the proposed storm system can reasonably conform with the requirements of the KDS. The Applicant's engineer shall submit a final Stormwater Report, including the storm drainage system plan and design calculations and demonstrating conformance to the KDS, for review and approval by the City prior to the issuance of any construction permits related to the Development. The stormwater collection,conveyance, treatment, and retention facilities shall be designed to accommodate new impervious surfaces.

71. A grading and drainage plan shall be developed for the Subject Property in conformance with the KDS. The plan shall include details of adequate stormwater conveyance from all contributing areas across the Subject Property and shall include existing elevations and proposed lot corner elevations. The plan shall be submitted to and approved by the Public Works Department prior to the issuance of any erosion control or construction permits for the Development.

72. Though these are not shown on the preliminary site plans, any proposed Underground Injection Control (UIC) systems shall be registered with DEQ and documentation of this registration provided to the City prior to approval of the proposed storm drainage system or issuance of any construction permits for the Development. In addition, these UIC systems shall be required to be farther than a two-year time of travel from any existing wells on or near the property. (refer to OAR 340-044-0018)

73. A pre-design meeting with City Public Works staff is required prior to the submittal of Development improvement plans to either the City of Keizer or the City of Salem for review.

74. Construction permits are required for any construction within a public street, right-of-way, or City easement, for any public infrastructure on private property, and for erosion control and stormwater management on private property.

75. Erosion control permits shall be obtained from the City prior to the disturbance of any soil on the Subject Property.

76. Street opening permits are required for any work, within the City right-of-way or easements,that is not covered by a construction permit.

77. An improvement agreement in a form acceptable to the City shall be completed and an executed copy submitted to the City prior to issuance of permits for construction of any public improvements.

78. A pre-construction conference is required, in coordination with City staff, prior tocommencement of any construction under permits issued by the City.

79. The Applicant shall coordinate the location of individual or cluster box unit (CBU) mailboxes with the U.S. Postal Service and Postmaster General.

80. Electricity, gas, and communications services to serve the Development shall be installedunderground and pursuant to the requirements of the utility company(ies) serving the Development.

81. The required Development share of the City's water tank reimbursement fee for Area B of the Master Plan, $26,000, shall be paid to the City prior to permit issuance.

82. The Applicant shall complete and submit to the City an executed (signed, sworn, and recorded) Private Stormwater Maintenance Agreement for all private stormwater facilities prior to the first occurrence of either: recording of the Development plat; putting the stormwater facilities into operation; or the release of any building occupancy certificates.

The following conditions of approval shall be completed prior to City support of occupancy or other finalization for any building permit application on the SubjectProperty for the proposed Development:

83. The Applicant shall complete and submit to the City an executed (signed, sworn, and recorded) Private Stormwater Maintenance Agreement for all private stormwater facilities prior to the first occurrence of either: recording of the Development plat; putting the stormwater facilities into operation; or the release of any building occupancy certificates.

84. All of the required public improvements and associated individual services shall be completed in substantial conformance with the final plat map and construction permits, and accepted by Public Works, prior to City support of occupancy of any building permit for an occupied structure.

Intersection/Road Segment	Recommendations	Implementation
Improvements Associated with Area "B"		
Chemawa Road corridor	• Provide a right-in only driveway to serve Area "B" East.	• The right-in only driveway will be constructed when the non transit center component of Area "B" East is constructed.
Keizer Station Boulevard corridor	• Provide a full access driveway located off of Keizer Station Boulevard that would provide access to Area "B" East and West. This access would be located approximately 450 feet north of the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection. Signalize the intersection and coordinate it with the downstream Keizer Station Boulevard/Lockhaven Drive intersection. • Widen Keizer Station Boulevard west of the railroad underpass to include two southwest bound through lanes (with one lane being a shared through-right lane) and a separate left-turn lane at the above driveway access. • Reconfigure the southbound Keizer Station Boulevard approach at the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection to include dual left-turn lanes and a separate through lane. In addition to the lane reconfigurations, widen the approach to include a separate southbound right-turn lane with 200' of storage.	• The Area "B" West driveway <u>connecting the parking area to Keizer Station Boulevard</u> will be constructed when the first development component of Area "B" west takes place. <u>The use of the driveway will be restricted until such time that the traffic signal serving the Keizer Transit Center is fully constructed /operational and all necessary signal modifications are in place. In the event that the Keizer Transit Center traffic signal construction is delayed, limited use of the driveway (such as right-in/right-out movements) may be allowed subject to City review and approval.</u> • The Area "B" East driveway and traffic signal will be constructed when the first development component in Area "B" East takes place. • The Keizer Station Boulevard widening will be constructed when the first development component in Area "B" East takes place.
Lockhaven Drive corridor	• Provide a right-in/right-out driveway located off of Lockhaven Drive between the Keizer Station Boulevard and McLeod Lane intersections. This driveway would include a westbound right-turn deceleration lane.	• The right-in/right-out driveway and deceleration lane will be constructed when the first development component in Area "B" West occurs.
McLeod Lane	• Provide a full access driveway off of McLeod Lane to serve Area "B" West.	• The full access driveway will be constructed when the first development component in Area "B" West occurs.
Intersection Improvements Needed to Specifically Mitigate the Traffic Impacts of Areas "B" and "C"		
Lockhaven Drive / 14th Avenue	• Add a westbound right-turn lane on Lockhaven Drive	• The City of Keizer will construct the right-turn lane using fee-in-lieu-contributions from the proportionate share impacts of Areas "B" and "C" by the year ~~2014~~ <u>2020</u>.
Improvements Needed to Mitigate the Traffic Impacts of Regional Growth and Areas "B" and "C"		
Lockhaven Drive / River Road	• Modify the westbound approach to provide dual westbound left-turn lanes, a single through lane, and a single right-turn lane. • Modify the east-west signal phasing from split phasing to protected phasing	• The City of Keizer will construct the improvements using, among others, an assessment of proportionate share contributions of Areas "B" and "C" by the year 2020.
Chemawa Road / I-5 NB ramp terminal	• Provide dual eastbound left-turn lanes (and the accompanying northbound on-ramp lane widening). • Add a separate westbound right-turn lane	• The City of Keizer will collect proportionate share contributions from Areas "B" and "C" so that improvements can be constructed when full funding is available.