

STAFF REPORT
4,200 SF ADDITION TO VEHICLE SERVICE CENTER
COTTAGE GROVE CHEVROLET
SITE DESIGN REVIEW SDR 1-22
MARCH 16, 2022

PROPOSAL DESCRIPTION

Date application filed: February 18, 2022

Date application complete: February 21, 2022

Owner/Applicant: Cottage Grove Chevrolet/Brad Cohen
2775 Row River Road
Cottage Grove, OR 97424

Location: Map 20-03-27-40 TL 602
2775 Row River Road

Present Conditions: Developed car sales lot with service center

Proposed Use: 4,200 sf addition to vehicle service center.

Comp Plan Designation: C – Community Commercial

Zoning: C2P – Community Commercial

Proposal/Narrative from Applicant:

The applicant is proposing a 4,200 sf addition to the existing vehicle service center at 2775 Row River Road. This addition will consist of extending the southeast wall of the service center approximately 60' to the southeast in line with the existing roof pitch. The addition will be constructed using like materials of the existing service center. This addition will allow for six more vehicle lifts and 12 new vehicle service areas. The applicant is not proposing to increase hours of operation. Due to vehicle service and repair being a conditionally permitted use in the C2P – Community Commercial Zone the applicant has applied for a concurrent Modification to Approval (MTA 1-22) that will be considered by the Planning Commission prior to this application. Conditions of approval from MTA 1-22 shall apply to this SDR 1-22 application.

COMMENTS RECEIVED

Comments were received from Ron Bradsby, City of Cottage Grove Engineer on March 2, 2022. The comments are addressed in this staff report and included in the conditions of approval.

Fire Marshal, Danny Solesbee, reviewed the proposal and had no comments.

No other comments were received.

APPROVAL CRITERIA; SDR 1-22

Chapter 14.42.600 Site Design Review Approval Criteria. *The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:*

1. *The application is complete, as determined in accordance with Chapter 14.41 – Types of Applications and Section 14.42.500, above;*

Staff response and findings of fact: The application was submitted on February 18, 2022. The application was deemed complete on February 21, 2022.

2. *The application complies with all of the applicable provisions of the underlying Land Use District (Chapter 2), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;*

Table 14.23.120 Development Standards for Commercial Districts

The development standards in Table 14.23.120 apply to all new structures, buildings, and development, and major remodels, in the Commercial Districts.

Table 14.23.120 – Development Standards for Commercial Districts				
Standard	C-2	C-2P	CT	CT/L
<i>Minimum Lot Area (square feet)</i>	No standard	No standard	No standard	No standard
<i>Minimum Lot Width</i> <i>Non-Residential Uses</i> <i>For flag lots, width is measured at the front building line.</i>	15 ft	60 ft	50 ft	50 ft
<i>Minimum Lot Depth</i>	N/A	2 times width	2 times width	2 times width
<i>Building/Structure Height*</i> <i>Level Site (slope less than 15%), maximum height</i>	40 ft	40 ft	28 ft	40 ft
<i>Sloping Site (15% or greater), maximum</i>	N/A	level site +5 ft	level site +5 ft	level site +5 ft

Table 14.23.120 – Development Standards for Commercial Districts

Standard	C-2	C-2P	CT	CT/L
height				
<u>Height Bonus</u> for Residential Use in Upper Building Story, per Section 14.23.160	10 ft	10 ft	N/A	N/A
<u>Building Height Transition</u> required adjacent to R/R-1 District, per Section 14.22.170	Yes	Yes	Yes	No
<i>*Height may be exceeded with approval of a Conditional Use Permit, per Chapter 14.44.</i>				
<u>Fences, Retaining/Garden Walls</u> (See also, Sections 14.31.200 , Vision Clearance; 14.32.500 , Fences, Walls)	6 ft	6 ft	6 ft	6 ft
<i>Building Coverage</i> (two options):				
1. Max. Building Coverage	100%	60%	50%	50%
2. Coverage Bonus	N/A	Yes	Yes	Yes
The allowable building coverage increases by a ratio of one-half (1/2) square foot for				

Table 14.23.120 – Development Standards for Commercial Districts

Standard	C-2	C-2P	CT	CT/L
every one (1) square foot of required parking area that is paved using a City-approved porous/permeable paving material (i.e., allowing stormwater infiltration) or one-half (1/2) square foot for every one (1) square foot of City-approved water quality treatment area (e.g., vegetative swale or biofiltration) on the development site.				
<i>Min. Landscape Area (% site area)</i> , except does not apply to Single Family Dwellings. Landscape area may include plant areas and some non-plant areas as allowed under Section 14.32.300.D .	0%	10%	15%	15%
<i>Minimum Setbacks (feet):</i> (See also, Section 14.22.170 , R/R-1 Height Step-Down.) <u>Front, Street, Side, and Rear</u> property lines, except garage or carport <u>Garage/Carport Entry</u> , setback from street Alley	0 ft 0 ft 0 ft	0 ft 20 ft 3 ft	0 ft 20 ft 3 ft	0 ft 20 ft 3 ft
Adjacent to R/R-1 District	10 ft, and per	10 ft, and per	10 ft, and per	10 ft, and per

Table 14.23.120 – Development Standards for Commercial Districts

Standard	C-2	C-2P	CT	CT/L
	Section 14.22.17 <u>0</u>	Section 14.22.17 <u>0</u>	Section 14.22.17 <u>0</u>	Section 14.22.17 <u>0</u>
<i>Build-To Line (feet):</i> <u>New Buildings Only:</u> (Per Sections 14.23.130A , 14.23.17 0 .)	0 ft	60 ft, may be increased per Section 14.23.17 <u>0</u>	60 ft, may be increased per Section 14.23.17 <u>0</u>	60 ft, may be increased per Section 14.23.17 <u>0</u>

Staff response and findings of fact:

The applicant has provided a site plan (Exhibit C) that demonstrates compliance with all of the standards listed above from Table 14.23.120, as described below.

Building Height: The applicant proposes a building height of 22’ 11” at the ridge. This is well within the allowed 40’ permitted within the C2P zone, this standard is met.

Lot Coverage: Lot coverage maximum is 60%. The existing buildings and the proposed addition will encumber 42,500 sf of the total 305,000 sf lot or approximately 14% sqft. As the buildings cover less than 60% of the total lot, this standard is met.

Minimum Setbacks: Minimum setbacks in the C2P district are 0’, or 20’ to a garage entrance. The building addition is 220’ from the front property line on Row River Road, 200’ from the rear, 380’ from the southeaster property line, with the northwestern property line not applicable. The project is in compliance with this standard.

Build-to Line: The proposed addition to the existing structure is approximately 220’ from the build-to line, however as this is an addition to the back of the main building the build-to standards do not apply.

14.23.150 Commercial Districts – Building Orientation and Commercial Block Layout

C. Building orientation standards. Developments subject to this Section shall have their buildings oriented to a street, as generally shown in Figure 14.23.150 C(1). This standard is met when all of the following criteria are met:

1. Compliance with the setback and build-to line standards in Section 14.23.120, where applicable.

Staff response and findings of fact: This application to construct an addition to an existing structure meets setback standards for the C2P Zone and Build-to criterion do not apply, this criterion is met.

2. Except as provided in subsections 14.23.150.C(4) and (5), below, all buildings shall have at least one primary building entrance (i.e., dwelling entrance, a tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (i.e., within 45 degrees of the street

property line).

Staff response and findings of fact: No new pedestrian access is proposed with this application. The existing client facilities for the vehicle service center are not within the scope of this proposal and therefore do not apply to this application. Subsequent applications that effect the client spaces and accessibility will be subject to compliance with Chapter 3. This criterion does not apply.

3. *In the Commercial Districts, off-street parking, driveways, and other vehicle areas shall not be placed between buildings and the street(s) to which they are oriented; except as provided under subsection 14.23.150.C(4). Off-street parking in the Commercial Districts shall be oriented internally to the site and divided by landscape areas into bays of not more than 24 parking spaces per bay, as generally shown in Figures 14.23.150.C(2).*

Staff response and findings of fact: The use of this development site is a car sales lot and has been approved by Design Review in 1985 and no new parking areas are proposed or required for this addition as proposed. This criterion does not apply.

4. *In the C-2P, CT and CT/L Districts, the building orientation standard may be met with vehicle areas allowed between the street right-of-way and a building's primary entrance when the approval body finds that the following criteria are met:*
 - a. *Placing vehicle areas between the street right-of-way and building's primary entrance will not adversely affect pedestrian safety and convenience, based on the distance from the street sidewalk to the building entrance, projected vehicle traffic volumes, and available pedestrian walkways;*

Staff response and findings of fact: No new parking areas are being proposed with this addition. This criterion does not apply.

- b. *The proposed vehicle areas are limited to one driveway of not more than 20 feet in width with adjoining bays of not more than eight (8) consecutive parking spaces per bay (including ADA accessible spaces) on the side(s) of the drive aisle. (The intent is to create a drive aisle that is street-like, and break up parking into small bays with landscaping); and*

Staff response and findings of fact: No new parking areas are being proposed with this addition. This criterion does not apply.

- c. *The building's primary entrance is connected to an adjoining street by a pedestrian walkway that meets the standards for pedestrian walkways under Section 14.31.300.*

Staff response and findings of fact: The proposed addition does not include new public pedestrian connections as it is an expansion of the vehicle service area. The exiting pedestrian connections for the sales floor and the serve department are not proposed to be changed with this application. This criterion does not apply.

5. *Where a development contains multiple buildings and there is insufficient street frontage to which buildings can be oriented, a primary entrance may be oriented to common green, plaza, or courtyard. When oriented in this way, the primary entrance(s) and green, plaza, or courtyard shall be connected to the street by a pedestrian walkway meeting the standards in Section*

14.31.300.

Staff response and findings of fact: The proposed building addition does not include new pedestrian or public access facilities and all business involving clientele will continue to be conducted at the service counter or the sales floor. This criterion does not apply.

14.23.170 Commercial Districts – Architectural Design Standards

B. Pedestrian Orientation. *The design of all buildings on a site shall support a safe and attractive pedestrian environment. This standard is met when the approval body finds that all of the criteria in 1-7, below, are met. Alternatively, the approval body may approve a different design upon finding that the design contains an equally good or superior way of achieving the above standard.*

1. *The building orientation standards under Section 14.23.150 are met; and*

Staff response and findings of fact: The building orientation standards as proposed meet the criteria as the proposal includes glazing on the street-facing façade (sales floor 50% of façade frontage to Row River Road) with the addition being for vehicle and employee use only the proposed addition need not meet siting criterion. This criterion is met.

2. *Primary building entrances shall open directly to the outside and, if not abutting a street, shall have walkways connecting them to the street sidewalk; every building shall have at least one primary entrance that does not require passage through a parking lot or garage to gain access; and*

Staff response and findings of fact: The primary business access for the existing car dealership faces the public right-of-way of Row River Road, but lies behind vehicle display areas and parking for the service center, which does not comply with current code standards but did when originally approved in 1985. This application to add 4,200 sf does not require full compliance with this criterion as the additional space is behind the existing public areas of the development and is for vehicle servicing. This criterion does not apply.

3. *Corner buildings (i.e., buildings within 20 feet of a corner as defined by the intersecting curbs) shall have corner entrances, or shall provide at least one entrance within 20 feet of the street corner or corner plaza; and*

Staff response and findings of fact: The proposed development is not on a corner lot. This criterion does not apply.

4. *In the C-2P, CT/L and CT districts, at least 40 percent of the building's front façade (measured horizontally in linear feet) shall be located at the build-to line or closer to the street. In the C-2 district, 100 percent of the building's front façade shall be located at the build-to line. Build-to lines are prescribed by Section 14.23.120; and*

Staff response and findings of fact: The existing building is not constructed to the build-to line. This application does not require the existing building be brought into compliance with current development code. This criterion does not apply.

5. *Ground floor windows or window displays shall be provided along at least 40 percent of the building's (ground floor) street-facing elevation(s) in the C-2P, CT and CT/L districts, and along*

70 percent of the building's street-facing elevation(s) in the C-2 district. Windows and display boxes shall be integral to the building design and not mounted to an exterior wall; and

Staff response and findings of fact: The existing including the proposed façade facing Row River Road is 200' across and with the existing glazing and covered entry areas at 97' meeting 40% eyes on street requirements at ~48%. This criterion is met.

- 6. Primary building entrance(s) are designed with weather protection, such as awnings, canopies, overhangs, or similar features; and*

Staff response and findings of fact: The existing commercial building where the addition is proposed meets this criterion. All new man-doors on the addition shall have weather protection as a condition of approval.

- 7. Drive-up and drive-through facilities, when allowed, shall conform to Section 14.23.180; the provisions of which shall not be modified without a variance (Chapter 14.51).*

Staff response and findings of fact: While the current and proposed use of the existing structure includes facilities to allow vehicles to enter the building for repair it does not meet the definition of drive-up as vehicle movements to and from the building are performed by employees at the vehicle service center. This criterion does not apply.

C. Compatibility. *All new buildings and major remodels shall be designed consistent with the architectural context in which they are located. This standard is met when the approval body finds that all of the criteria in 1-9, below, are met.*

- 1. There is continuity in building sizes between new and existing buildings;*

Staff response and findings of fact: The proposed building addition is similar in construction style and material uses. The proposed addition will be compatible with adjacent developments. This criterion is met.

- 2. The ground floor and upper floor elevations and architectural detailing are compatible with adjacent commercial buildings;*

Staff response and findings of fact: The proposed building addition is similar in construction style and material uses. The proposed addition will be compatible with adjacent developments. This criterion is met.

- 3. Buildings adjacent to the R/R-1 district height step-down, as required by Section 14.22.170.C;*

Staff response and findings of fact: The adjacent zoning for the subject parcel is all C2P. The R/R-1 step down requirement does not apply.

- 4. Roof elevation is compatible with adjacent commercial buildings (roof pitch, shape, height step-down);*

Staff response and findings of fact: The shallow pitched roof style of the existing vehicle service center will be maintained for the proposed addition. This criterion is met.

5. *There is continuity of building sizes on the site, if more than one building is proposed;*

Staff response and findings of fact: The proposed addition is to the largest building on the development site. The proposed addition will continue existing rooflines and be in line with other out buildings on the subject property, This criterion is met.

6. *There is continuity in the rhythm of windows and doors on the proposed building(s);*

Staff response and findings of fact: The proposed building addition will be the extension of an existing wall line and roof line. This criterion is met.

7. *The relationship of buildings to public spaces, such as streets, plazas, other areas, and public parking, including on-street parking, is strengthened by the proposed building(s);*

Staff response and findings of fact: The proposed addition is a vehicle service and employee area only. This criterion does not apply.

8. *Criteria for alterations of historic landmarks is met, as required by Chapter 14.26; and*

Staff response and findings of fact: There are no historic landmarks on the site. The provisions of Chapter 14.26 do not apply.

9. *New construction or relocations on properties adjacent to historic landmarks is compatible with the overall character of the landmark in use of exterior materials, such as roofing and siding; exterior features, such as roof pitch, eaves, window shapes, types and arrangements, doorways, porches, landscaping, etc.; and size, height, bulk, mass, scale, placement, arrangement of spaces and overall proportions.*

Staff response and findings of fact: There are no adjacent historic landmarks. Hence this criterion is not applicable.

D. Human Scale. *The design of all buildings shall be to a human-scale. This standard is met when the approval body finds that all of the criteria in 1-8, below, are met. Alternatively, the approval body may approve a different design upon finding that the design contains an equally good or superior way of achieving the above standard. Figure 14.23.170.D contrasts examples of building elevations that are consistent/inconsistent with human scale criteria.*

1. *Regularly spaced and similarly shaped windows are provided on all building stories;*

Staff response and findings of fact: The proposed building is symmetrical in design with the existing buildings on the subject property. This criterion has been met.

2. *Ground floor retail spaces have tall ceilings (i.e., 12-16 feet) with display windows on the ground floor;*

Staff response and findings of fact: The proposed addition is not a retail space. This criterion does not apply.

3. *Display windows are trimmed, recessed, or otherwise defined by wainscoting, sills, water tables, or similar architectural features;*

Staff response and findings of fact: There are no display windows proposed for the proposed addition as it is for vehicle servicing. This criterion does not apply.

4. *On multi-story buildings, ground floors are defined and separated from upper stories by appropriate architectural features (e.g., cornices, trim, awnings, canopies, arbors, trellises, overhangs, or other features) that visually identify the transition from ground floor to upper story; such features should be compatible with the surrounding architecture;*

Staff response and findings of fact: The proposed building is not a multi-story structure. This criterion does not apply.

5. *The tops of flat roofs are treated with appropriate detailing (i.e., cornice, pediment, flashing, trim, or other detailing) that is compatible with the surrounding architecture;*

Staff response and findings of fact: The proposed roofline pitched and therefore this criterion does not apply.

6. *Pitched roofs have eaves, brackets, gables with decorative vents, or other detailing that is consistent with the surrounding architecture;*

Staff response and findings of fact: The proposed roof line is pitched to match the existing structure the addition will attach to. This criterion is met.

7. *Historic design and compatibility requirements, where applicable, are met; and*

Staff response and findings of fact: Historic design criteria does not apply to this parcel or development.

8. *Where buildings with greater than 5,000 square feet of enclosed ground-floor space are proposed, they shall provide articulated facades on all street-facing elevations. This criterion is met when an elevation contains at least 1 of the following features for every 30 feet of building (horizontal length):*
 - a. *Windows;*
 - b. *Primary entrances;*
 - c. *Weather protection (awnings, canopies, arbors, trellises), sheltering roofs;*
 - d. *Building offsets;*
 - e. *Projections;*
 - f. *Changes in elevation or horizontal direction;*
 - g. *Terraces;*
 - h. *A distinct pattern of divisions in surface materials;*
 - i. *Ornamentation;*
 - j. *Screening trees;*
 - k. *Small-scale lighting (e.g., wall-mounted lighting, or up-lighting);*
 - l. *And/or similar features as generally shown in Figure 14.23.170.D.*

Staff response and findings of fact: The building with proposed addition will be in excess of 5,000 sf. To meet the criteria of this section the following design items exist or will be conditions of approval. The

client service area of the vehicle service center is under a large canopy, which provides building offsets and all new exterior man-doors will require awnings (weather protection). This criterion is met.

3. *The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 14.52, Non-Conforming Uses and Development;*

Staff response and findings of fact: The subject property is currently fully developed and not determined to be Non-conforming per Chapter 14.52. This criterion does not apply.

4. *The application complies with all of the Design Standards in Chapter 3:*
 - a. *Chapter 14.31 – Access and Circulation*
 - b. *Chapter 14.32 – Landscaping, Significant Vegetation, Street Trees, Fences, and Walls*
 - c. *Chapter 14.33 – Parking and Loading*
 - d. *Chapter 14.34 – Public Facilities*
 - e. *Chapter 14.35 – Surface Water Management*
 - f. *Chapter 14.36 – Other Standards, as applicable*
 - g. *Chapter 14.37 – Sensitive Lands*

Staff response and findings of fact:

Design standards from Chapter 3 are not applicable to this application as the proposed addition does not include or require changes to access and circulation, landscaping, parking and loading, or sensitive lands.

14.34.010 Public Facilities -- Purpose and Applicability

- A. Purpose.** *The purpose of this Chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, bus transit, and bicycling. This Chapter is also intended to implement the City's Transportation System Plan.*
- B. When Standards Apply.** *Unless otherwise provided, the standard specifications for construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the City shall occur in accordance with the standards of this Chapter. No development may occur unless the public facilities related to development comply with the public facility requirements established in this Chapter.*

Staff finding: Per Engineering Comments dated March 2, 2022, the following conditions shall apply to this development:

General

- Traffic control shall be in accordance of the Manual of Uniform Traffic Control Devices for all work performed in the public right-of-way.
- Developer will be responsible for payment of all system development charges and design review and other associated fees.
- Sheet A000 under General References states a 2009 edition. Is this the most current edition?

- Sheet A100 near the Building Code Summary and Design Build Notes, there is some overlapping text. On the building permit plans, it would be nice if this was corrected.
- Sheet A105 – The model number on the separator note does not match the model number in the detail. Please correct.

Streets

- An Erosion control permit will be required. Erosion control is required during construction. Improvement plans shall include details and language on the method of erosion control in the contract documentation. Erosion control measures shall be in place before any construction begins.
- A concrete wash out area shall be shown on plans as well as a detail to construct it.
- An eight (8) foot sidewalk exist along Row River Road. Any damage to sidewalk during construction, will result in replacement of a sidewalk panel. Any replacement work shall meet City Standards. Contact Engineering department for details.
- Any new utility work or repair of any utility work or connection to any utility within Row River Road or Mosby Creek Road shall conform to the City of Cottage Grove Standard Drawing No. 602. Contact Engineering Department for details

Water

- The property is currently being served water from Mosby Creek Road with a 2 inch meter
- A fire hydrant is located at the of Row River Road and Davidson.
- Plans did not show any new water fixtures. If there are new water fixtures including hose bibbs, please include on building permit plans so staff can check meter size for the business as outlined in the plumbing code

Sanitary Sewer

- An 8-inch sanitary sewer serves the property currently off Mosby Creek Road.
- Effluent from the Oil/Water Separator needs to drain to the sanitary sewer.
- Is the trench drain and collector box inside the new addition connected to the oil/water separator? I did not see any connection between the two in the plans.
- I am having difficulty understanding how the oil in the water is going to gathered. From the detail from Gibson Steel, it appears that outlet of the structure is below the level of the absorbent pouches. The proposed structure is great for removing sediment. Designer should verify that this particular structure should be used in this situation.

Storm Drainage

- From the detail on Sheet 105, half of the separator structure has a grate on it. From the location shown on the plans, this is not acceptable. Storm water cannot get into the structure and go to the sanitary sewer. The City of Cottage Grove has separated the storm water and sanitary sewer infrastructures and is actively separating any cross connections. .
- Storm water runoff is not to adversely affect adjacent property owners; therefore no overland flow is allowed. All storm water runoff from this development shall be contained on the property prior to connecting the public storm drainage system.

- Any on site catch basins shall comply with the latest version of by the Oregon Plumbing Specialty Code.
- No hydraulic calculations are needed because the existing conditions are a paved parking lot, so there will be no increase in storm water runoff from the proposed development.

14.38.500 Community Commercial District Signs

The following sign standards have been established for the Community Commercial (C-2P) District:

- B. Multiple Businesses.** *Multiple businesses occupying the same building and/or approved development site shall be permitted a maximum number of 2 wall signs for each business, totaling 2 square feet per lineal foot of business frontage facing the principal street. Maximum size of combined wall signage per business shall be 100 square feet.*
- C. Free Standing, Roof and Projecting Signs for Multiple Tenant Sites.** *In addition to wall signs permitted above, 1 sign from this group shall be permitted for each approved multi-tenant development site. The total area permitted for a free standing sign, roof or projecting sign shall be 50 square feet for 1 face or 100 square feet for 2 or more faces at a maximum of 20 feet above grade.*
- D. Business Identification.** *In addition to the signage allowed above, each business may have 1 unlighted sign not exceeding 1 square foot in area per tenant and bearing only property numbers, postbox numbers, names of occupants, or occupation of occupant of the premises.*
- E. Encroachment.** *The minimum height for all signs encroaching in the public right of way shall be eight feet above grade. The maximum encroachment into the public right of way shall be 6 feet, provided that no sign shall encroach within 2 feet of any curb or driveway line.*
- E. Comprehensive Signage Plan.** *Applicants may choose to apply for a Comprehensive Sign Plan approval to modify the above requirements (see Section 14.38.800).*

Staff finding: The applicant has not submitted plans for new/additional signage. New signage shall conform to the criterion shown in Section 14.38.500 with conformance with the code verified via Type I review. This shall be a condition of approval.

- 5. *Existing conditions of approval required as part of a prior Land Division (Chapter 14.43), Conditional Use Permit (Chapter 14.44), Master Planned Development (Chapter 14.45) or other approval shall be met.*

Staff finding: There are no know conditions of approval for this parcel. This criterion does not apply.

CONCLUSION

Site Design Review **approval** pursuant to Section 14.42.600 Site Design Review Approval Criteria and subject to the recommended conditions is supported by the findings of fact that establish compliance with the applicable state and local standards.

STAFF RECOMMENDATION

4,200 sf Addition to
Cottage Grove Chevrolet

SDR 1-22

13/16

That the Site Design Review SDR 1-22 be **approved** for the development of a 4,200 sf addition to the vehicle service center at Cottage Grove Chevrolet at 2775 Row River Road pursuant to Section 14.42.600 Site Design Review Approval Criteria which are supported by findings of fact and conditions that can establish compliance with applicable state and local standards.

CONDITIONS OF APPROVAL

1. Major modifications to these plans shall be approved by the Planning Commission.
2. Architectural elements shall be installed and maintained as presented in the plans received February 18, 2022.
3. Conditions of Approval from MTA 1-22 are applicable to SDR 1-22.
4. Building permits are required.
5. All mechanical equipment and garbage areas will be screened from view from all public streets and adjacent park areas to the north. Solid garbage enclosure (wall, solid fence or slatted fence) shall be required to be constructed prior to occupancy, and shall be no more than 7' in height.
6. All new exterior man-doors shall be weather protected (awning etc.)
7. All man-made and natural features required by this Code shall be maintained in good condition, or otherwise replaced by the owner.
8. Engineering Comments dated March 2, 2022 are considered conditions of approval and shall be met prior to building occupancy.

MATERIALS TO BE PART OF THE RECORD

File SDR 1-22, MTA 1-22

EXHIBITS

- A. Engineering Comments, Ron Bradsby, March 2, 2022
- B. Application
- C. Site Plan and Elevations

**EXHIBIT A:
MEMO**

To: Eric Mongan, City Planner

From: Ron Bradsby, City Engineer

**Subject: ENGINEERING COMMENTS FOR SDR 1-22 (2775 ROW RIVER ROAD
– COTTAGE GROVE CHEVROLET)**

Date: March 2, 2022

The following comments are based on a proposed plan set, not dated (16 - 24" x 36" sheet)
Changes may occur during the review process and/or development phase that will be in conflict
with statements below and some issues may have been overlooked that will be commented on
during the review process and/or development phase of this project.

Development Comments

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- Developer will be responsible for payment of all system development charges and design review and other associated fees.
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- Effluent from the Oil/Water Separator needs to drain to the sanitary sewer.
- Is the trench drain and collector box inside the new addition connected to the oil/water separator? I did not see any connection between the two in the plans.
- I am having difficulty understanding how the oil in the water is going to gathered. From the detail from Gibson Steel, it appears that outlet of the structure is below the level of the absorbent pouches. The proposed structure is great for removing sediment. Designer should verify that this particular structure should be used in this situation.

Storm Drainage

- From the detail on Sheet 105, half of the separator structure has a grate on it. From the location shown on the plans, this is not acceptable. Storm water cannot get into the structure and go to the sanitary sewer. The City of Cottage Grove has separated the storm water and sanitary sewer infrastructures and is actively separating any cross connections. .
- Storm water runoff is not to adversely affect adjacent property owners; therefore no overland flow is allowed. All storm water runoff from this development shall be contained on the property prior to connecting the public storm drainage system.
- Any on site catch basins shall comply with the latest version of by the Oregon Plumbing Specialty Code.
- No hydraulic calculations are needed because the existing conditions are a paved parking lot, so there will be no increase in storm water runoff from the proposed development.

1680-

EXHIBIT B

199-22-000014-PLAN



File No.: MTA 1-22
Date Submitted by Applicant: 2/18/2022
Date Deemed Complete: _____

400 Main Street Cottage Grove, OR 97424

TYPE III PERMIT APPLICATION

To: City of Cottage Grove Planning Commission

A. Applicant

- 1. Name: Cottage Grove Chevrolet Phone No.: 541-942-4415
- 2. Mailing Address: 2775 Row River RD Cottage Grove, OR, 97424
- 3. Email Address: Tlefler@BRADSCHEV.COM
- 4. Status: Owner Agent

Note: If agent you must have owner's consent and signature.

B. Owner (if not applicant)

- 5. Owner's Name: BRAD Cohen Phone No.: 541-942-4415
- 6. Owner's Mailing Address: 2775 Row River RD. C.G. OR 97424
- 7. Email Address: _____

C. Location of Property

- 8. Address/Location: 2775 Row River RD.
- 9. Map & Tax Lot Number: 20032740 - 00602
- 10. Present Use: Motor Vehicle repair garage office/showroom
- 11. Proposed Use: SAME

D. Request for Consideration

- 10. Type of Land Use Application applying for: Conditional use
Options: Conditional Use, Greenway Conditional Use, Cottage Industry, Historic Alteration, Land Use District Map changes (no plan amendment required), Master Planned Developments, Site Design Reviews, Subdivisions, Variance (Class C)

11. Is this application filed in association with other land use permit applications?

Yes No

12. Project Description: 60 Feet long 70 feet wide ADD ON Shop for 6 more lifts on EAST side of existing service building, that will increase vehicle MAINTANCE services currently provided by dealership

E. Required Information

Narrative Statement: This application must be filed with one copy of a narrative statement that explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making.

Note: Additional information may be required under the specific application requirements for each approval, e.g., Chapters 14.42 (Land Use Review), 14.43 (Land Divisions), 14.44 (Conditional Use), 14.45 (Master Planned Developments), 14.46 (Modifications), 14.48 (Code Interpretations), 14.49 (Miscellaneous Permits) and 14.51 (Variances).

Plans: Three (3) sets of plans, including one (1) set of plans in a reproducible form that is no larger than 11"x17" in size. Content of plans will vary with application type. Refer to submittal requirements for specific application type.

Neighborhood Meeting verification (for Master Planned Developments, Conditional Uses and Subdivisions). Must include copy of meeting notice and minutes and/or recording of meeting.

Non-refundable application fee. 1650

G. Signature

I hereby request a Type III Permit on the above described real property, which is either owned by or under contract of sale to the applicant, and is located within the City of Cottage Grove, Oregon.

I hereby acknowledge that this application is not considered filed and complete until all of the required information has been submitted as determined by the Public Works & Development Director and all required fees have been paid in full. Once the original application is submitted, Staff has 30 days to determine whether an application is complete. Within 30 days a letter will be mailed to you either deeming the application complete or requesting additional information. If additional information is requested you have 150 days to either: submit the missing information, submit some of the information and written notice that no other information will be provided, or submit a written notice that none of the missing information will be provided. *Once your application is deemed complete* you will be assigned a public hearing date before the Planning Commission and Staff will have 120 days to complete the processing of your application. (ORS 227.178)

Owner:	Agent:
Signature: _____	<u>T. C. H</u>
Name: _____	<u>Tony Hefler</u>
Date: _____	<u>2-18-22</u>

Office Use Only

Date Application Received: 2/18/22 Initials: M
Date Application Complete: _____ Initials: _____
Applicant Notified of Completeness: _____
Fee Paid: \$40 Receipt No. 19292 Initials: (ml)

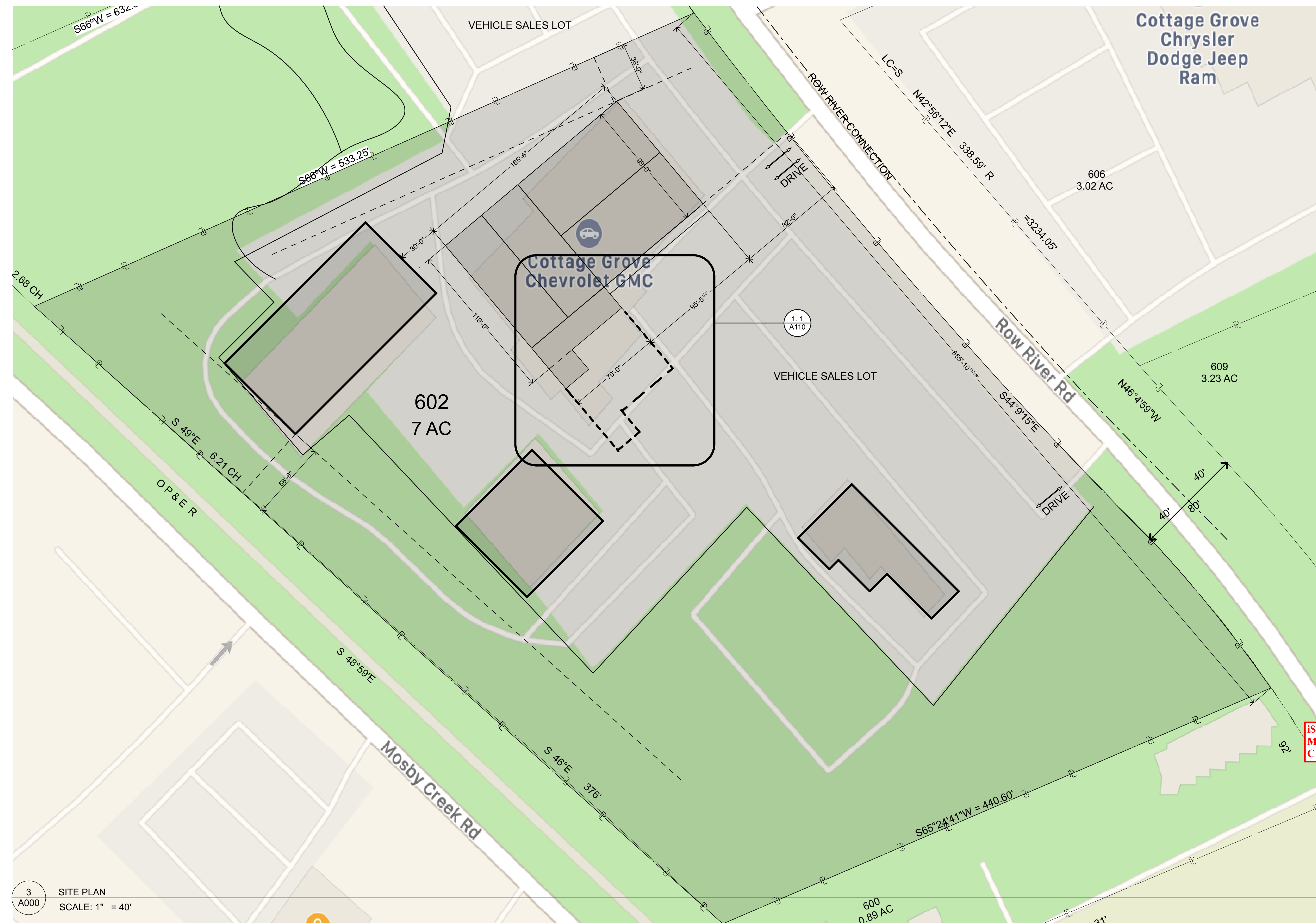
COTTAGE GROVE CHEVROLET SERVICE BAY ADDITION

REX PRATER, AIA
Project Architect
BALANCE architecture+design, p.c.
541-914-1733
rex@balancearchitecturepc.com



SERVICE BAY ADDITION

A000	COVERSHEET
A100	BUILDING CODE SUMMARY
A105	SITE GRADE DRAINAGE PLAN
S101	FOUNDATION ENGINEERING
S201	FOUNDATION ENGINEERING
S202	STEEL BUILDING ENGINEERING
S203	STEEL BUILDING ENGINEERING
S204	STEEL BUILDING ENGINEERING
S205	STEEL BUILDING ENGINEERING
S206	STEEL BUILDING ENGINEERING
S207	STEEL BUILDING ENGINEERING
A110	BUILDING PLAN
A120	ROOF PLAN
A301	BUILDING ELEVATIONS
A302	BUILDING ELEVATION, SECTION



PROPERTY INFORMATION:
Project Type: COMMERCIAL
Project Permits: S-M-E-P
Site Address: 2775 ROW RIVER RD COTTAGE GROVE OR 97424
Map Tax lot: 20032740-00602
Site area: 7 ac
Zoning: verify C2 COMMUNITY COMMERCIAL
Construction Type: 5
Occupancy: B & S1-S (Fully Sprinklered)
motor vehicle repair garage, office/showroom

OWNER REPRESENTATIVE:
Tony Lefler
2775 Row River Rd
Cottage Grove, OR 97424
541-946-3905
tlefler@bradschevy.com

ARCHITECT
BALANCE architecture+design, p.c.
Studio: 1808 Jefferson St
Phone: 541-914-1733
E-mail: rex@balancearchitecturepc.com
Contact: Rex Prater, AIA (No.5808)

ENGINEER
Todd Costley P.E. (OR,WA)
Principal Engineer
McKenzie Engineering, LLC
M: 541-968-3909
www.mckenzieengr.com

SOILS:
GEOMAX, inc
Christian Principal Designer
(541) 942-0126

GENERAL CONTRACTOR
BRIDGEWAY CONSTRUCTION, LLC
Contact: Jerry Valencia
Phone: (541) 606-2571
E-mail: jerryv@bridgewaycontracting.com
CCB#: 176939

WARREN EXCAVATION
Site Work

ELECTRICAL
Belco Electrical Construction & Service
Contact: Rob Bellman
P.O. Box 40307 Eugene, OR 97404
O: 541 797 5400 C: 541 844 5036
rob@belcoecs.com

MECHANICAL
Alec Kayl
C&K Petroleum
541-344-0242
alexk@ckpetro.com

PLUMBING : FIRE
HARVEY & PRICE
Mike Tennent, 541-357-1290
mtennent@harveyandprice.com
CCB#77

CASCADIA Plumbing
Contact: Stephen Cole, 541-556-4035
Stephen@cascadia.co

REFERENCE CODES

GENERAL REFERENCES
ANSI NFPA
ICC/ANSI A177.1-2009, Accessible and Usable Buildings and Facilities, American National Standard, 2009 Edition.
International Code Council, Inc.
National Fire Protection Association (NFPA) - standards referenced in our state's statutes and regulations

PROJECT DESCRIPTION
Construct an additional service bay building onto the East of the existing service bay building that will increase vehicle maintenance services currently provided by the dealership

CONSTRUCTION
1. New 4,200 sq.ft. pre-engineered metal building
-special inspections as noted on Engineering Sheet

SUBMITTALS included:
GEOMAX SOIL REPORT
KAISER STEEL BUILDING, LLC

IS THIS THE MOST CURRENT?

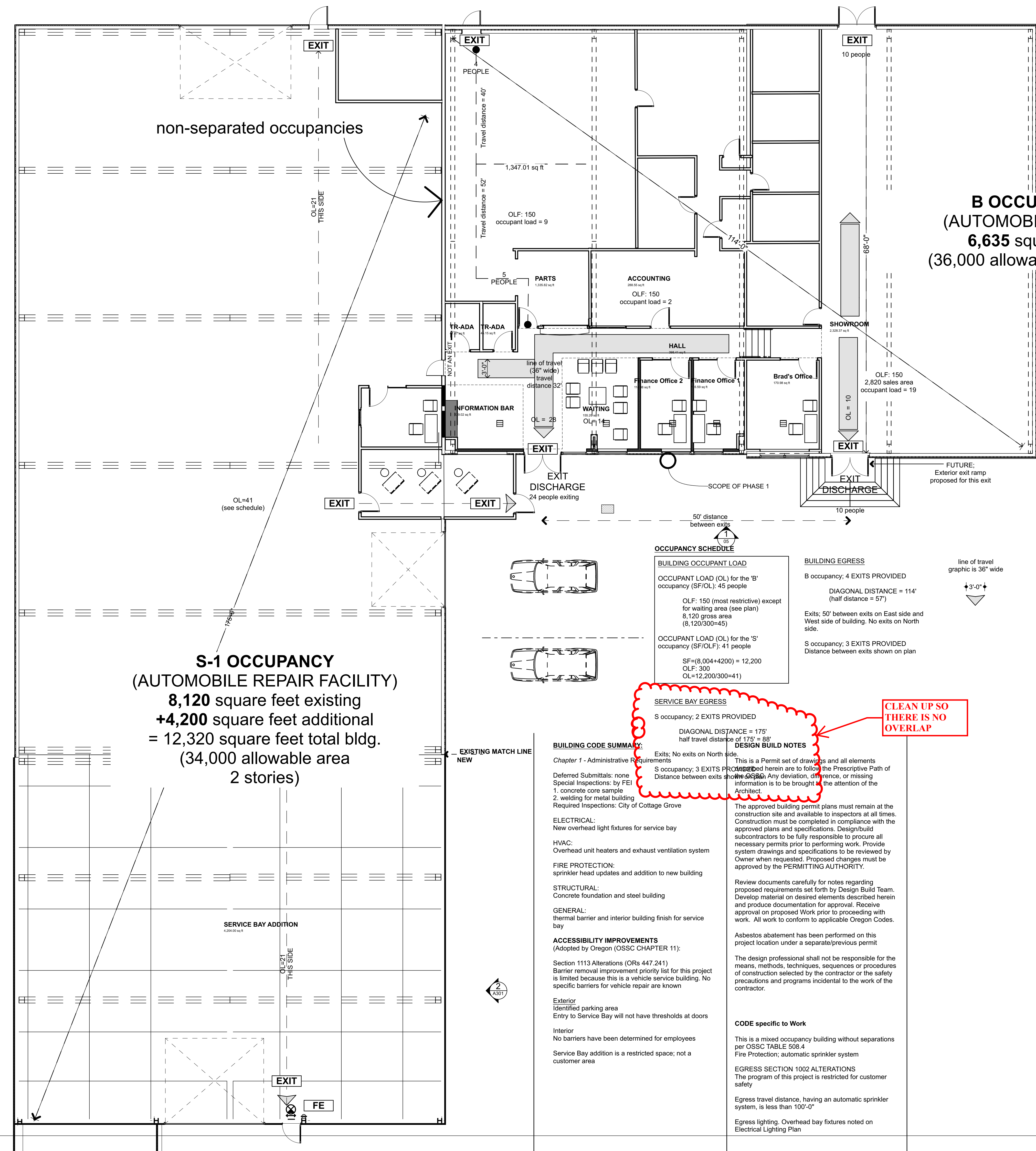
COTTAGE GROVE CHEVROLET GMC

2775 ROW RIVER RD
COTTAGE GROVE OR
97424

SHEET TITLE:

COVERSHEET

A000



B OCCUPANCY
 (AUTOMOBILE SALES)
 6,635 square feet
 (36,000 allowable, 3 stories)

S-1 OCCUPANCY
 (AUTOMOBILE REPAIR FACILITY)
 8,120 square feet existing
 +4,200 square feet additional
 = 12,320 square feet total bldg.
 (34,000 allowable area
 2 stories)

OCCUPANCY SCHEDULE

BUILDING OCCUPANT LOAD	
OCCUPANT LOAD (OL) for the 'B' occupancy (SF/OL): 45 people	
OLF: 150 (most restrictive) except for waiting area (see plan)	
8,120 gross area (8,120/300=45)	
OCCUPANT LOAD (OL) for the 'S' occupancy (SF/OLF): 41 people	
SF=(8,004+4200) = 12,200	
OLF: 300	
OL=12,200/300=41	

BUILDING EGRESS
 B occupancy: 4 EXITS PROVIDED
 DIAGONAL DISTANCE = 114'
 (half distance = 57')
 Exits: 50' between exits on East side and West side of building. No exits on North side.
 S occupancy: 3 EXITS PROVIDED
 Distance between exits shown on plan

SERVICE BAY EGRESS
 S occupancy: 2 EXITS PROVIDED
 DIAGONAL DISTANCE = 175'
 half travel distance of 175' = 88'

BUILDING CODE SUMMARY:
 Chapter 1 - Administrative Requirements
 Deferred Submittals: none
 Special Inspections: by FEI
 1. concrete core sample
 2. welding for metal building
 Required Inspections: City of Cottage Grove

ELECTRICAL:
 New overhead light fixtures for service bay

HVAC:
 Overhead unit heaters and exhaust ventilation system

FIRE PROTECTION:
 sprinkler head updates and addition to new building

STRUCTURAL:
 Concrete foundation and steel building

GENERAL:
 thermal barrier and interior building finish for service bay

ACCESSIBILITY IMPROVEMENTS
 (Adopted by Oregon (OSSC CHAPTER 11):
 Section 1113 Alterations (ORs 447.241)
 Barrier removal improvement priority list for this project is limited because this is a vehicle service building. No specific barriers for vehicle repair are known

Exterior
 Identified parking area
 Entry to Service Bay will not have thresholds at doors

Interior
 No barriers have been determined for employees
 Service Bay addition is a restricted space; not a customer area

DESIGN BUILD NOTES
 This is a Permit set of drawings and all elements included herein are to follow the Prescriptive Path of the Code. Any deviation, difference, or missing information is to be brought to the attention of the Architect.

The approved building permit plans must remain at the construction site and available to inspectors at all times. Construction must be completed in compliance with the approved plans and specifications. Design/build subcontractors to be fully responsible to procure all necessary permits prior to performing work. Provide system drawings and specifications to be reviewed by Owner when requested. Proposed changes must be approved by the PERMITTING AUTHORITY.

Review documents carefully for notes regarding proposed requirements set forth by Design Build Team. Develop material on desired elements described herein and produce documentation for approval. Receive approval on proposed Work prior to proceeding with work. All work to conform to applicable Oregon Codes.

Asbestos abatement has been performed on this project location under a separate/previous permit

The design professional shall not be responsible for the means, methods, techniques, sequences or procedures of construction selected by the contractor or the safety precautions and programs incidental to the work of the contractor.

CODE specific to Work
 This is a mixed occupancy building without separations per OSSC TABLE 508.4
 Fire Protection; automatic sprinkler system

EGRESS SECTION 1002 ALTERATIONS
 The program of this project is restricted for customer safety

Egress travel distance, having an automatic sprinkler system, is less than 100'-0"

Egress lighting, Overhead bay fixtures noted on Electrical Lighting Plan

CLEAN UP SO THERE IS NO OVERLAP

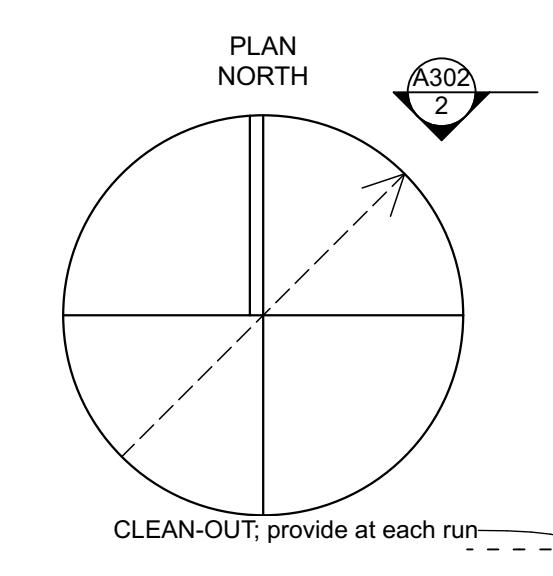
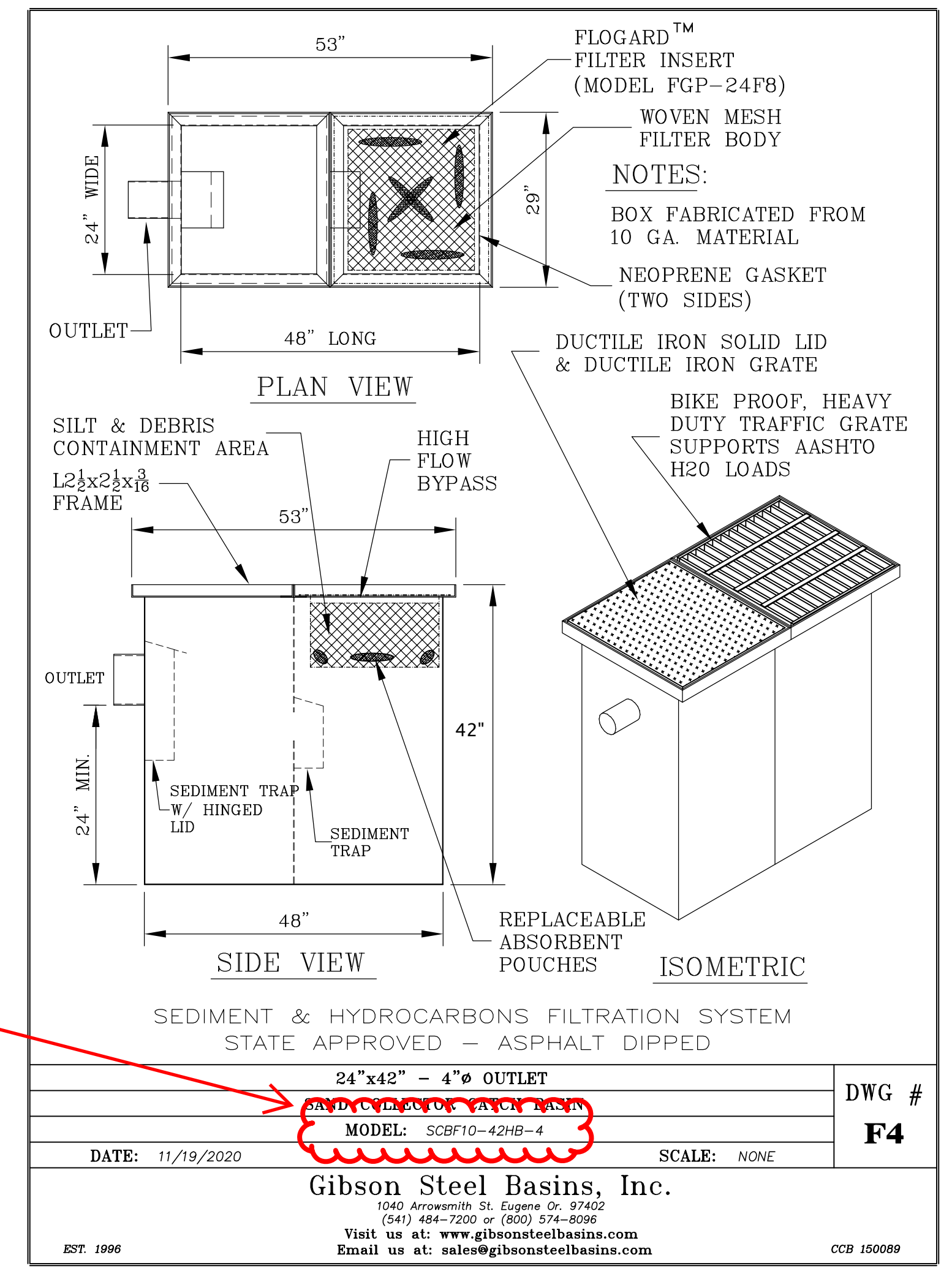
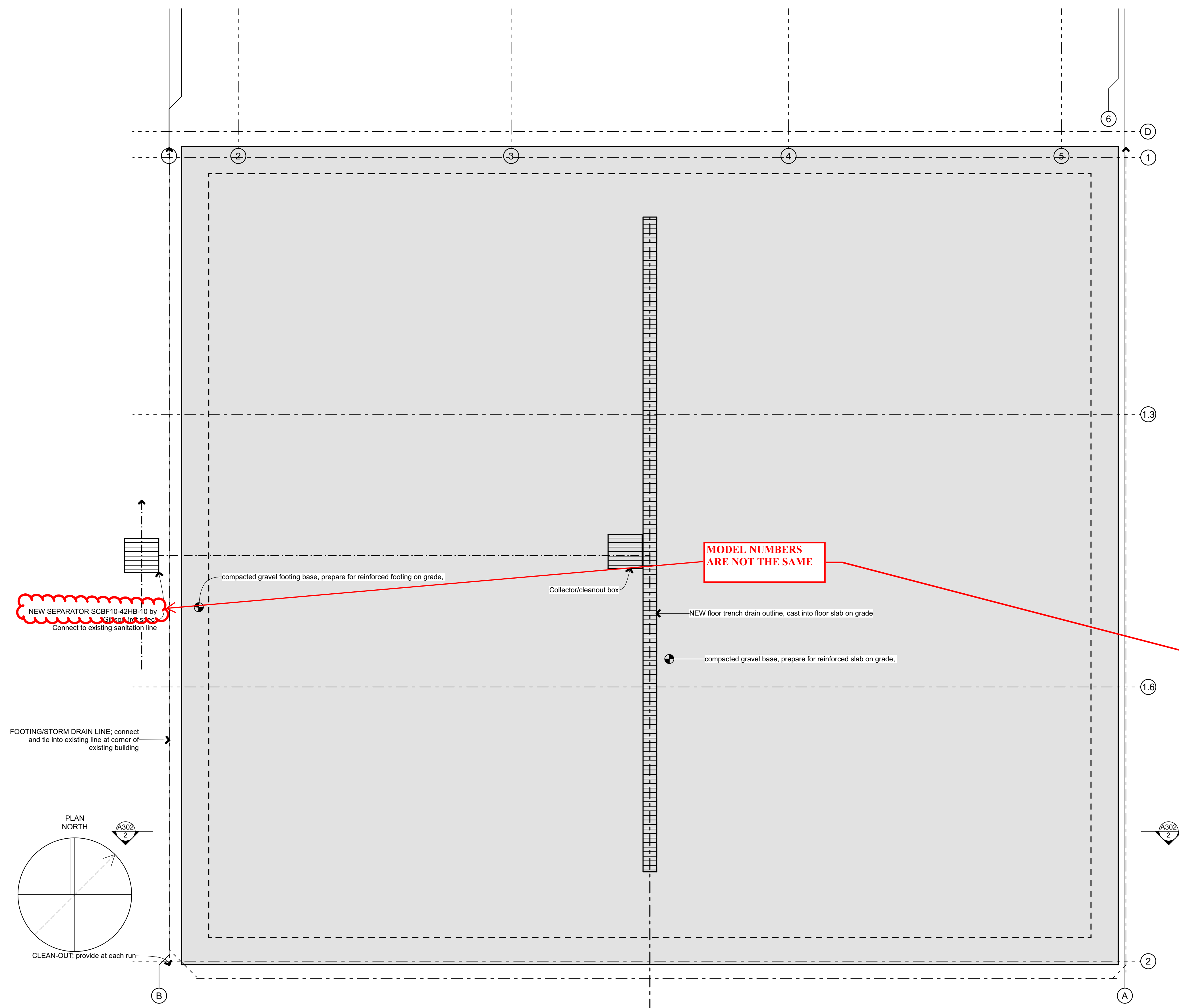


COTTAGE GROVE CHEVROLET GMC

2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

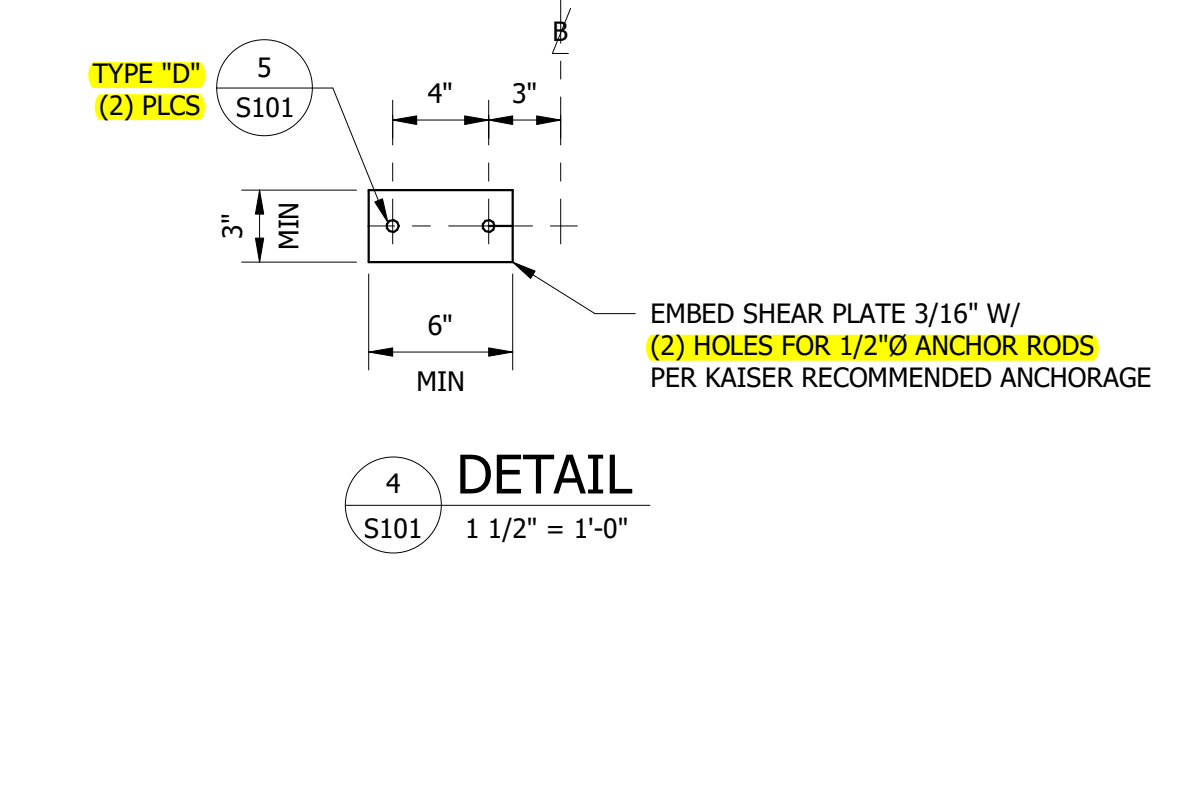
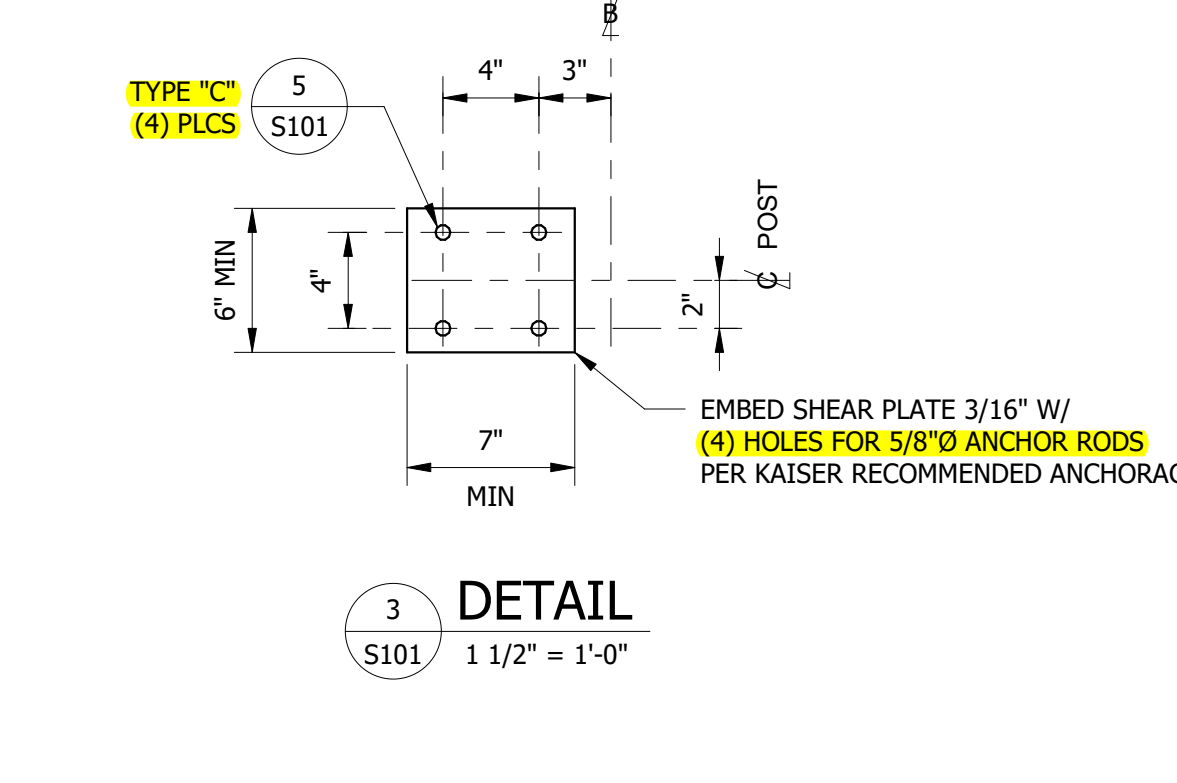
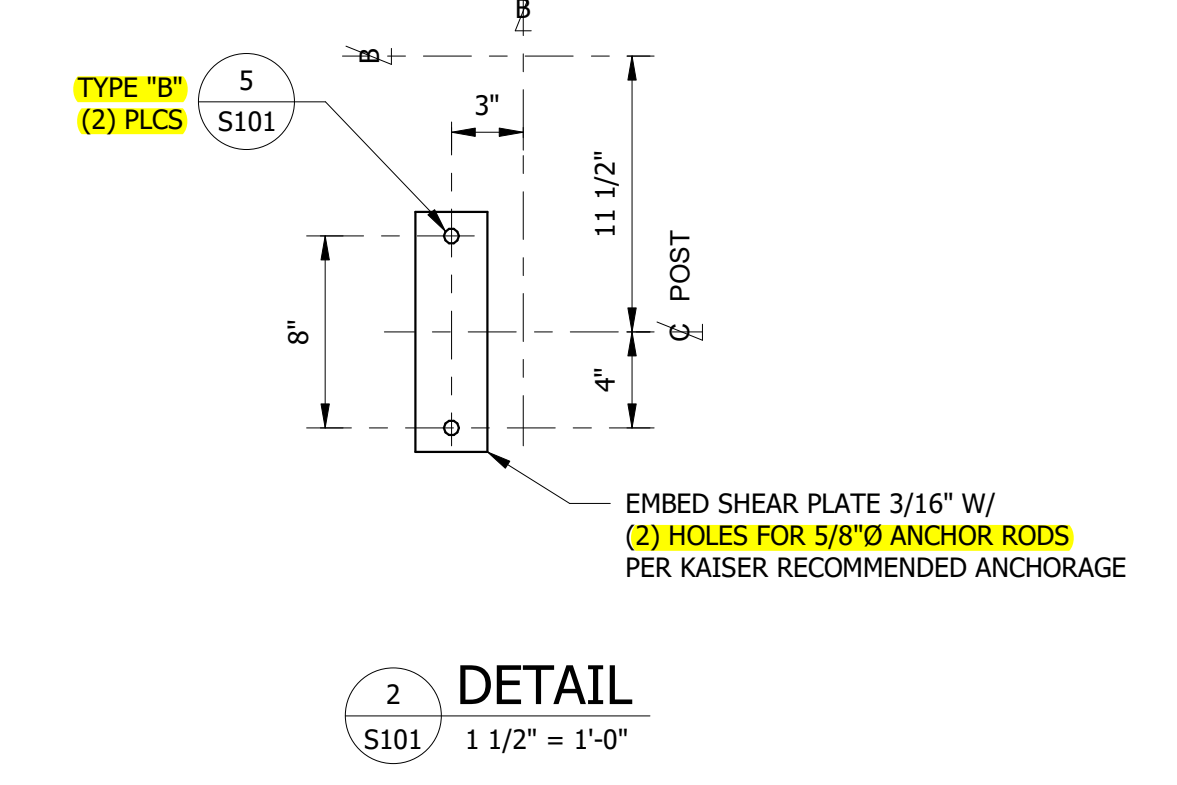
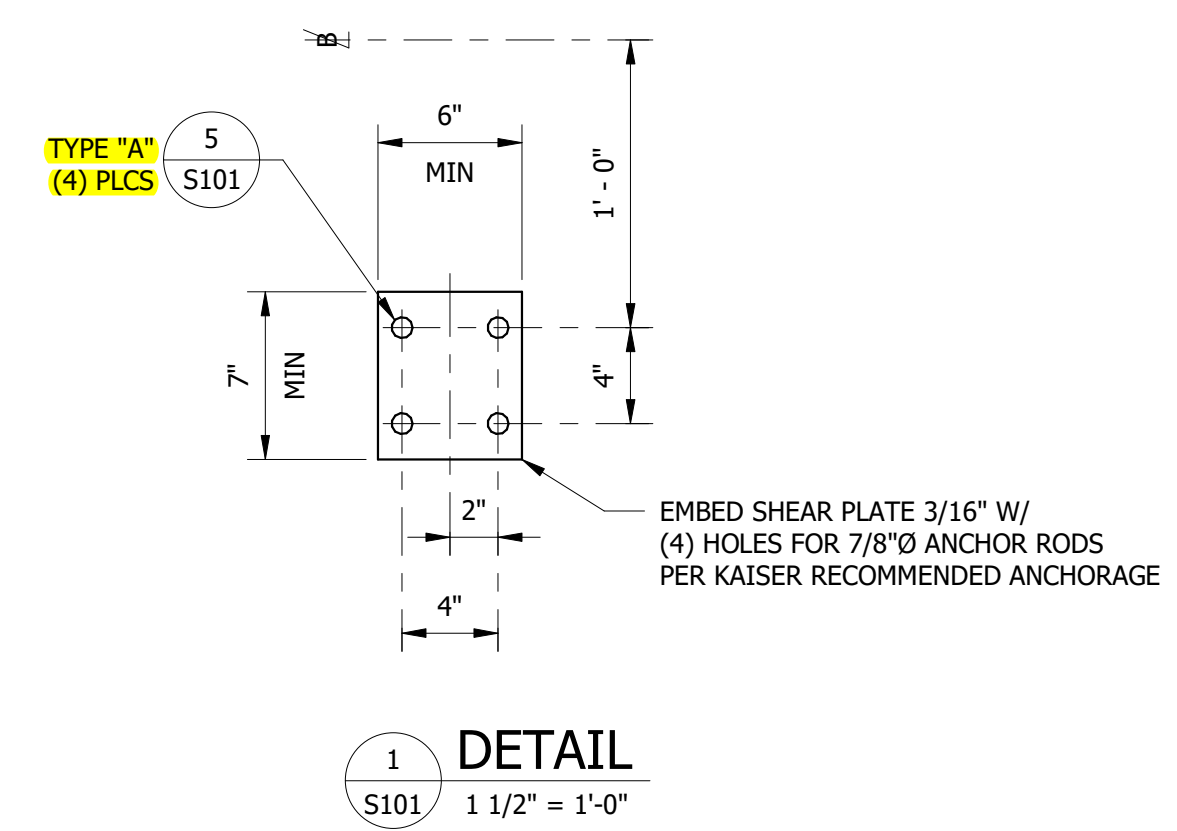
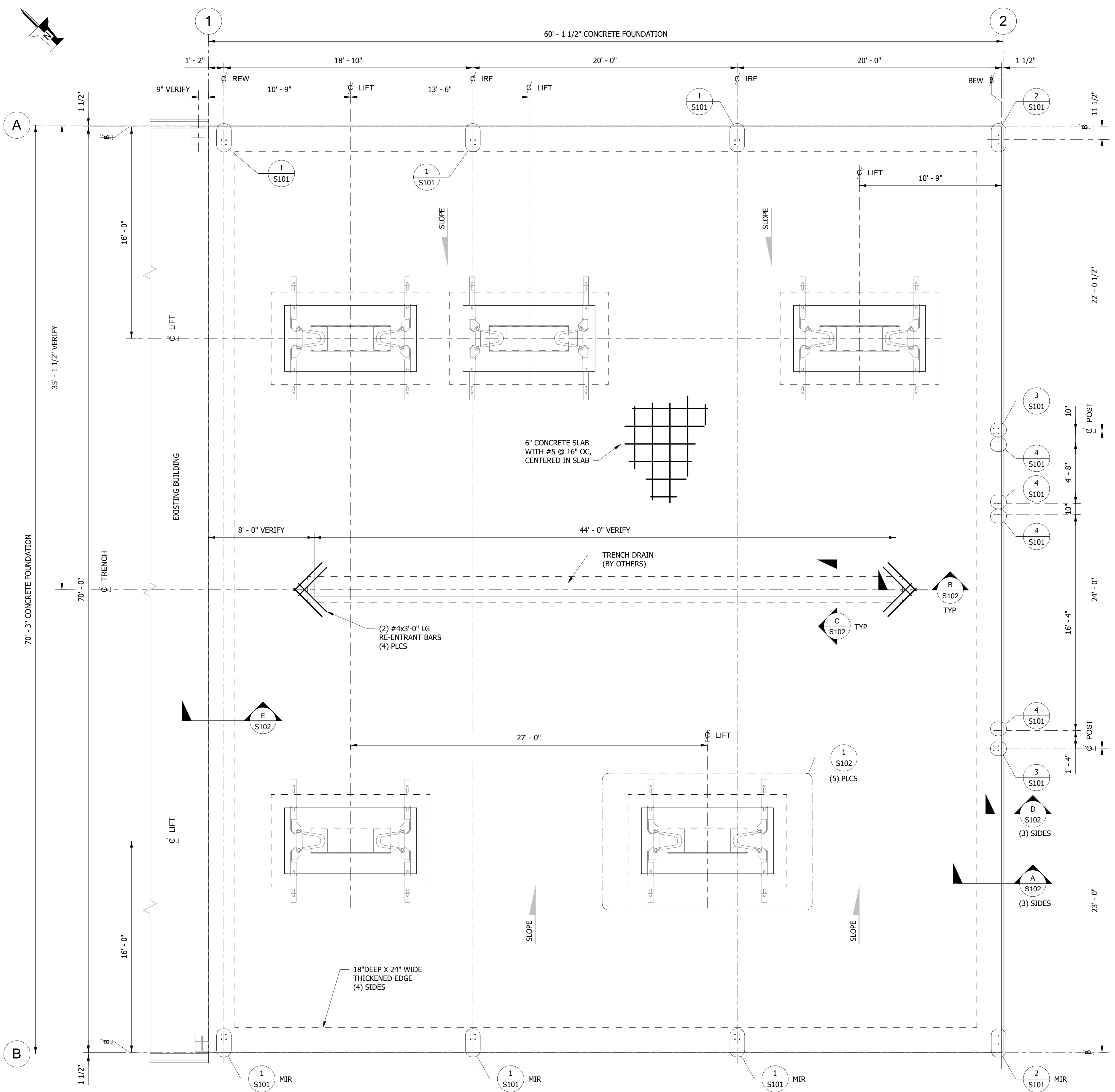
SHEET TITLE:

BUILDING CODE SUMMARY



**COTTAGE GROVE
 CHEVROLET GMC**
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:
**SITE GRADE
 DRAINAGE PLAN**



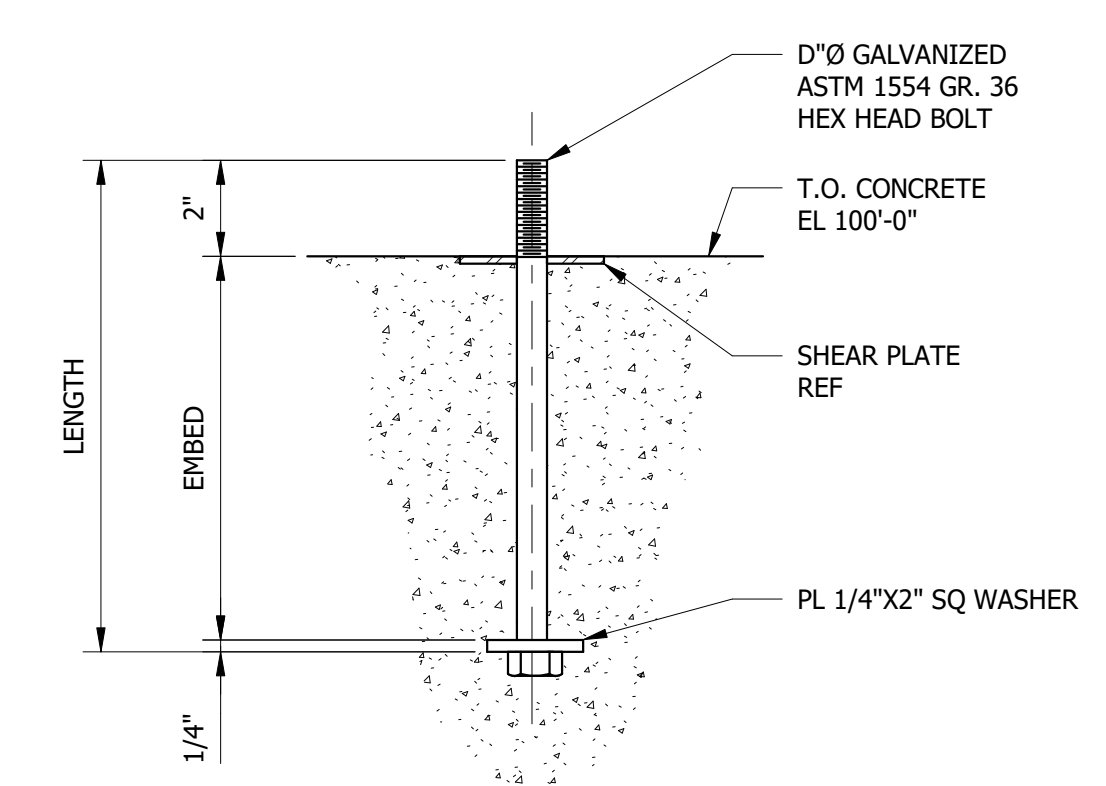
- ### GENERAL NOTES:
- ELEVATION 100'-0" IS AN ARBITRARY ELEVATION. FINISH FLOOR ELEVATION SHALL BE COORDINATED BY PROJECT MANAGER.
 - DESIGN AND DRAFTING BASED ON:
 - KAISER STEEL BUILDINGS, LLC - JOB #1738 (PROVIDED BY BRIDGEWAY CONTRACTING)
 - VEHICLE LIFT LOCATION (PROVIDED BY BALANCE ARCHITECTURE + DESIGN)
 - WORKMANSHIP, DESIGN MATERIALS, AND CONSTRUCTION SHALL CONFORM TO THE 2019 OREGON STRUCTURAL SPECIALTY CODE.
 - CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND ANCHOR ROD LOCATIONS PRIOR TO COMMENCING WORK.
 - DOCUMENTATION OF CONCRETE MIX DESIGN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.**
 - PROVIDE A 3/4" CHAMFER ON ALL EXPOSED CONCRETE CORNERS.
 - CONCRETE SHALL BE OF NORMAL WEIGHT AND OBTAIN A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF **4,000 PSI**.
 - REBAR SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER OF RECORD FOR APPROVAL PRIOR TO PLACEMENT.**
 - ALL CONCRETE REINFORCEMENT STEEL SHALL BE ASTM A615, GRADE 60.
 - LAP SPLICES FOR #5 REBAR SHOWN SHALL BE 28" MINIMUM.
 - ALL BOTTOM REBAR SHALL HAVE 3" CLEAR COVER. ALL TOP REBAR SHALL HAVE 1 1/2" CLEAR COVER.
 - DESIGN ALLOWABLE SOIL PRESSURE UNDER FOOTINGS AND SLABS IS 1,500 PSF**, PER GEOTECHNICAL REPORT BY GEOMAX INC., SOILS REPORT FOR BUILDING ADDITION, BRADS COTTAGE GROVE CHEVROLET DATED 10-18-2021.
 - FOUNDATION IS TO BE POURED MONOLITHICALLY.
 - PROVIDE 6" CRUSHED 3/4" MINUS GRAVEL, COMPACTED TO 90% COMPACTION UNDER NEW FOUNDATION.
 - PROVIDE 12" CRUSHED 3/4" MINUS GRAVEL, COMPACTED TO 90% COMPACTION UNDER THICKENED EDGE AROUND NEW FOUNDATION.
 - SLOPE FLOOR TO TRENCH DRAIN AS REQUIRED.
 - ELECTRICAL AND HYDRAULIC LAYOUT BY OTHERS.
 - LIFT LOCATIONS WERE PROVIDED BY OTHERS. CLIENT TO CONFIRM LIFT LOCATIONS AS SHOWN ON THIS DRAWING. IF LIFT LOCATIONS DIFFER, NOTIFY ENGINEER OF RECORD IMMEDIATELY.

SPECIAL INSPECTION REQUIREMENTS:

ITEM	CONTINUOUS	PERIODIC
CONCRETE:		
REINFORCING PLACEMENT		X
ANCHOR RODS & INSERTS		X
PREPARATION OF TEST SPECIMENS	X	
CONCRETE PLACEMENT	X	
EPOXY ANCHOR PLACEMENT		X

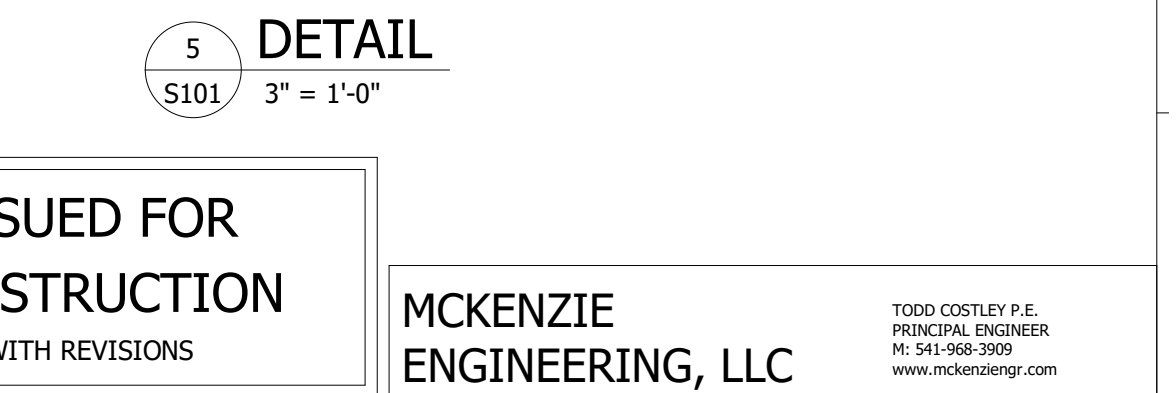
SEND REPORTS TO BUILDINGOFFICIAL@COTTAGEGROVE.ORG

JASON BUSH 541952-1456



CAST-IN-PLACE ANCHOR SCHEDULE

TOTAL QTY	TYPE	DETAIL #	"D"	EMBED	LENGTH
24	A	1	7/8"	12"	14 1/4"
4	B	2	5/8"	6"	8 1/4"
8	C	3	5/8"	12"	14 1/4"
8	D	4	1/2"	6"	8 1/4"



PLAN @ T.O. CONCRETE EL 100'-0"
1/4" = 1'-0"



ISSUED FOR CONSTRUCTION WITH REVISIONS

MCKENZIE ENGINEERING, LLC
TODD COSTLEY P.E., PRINCIPAL ENGINEER, M: 541-968-3909, www.mckenzieengr.com

NO.	DATE	DESCRIPTION
2	PZL 02/01/22	UPDATED LIFTS & ADDED NOTES
1	PZL 01/14/22	ISSUED FOR REVIEW & COMMENT
0	PZL 11/03/21	ISSUED FOR CONSTRUCTION

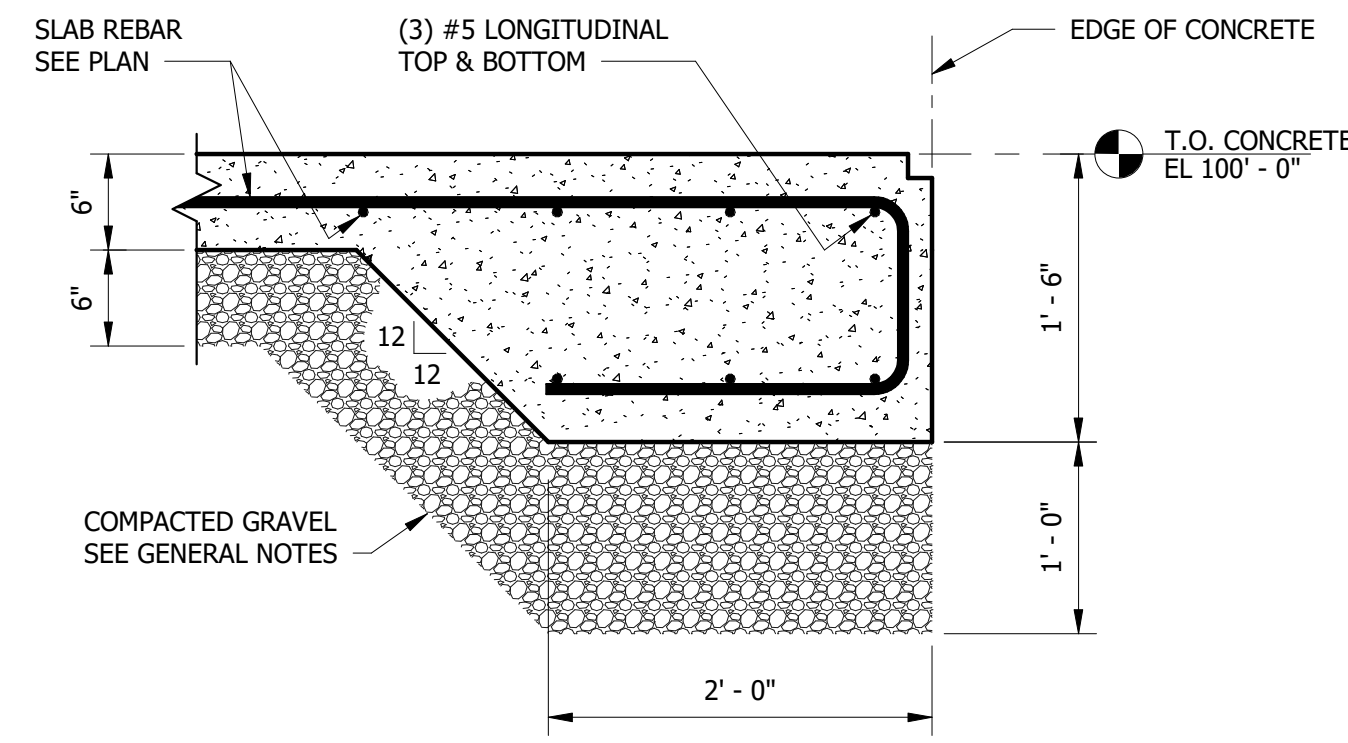
CLIENT: COTTAGE GROVE CHEVROLET GMC
2775 ROW RIVER RD
ADDRESS: COTTAGE GROVE, OR 97424

ENGINEER: TAC
DESIGNER: TAC
DRAWN: PZL
DATE: 10/20/21

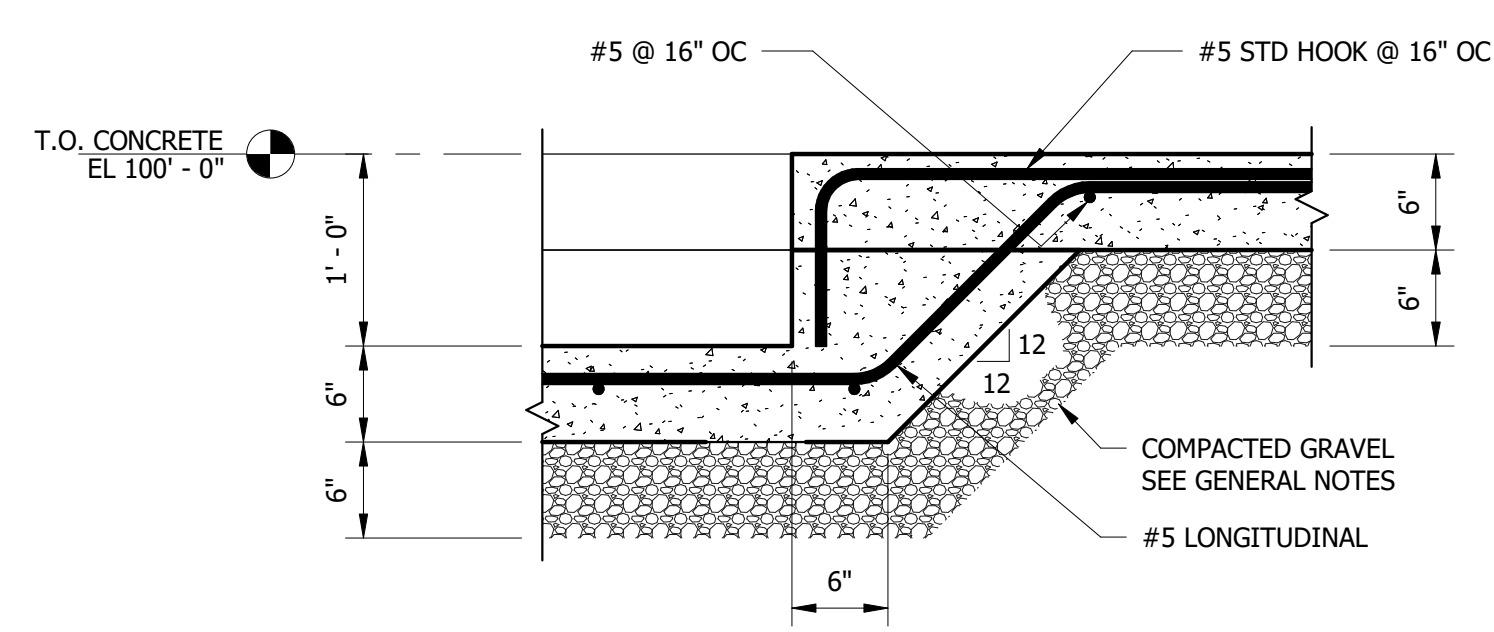
PINPOINT DRAFTING + DESIGN
ZACH LEMMONS (503) 852-3192, zlemmons@pinpointdraft.com, PDD JOB # 1006

TITLE:	SCALE:	JOB #:	DRAWING #:	REV:
FACILITY UPDATE PEMB FOUNDATION PLAN & DETAILS	D	1029	S101	2

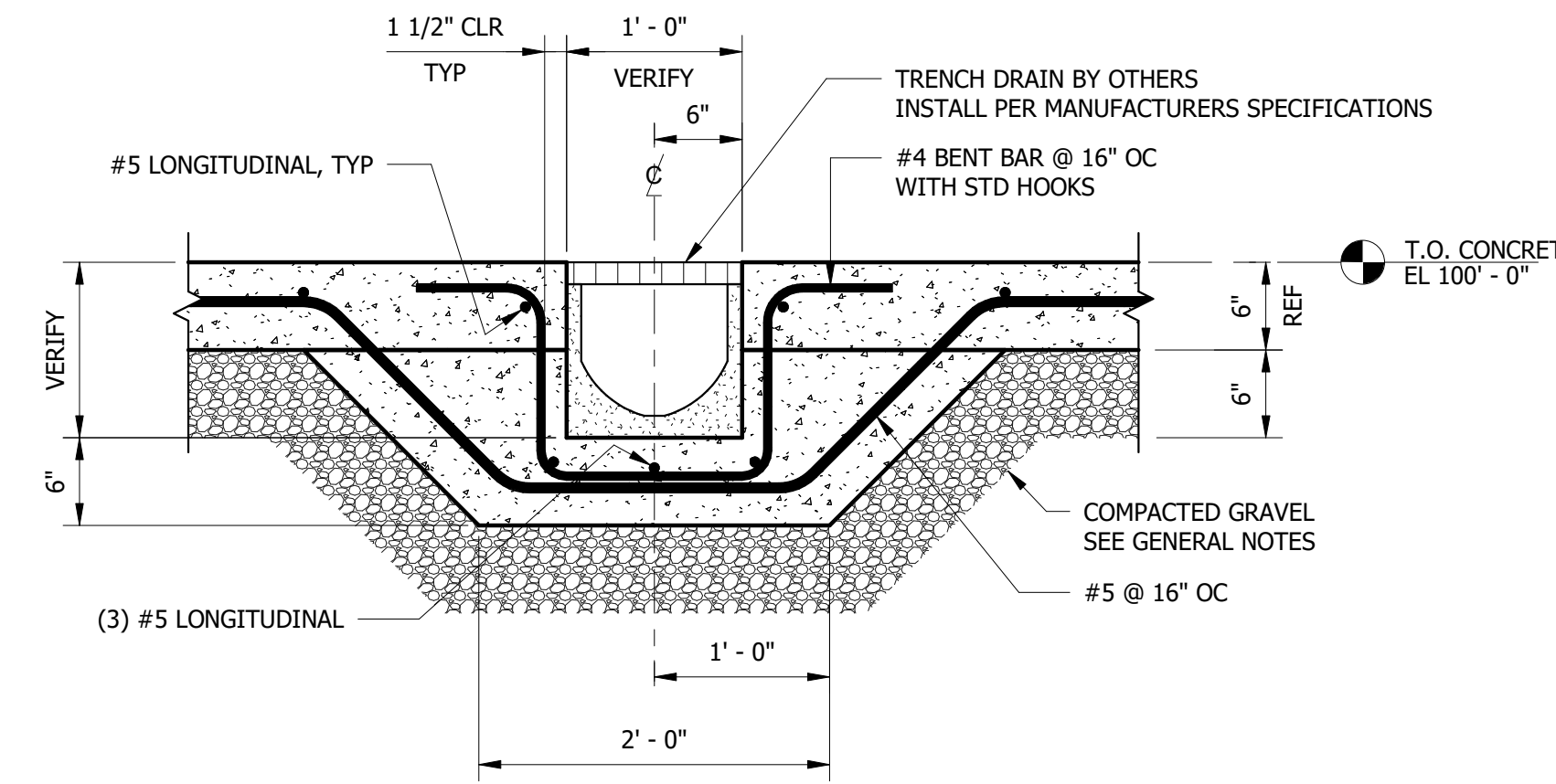
NOTE:
A. SEE SHEET S101 FOR GENERAL NOTES.



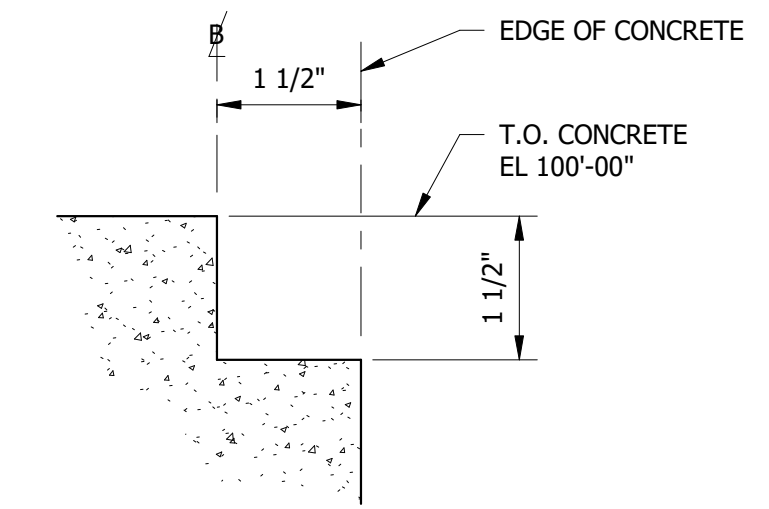
A SECTION
S102 1" = 1'-0"



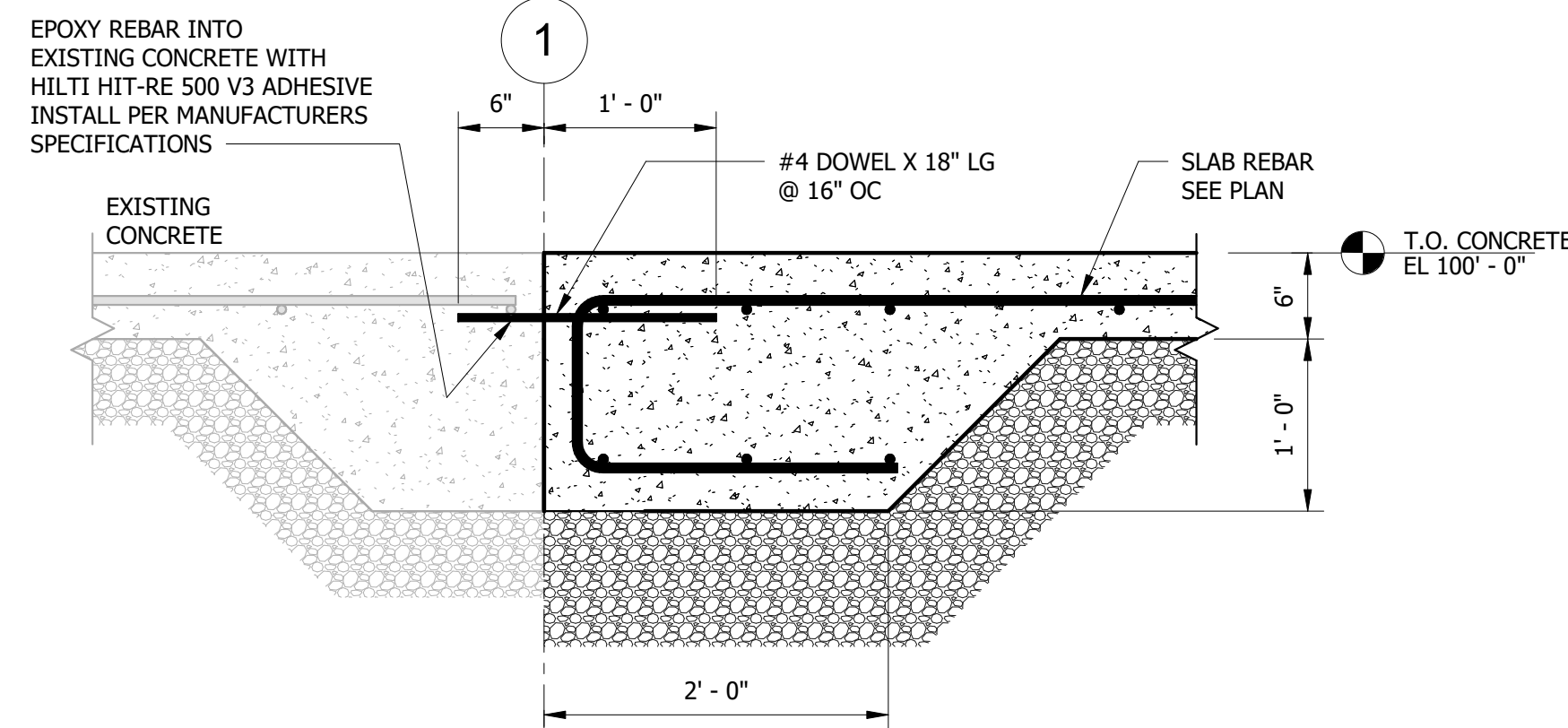
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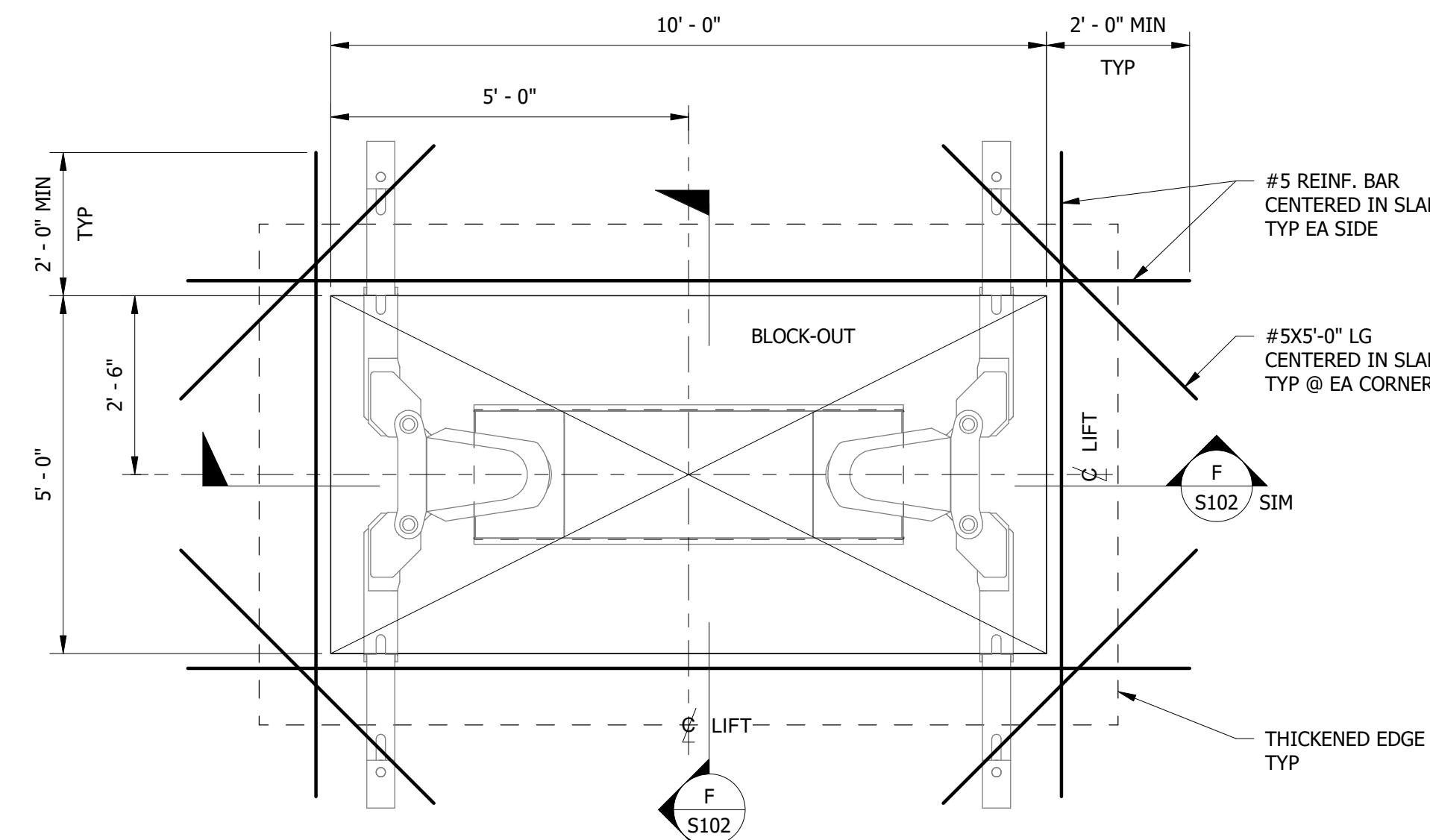
C SECTION
S102 1" = 1'-0"



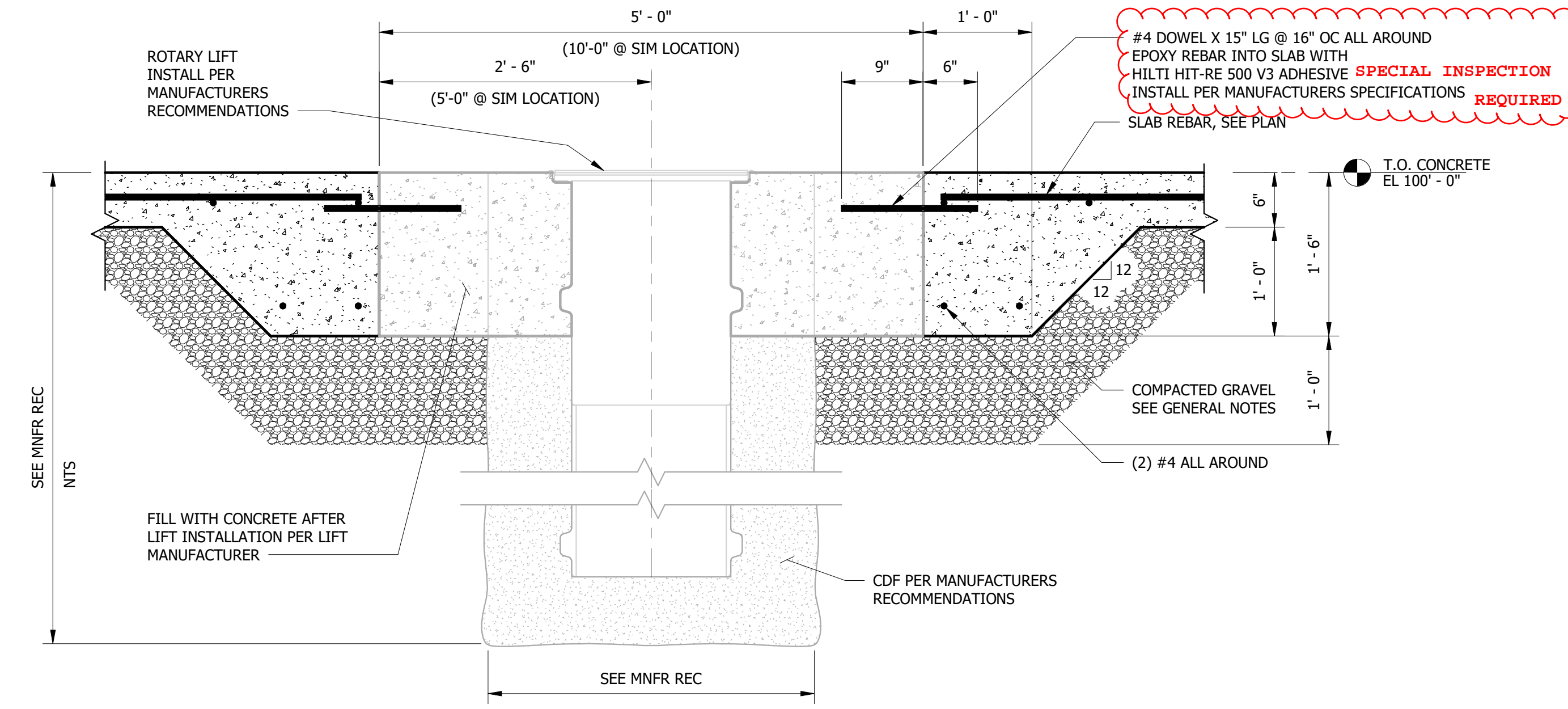
D SECTION
S102 6" = 1'-0"



E SECTION
S102 1" = 1'-0"



DETAIL 1
S102 1/2" = 1'-0"



F SECTION
S102 1" = 1'-0"

#4 DOWEL X 15" LG @ 16" OC ALL AROUND
EPOXY REBAR INTO SLAB WITH
HILTI HIT-RE 500 V3 ADHESIVE **SPECIAL INSPECTION**
INSTALL PER MANUFACTURERS SPECIFICATIONS **REQUIRED**



ISSUED FOR CONSTRUCTION
WITH REVISIONS

MCKENZIE ENGINEERING, LLC
TODD COSTLEY P.E.
PRINCIPAL ENGINEER
M: 541-968-3909
www.mckenzieeng.com

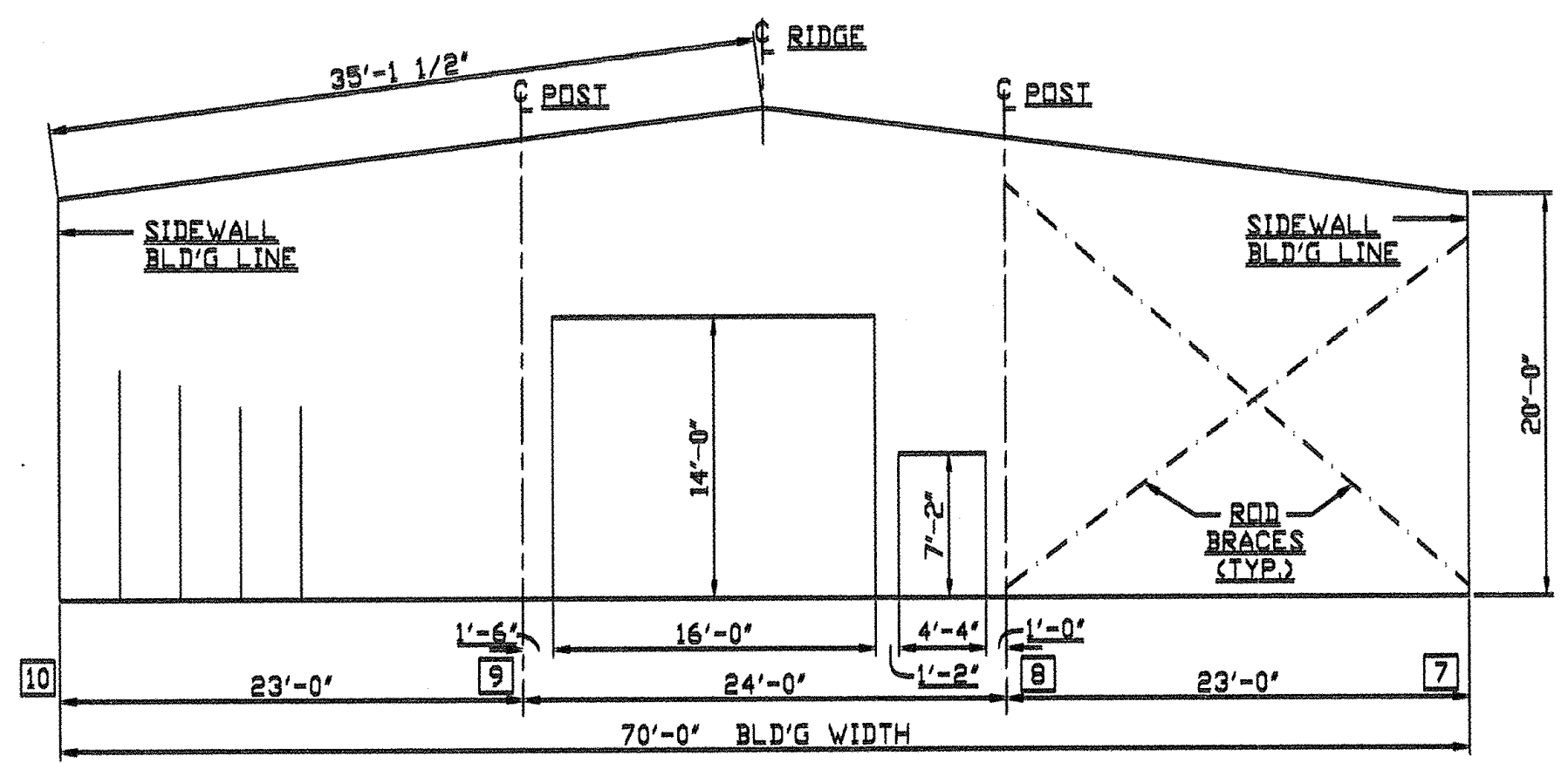
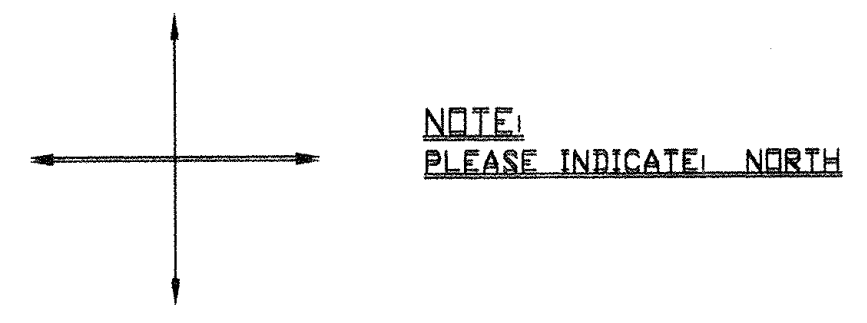
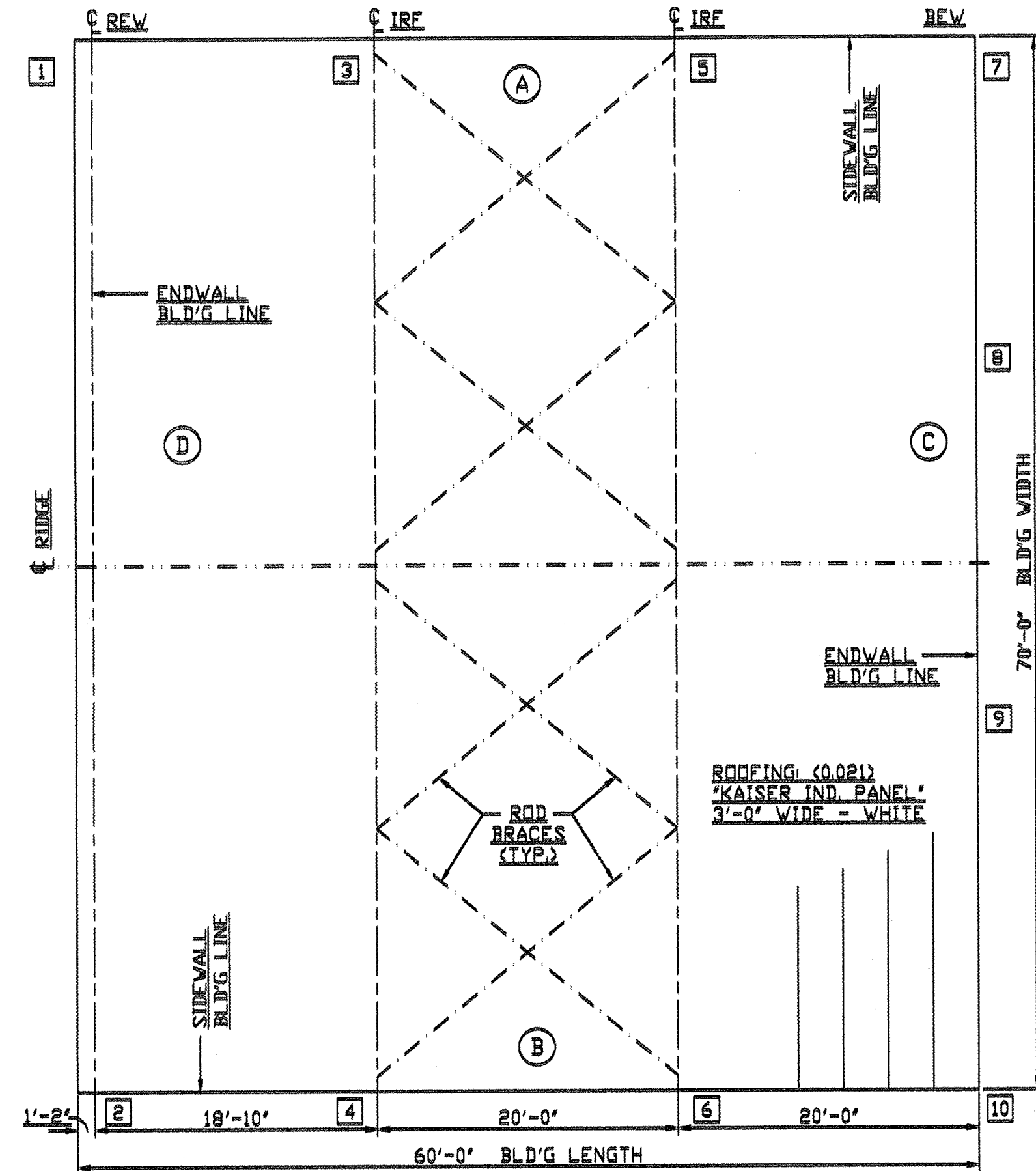
CLIENT:	COTTAGE GROVE CHEVROLET GMC 2775 ROW RIVER RD COTTAGE GROVE, OR 97424	ENGINEER:	TAC	TITLE:	FACILITY UPDATE
DESIGNER:	TAC	DRAWN:	PZL	DESIGNER:	TAC
DATE:	10/20/21	DATE:	10/20/21	DRAWN:	PZL
THIRD ANGLE PROJECTION		SCALE:		JOB #:	1029
		DRAWING #:	S102	REV:	1
1	PZL 02/01/22	ADDED NOTED DETAIL & SECTIONS			
0	PZL 11/03/21	ISSUED FOR CONSTRUCTION			

PINPOINT
DRAFTING + DESIGN

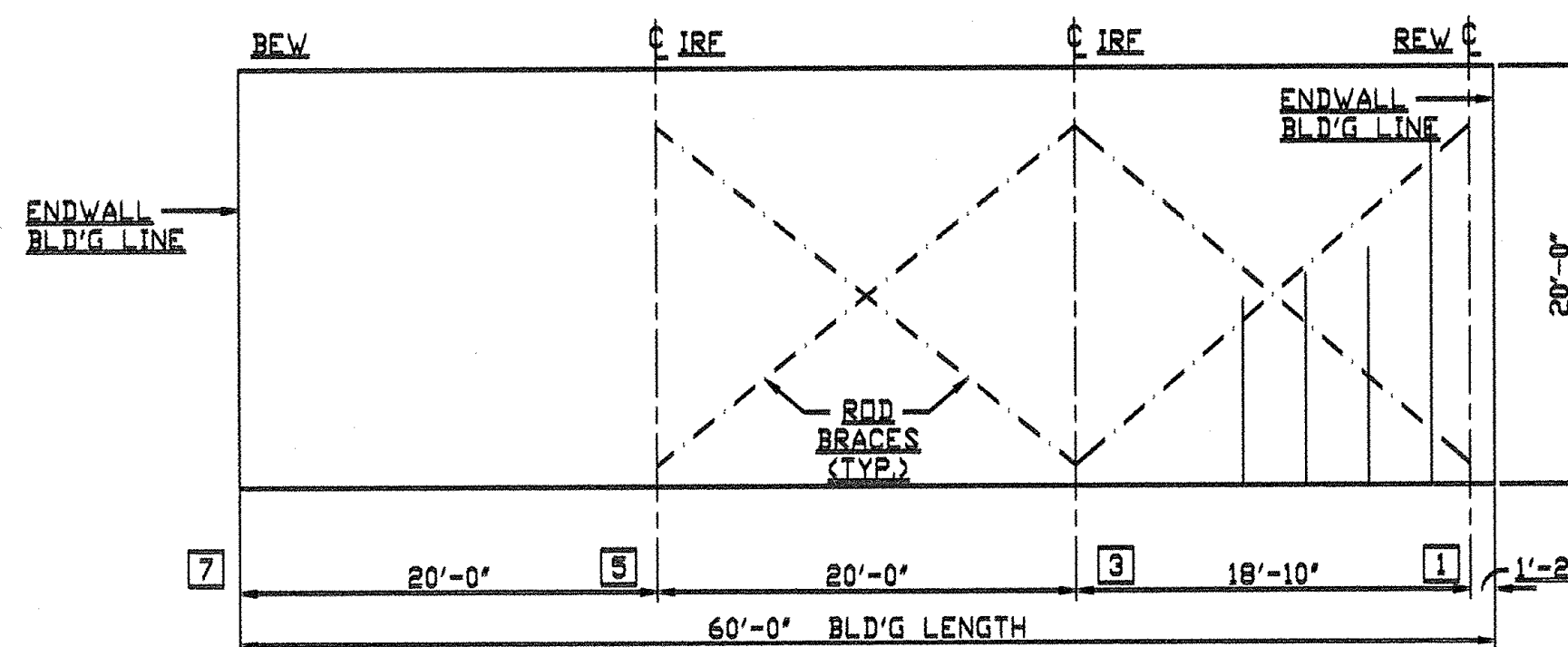
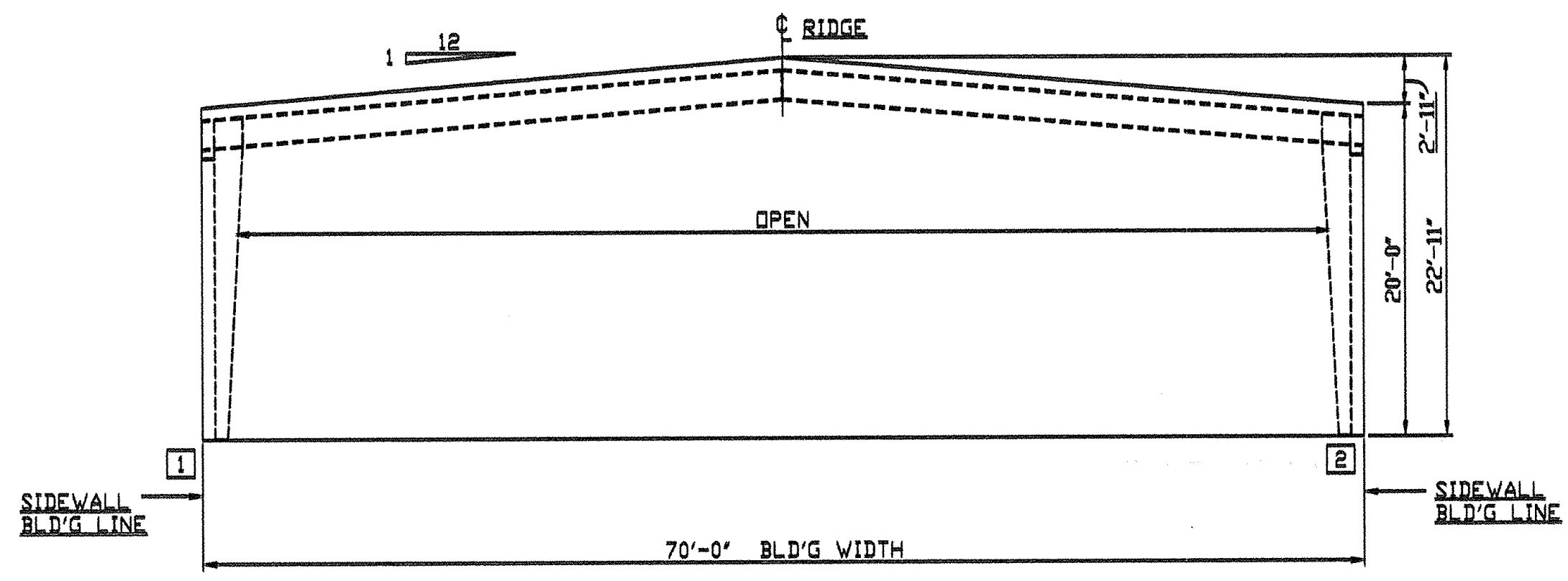
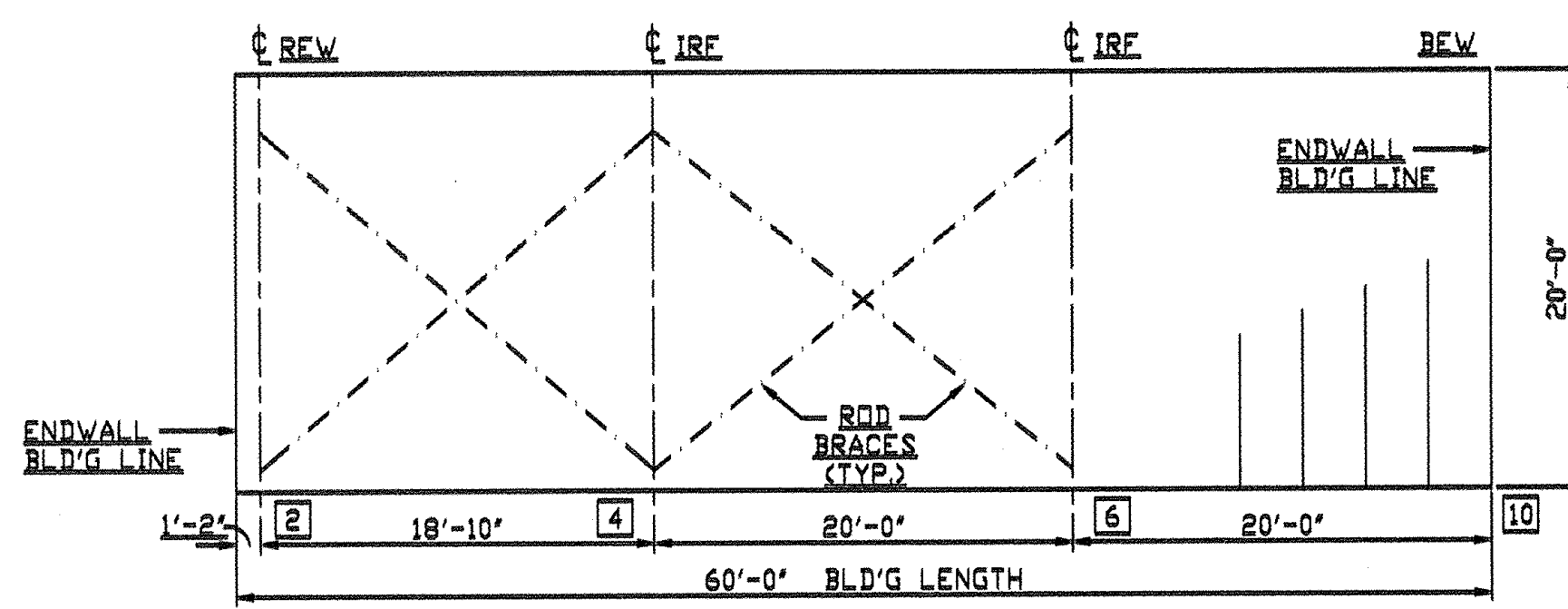
ZACH LENKOS
(541) 853-3192
pinpointdraft@gmail.com
POB JOB # 1056

EXHIBIT C

REX PRATER, AIA
Project Architect
BALANCE architecture+design, p.c.
541-914-1733
rex@balancearchitecturepc.com



SIDING (0.021)
KAISER IND. PANEL
3'-0" WIDE - T. BLUE
TRIM - WHITE



MAE Engineering
1355 Oak Street, Suite 200
Eugene, OR 97401
www.mae-engineers.com
541-484-9080
W.O. # 22879
10-15-2021

Professional Engineer
88115PE
Oregon
July 12, 2018
Brian D. Overstake
10.18.2021 EXP 12/22

BUILDER: BRIDGEWAY CONTRACTING		APPROVED BY: #1738-10	
SCALE: 1"=10'-0"	DATE: 6-21-21	DRAWN BY: CH	REVISED:
GENERAL LAYOUT & ELEVATIONS			
KAISER STEEL BUILDINGS, LLC.			DRAWING NUMBER

10-4-21 CH
9-17-21 CH
9-8-21 CH

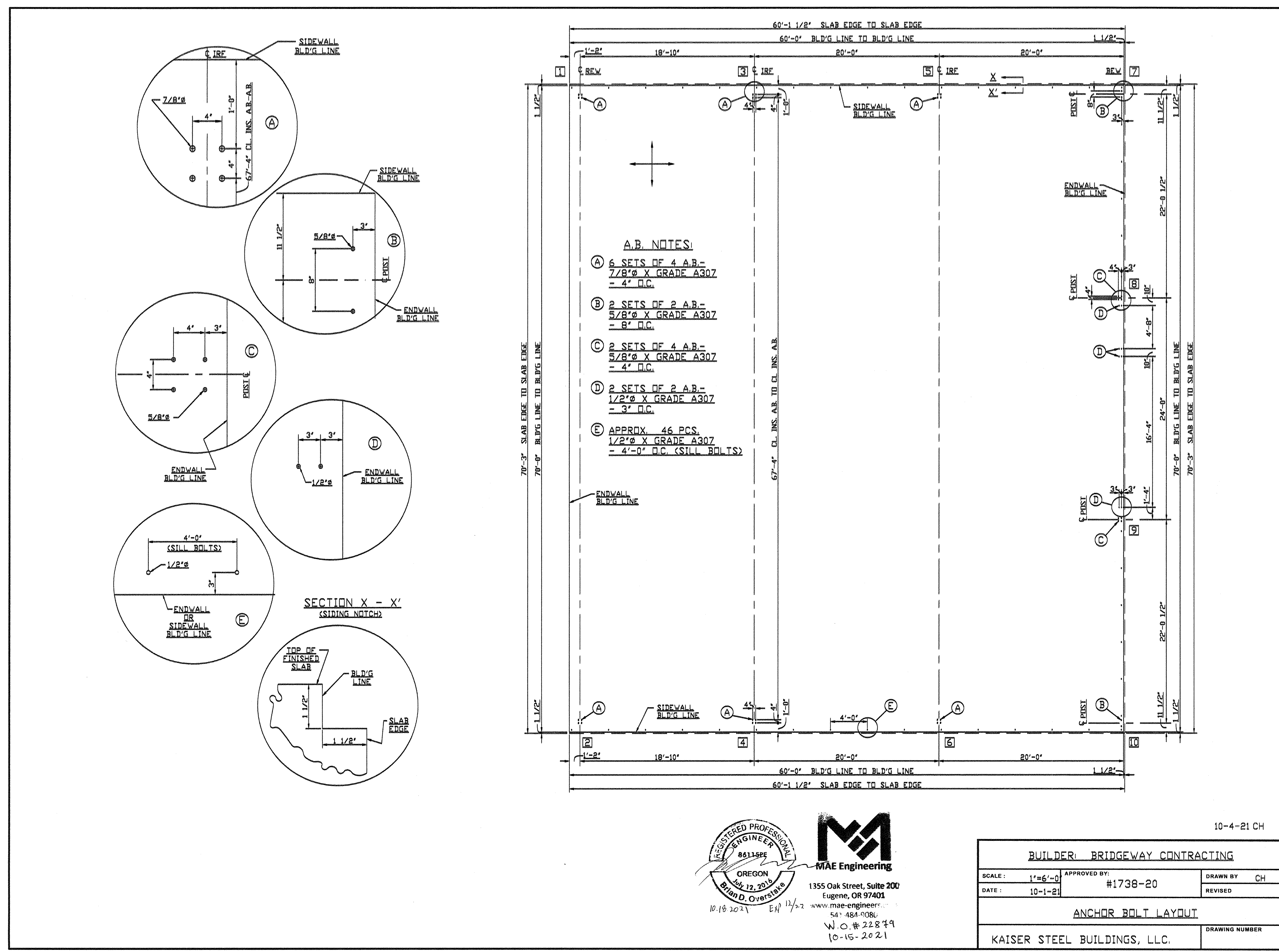
**COTTAGE GROVE
CHEVROLET GMC**
2775 ROW RIVER RD
COTTAGE GROVE OR
97424

SHEET TITLE:
**STEEL BUILDING
ENGINEERING**

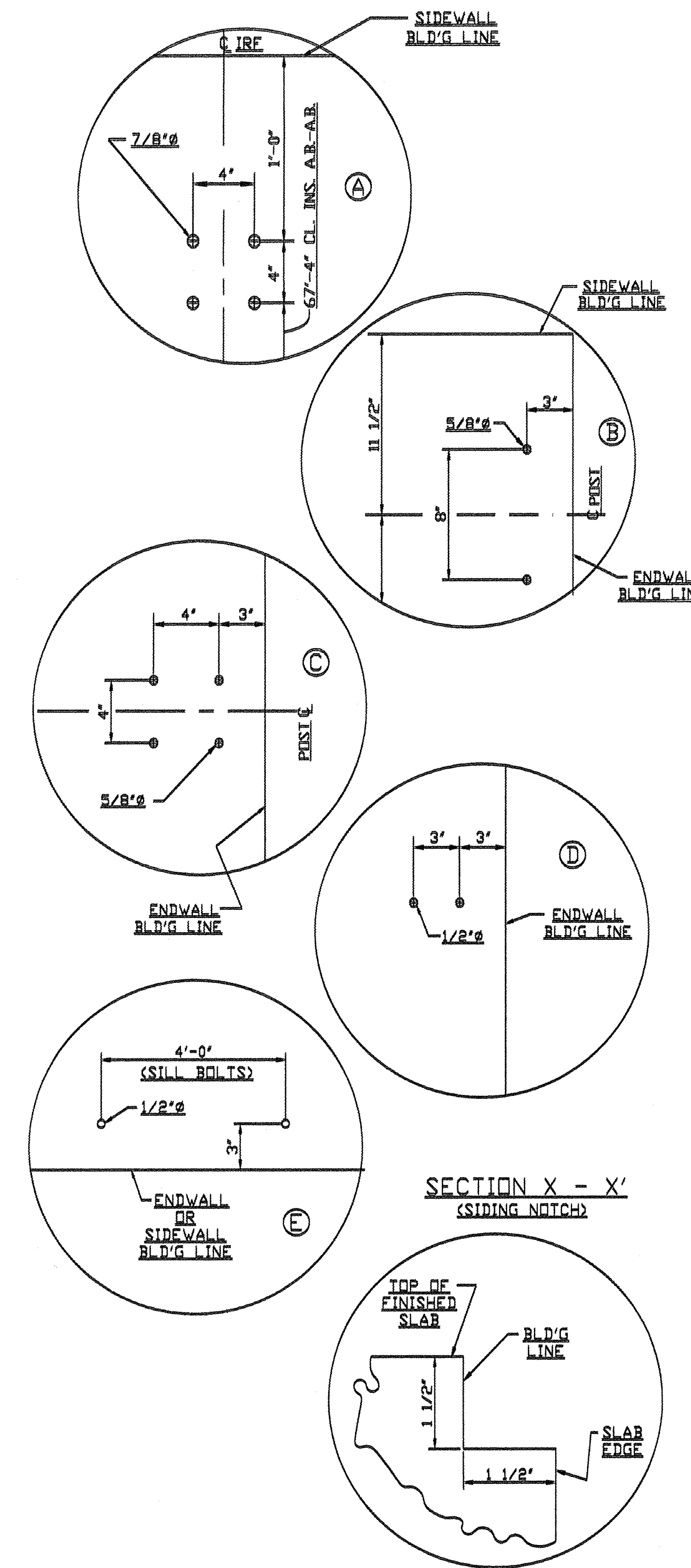
**COTTAGE GROVE
 CHEVROLET GMC**
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:
**STEEL BUILDING
 ENGINEERING**

DRAWING NUMBER



- A.B. NOTES:**
- (A) 6 SETS OF 4 A.B. = 7/8" X GRADE A307 = 4' O.C.
 - (B) 2 SETS OF 2 A.B. = 5/8" X GRADE A307 = 8' O.C.
 - (C) 2 SETS OF 4 A.B. = 5/8" X GRADE A307 = 4' O.C.
 - (D) 2 SETS OF 2 A.B. = 1/2" X GRADE A307 = 3' O.C.
 - (E) APPROX. 46 PCS. 1/2" X GRADE A307 = 4'-0" O.C. (SILL BOLTS)

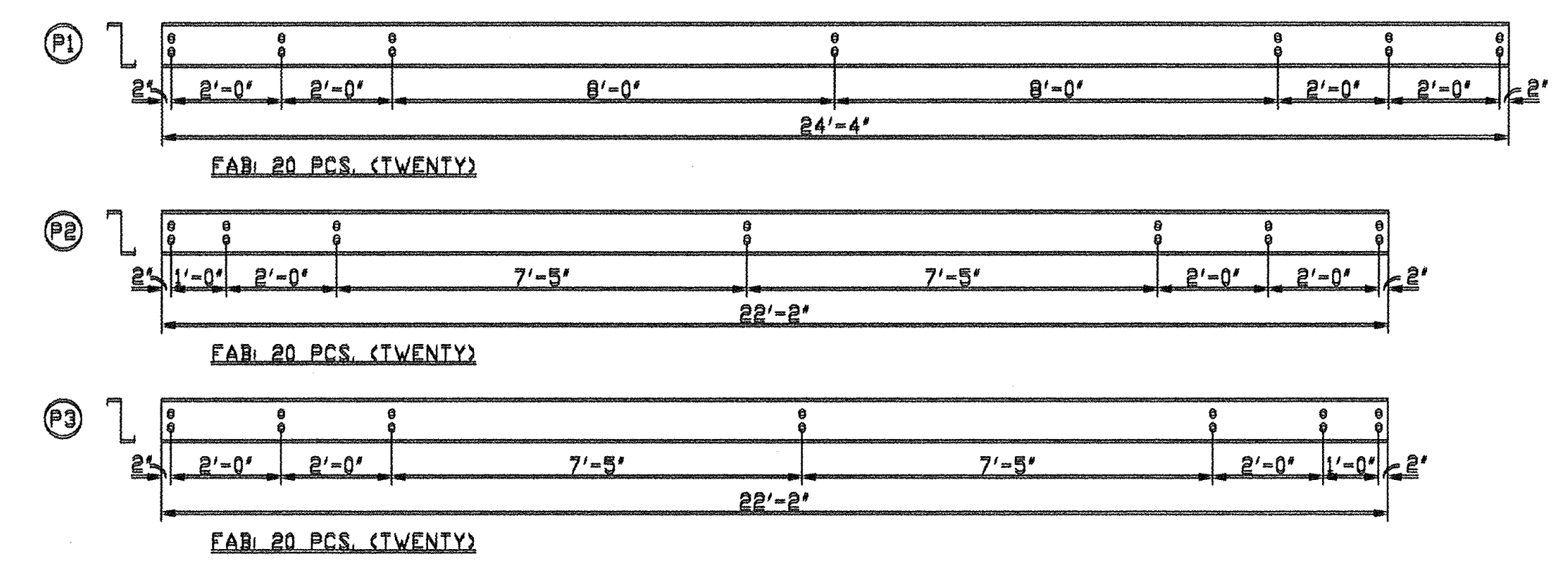


REGISTERED PROFESSIONAL ENGINEER
 8611 S.P.E.
 OREGON
 July 12, 2016
 Brian D. Overstreet
 10.18.2021 E.H. 12/22

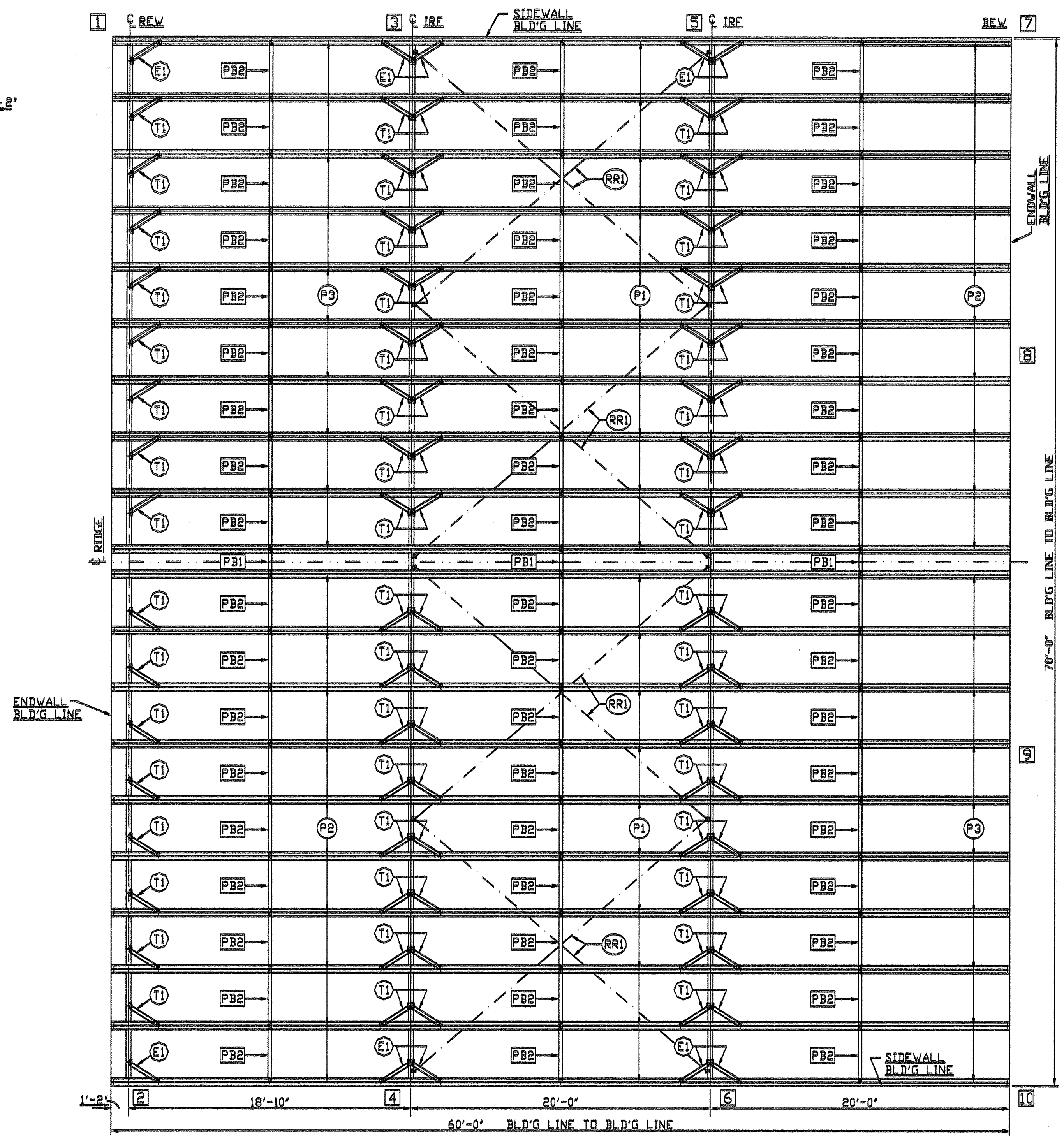
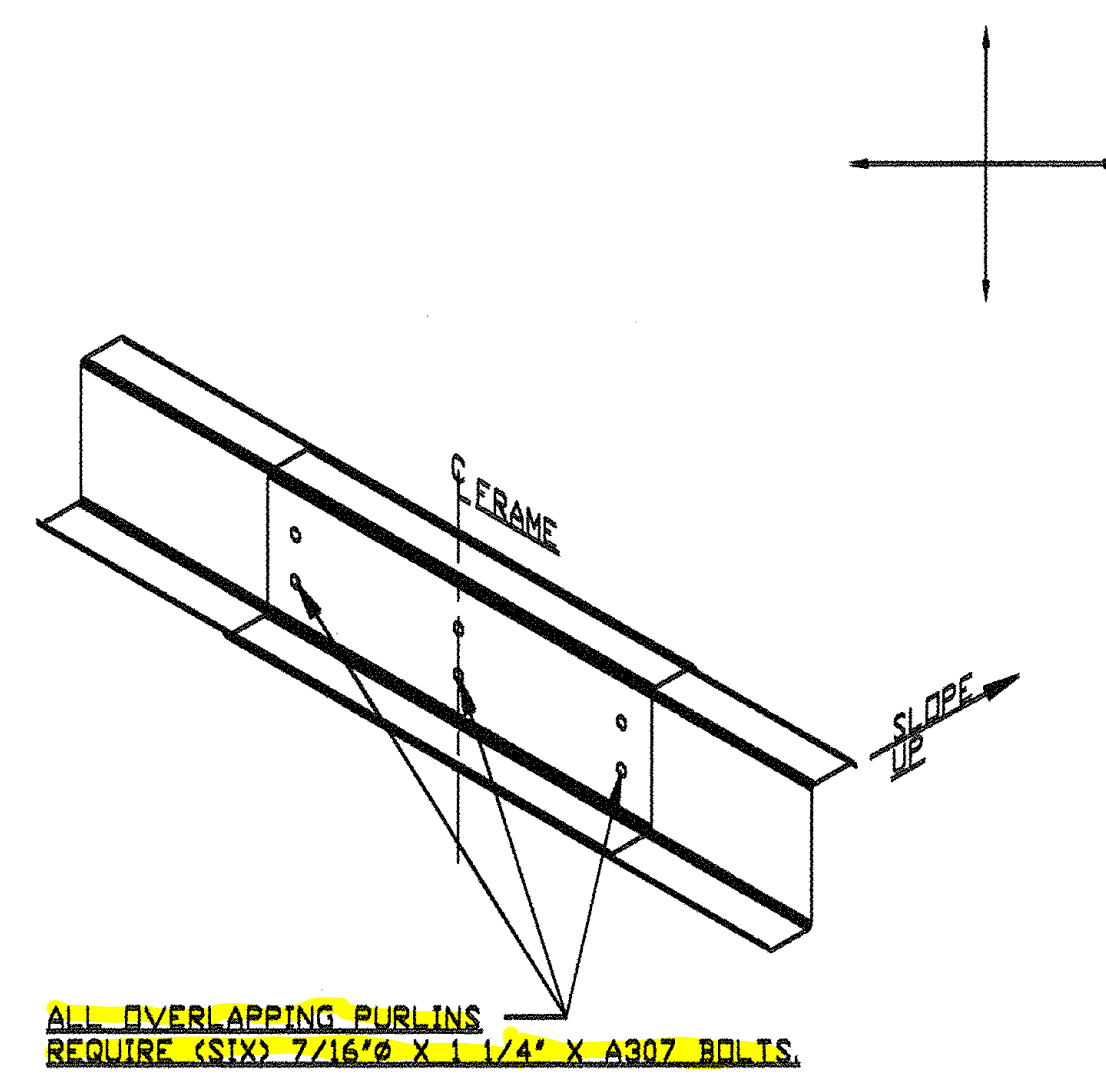
MAE Engineering
 1355 Oak Street, Suite 200
 Eugene, OR 97401
 www.mae-engineers.com
 541-484-9080
 W.O.# 22879
 10-15-2021

10-4-21 CH

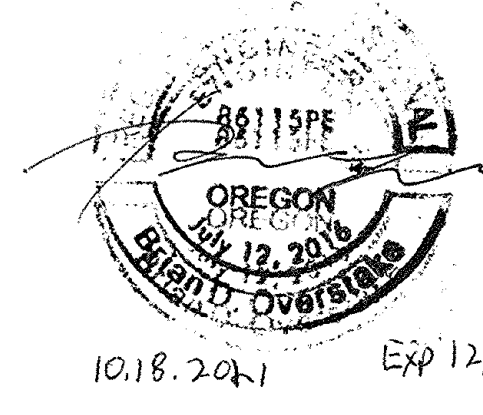
BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1"=6'-0"	APPROVED BY: #1738-20	DRAWN BY: CH
DATE: 10-1-21		REVISED:
ANCHOR BOLT LAYOUT		
KAISER STEEL BUILDINGS, LLC.		DRAWING NUMBER



(RR) 1/2"Ø ROD BRACES, LENGTH = 25'-6 1/8"
 (PB1), (PB2) PURLIN BRACES, (TYP.)
 (E1), (T1) EAVE & TRUSS BRACES, (TYP.)



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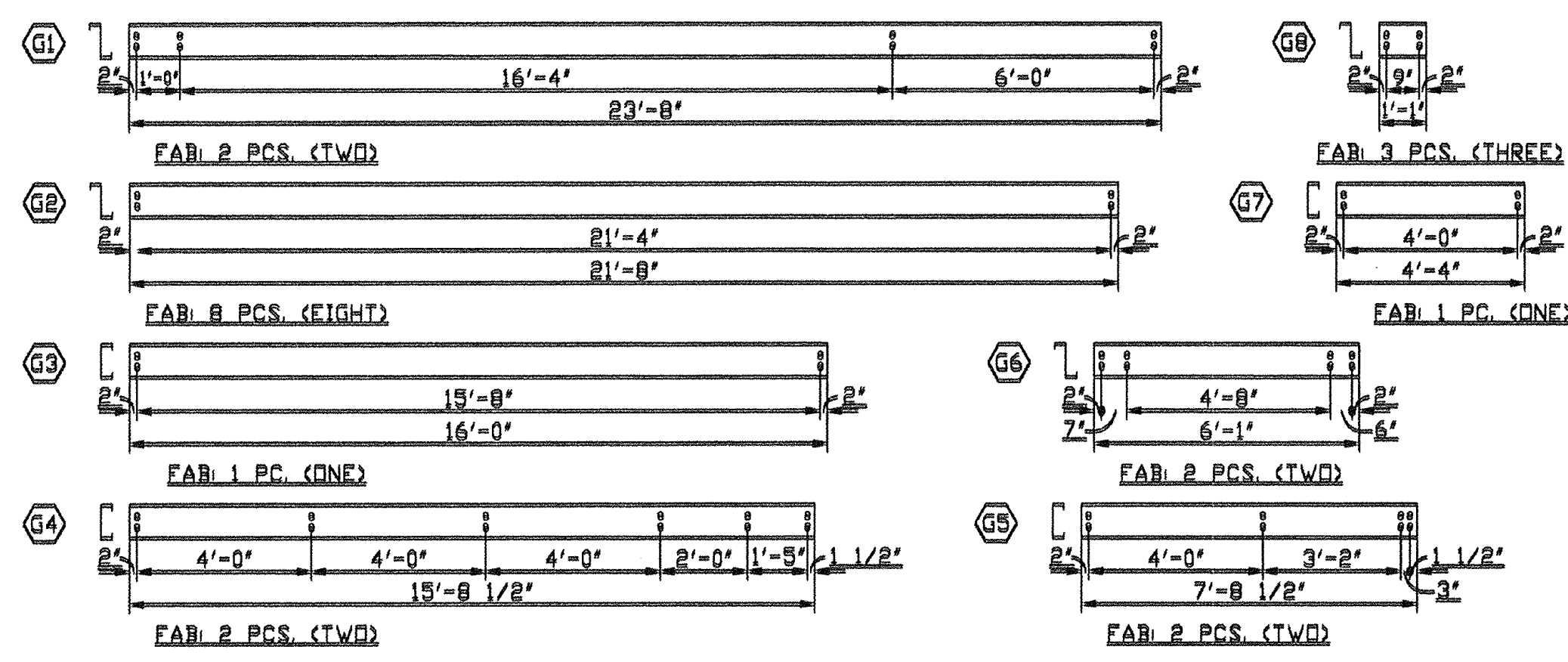
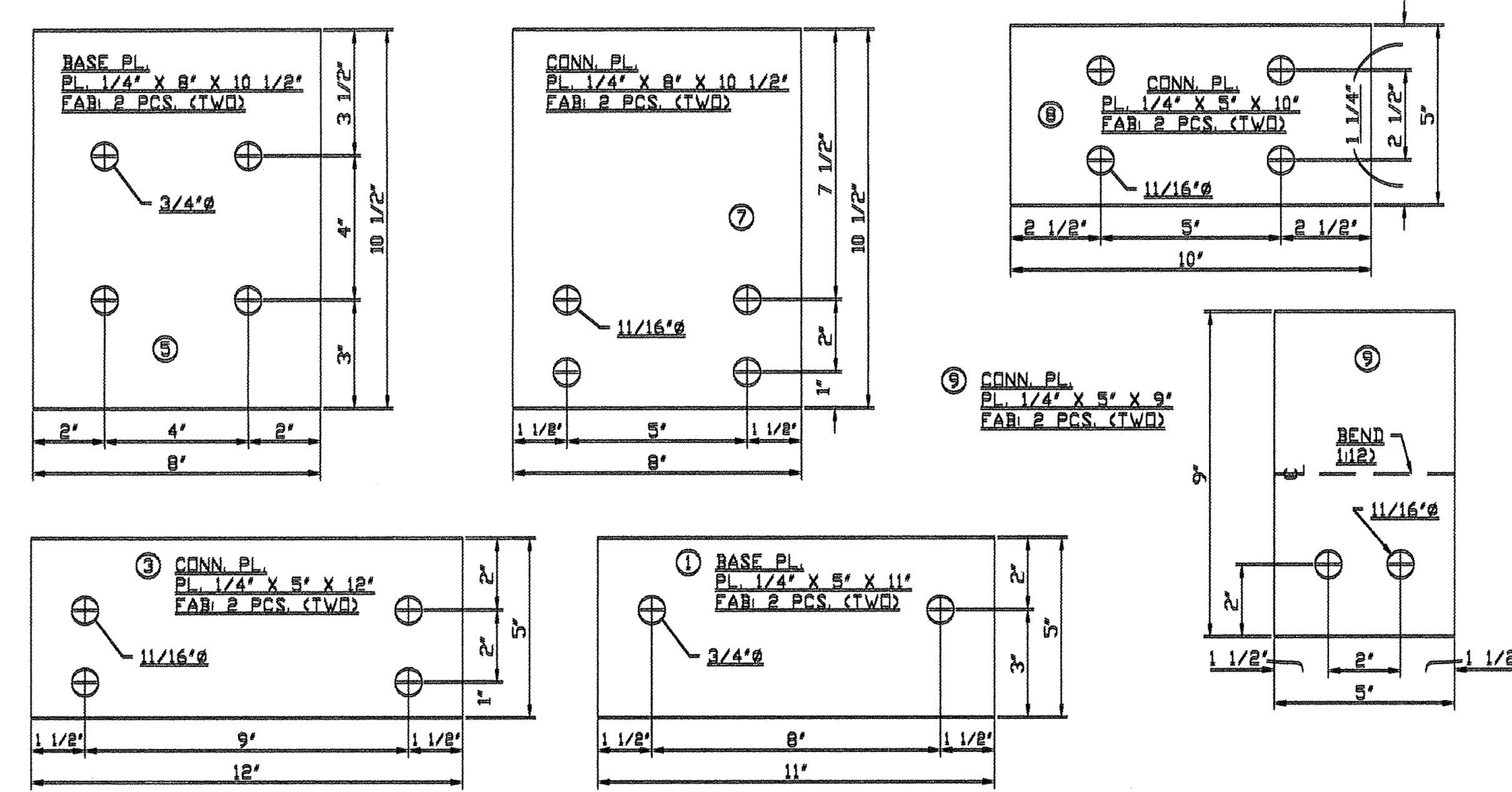
10-4-21 CH

BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1"=6'-0"	APPROVED BY: #1738-30	DRAWN BY: CH
DATE: 10-4-21		REVISED:
ROOF FRAMING		
KAISER STEEL BUILDINGS, LLC.		DRAWING NUMBER

**COTTAGE GROVE
 CHEVROLET GMC**
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

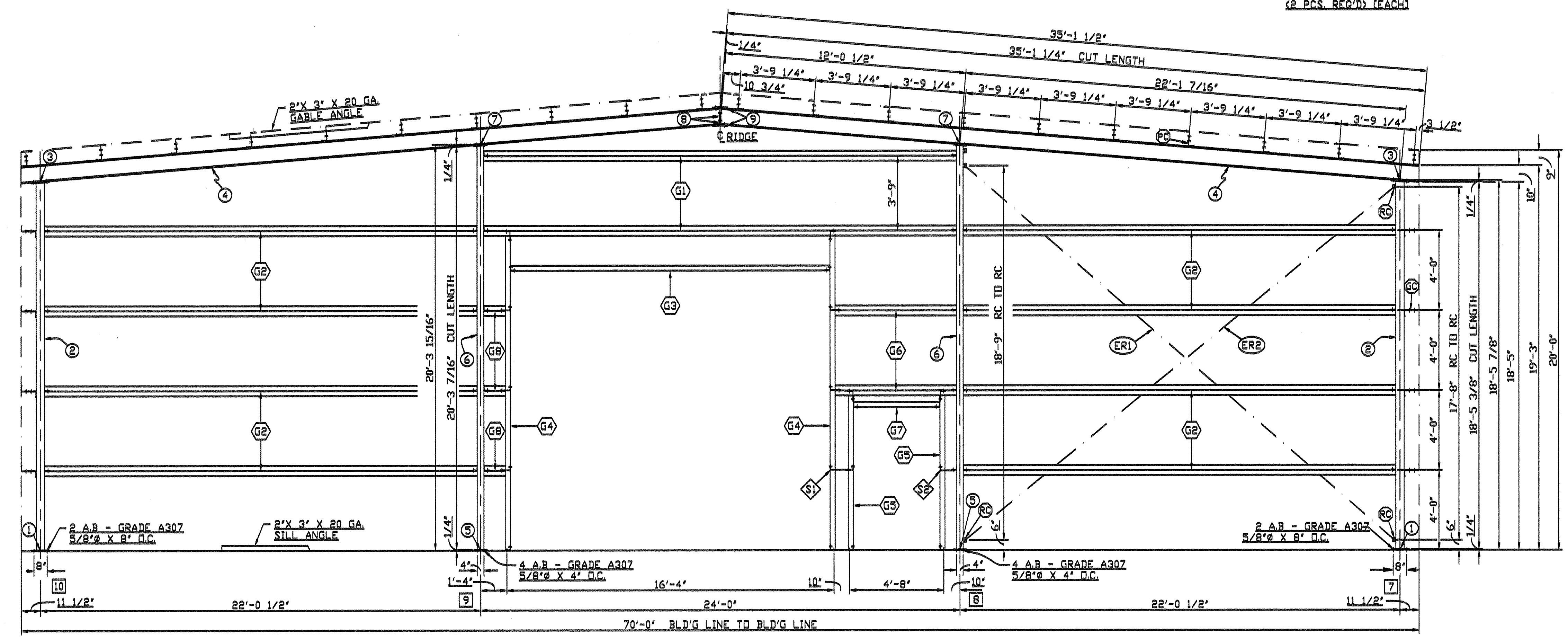
SHEET TITLE:
**STEEL BUILDING
 ENGINEERING**

REX PRATER, AIA
 Project Architect
 BALANCE architecture+design, p.c.
 541-914-1733
 rex@balancearchitecturepc.com



- ⓔR1 1/2" ROD BRACE; LENGTH = 28'-6 5/16"
- ⓔR2 1/2" ROD BRACE; LENGTH = 27'-9 15/16"
- ⓓ3 LOOSE CLIP - (L) (3' X 14')
- ⓓ4 LOOSE CLIP - (X-LONG) (3' X 9')

NOTES:
 TRUSS - TRUSS CONN. PL.
 5/8" X 1 3/4" X GRADE A307
 (8 PCS. REQ'D)
 POST - TRUSS CONN. PL.
 5/8" X 1 3/4" X GRADE A307
 (4 PCS. REQ'D) (EACH)
 ROD BRACE CONN.
 5/8" X 1 3/4" X GRADE A307
 (2 PCS. REQ'D) (EACH)

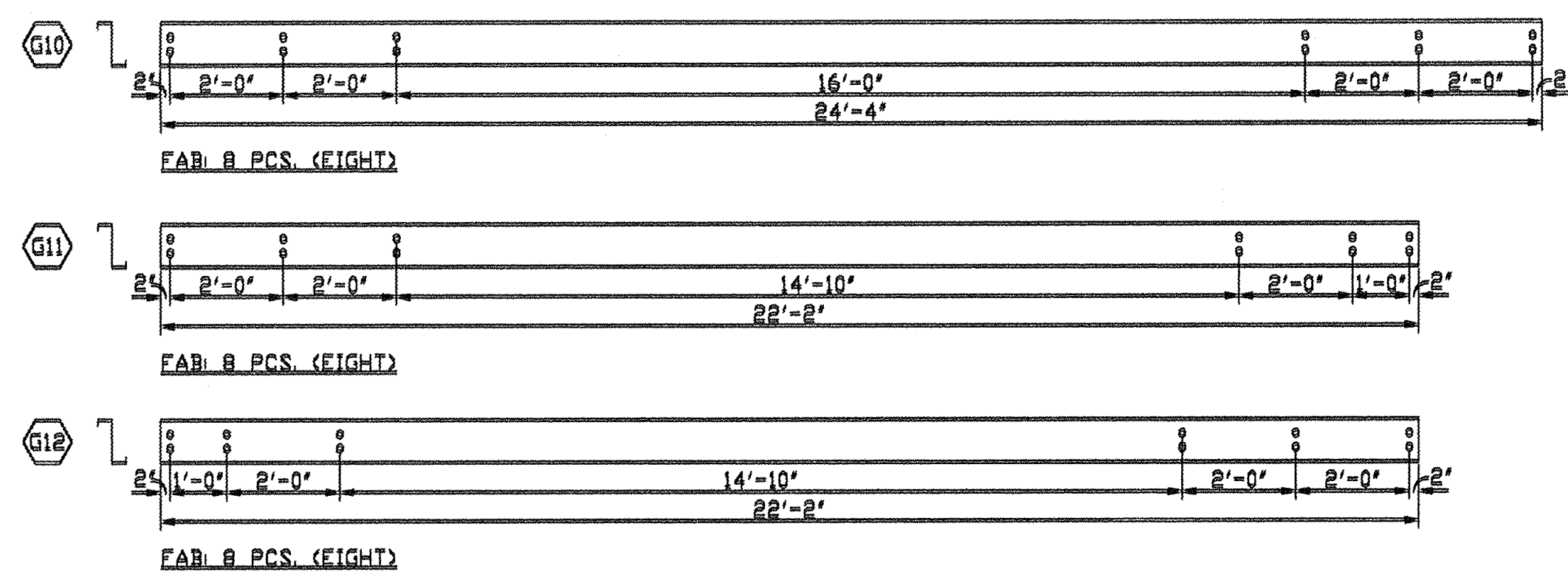


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 1355 Oak Street, Suite 200
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 484-9080
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 10-15-2021

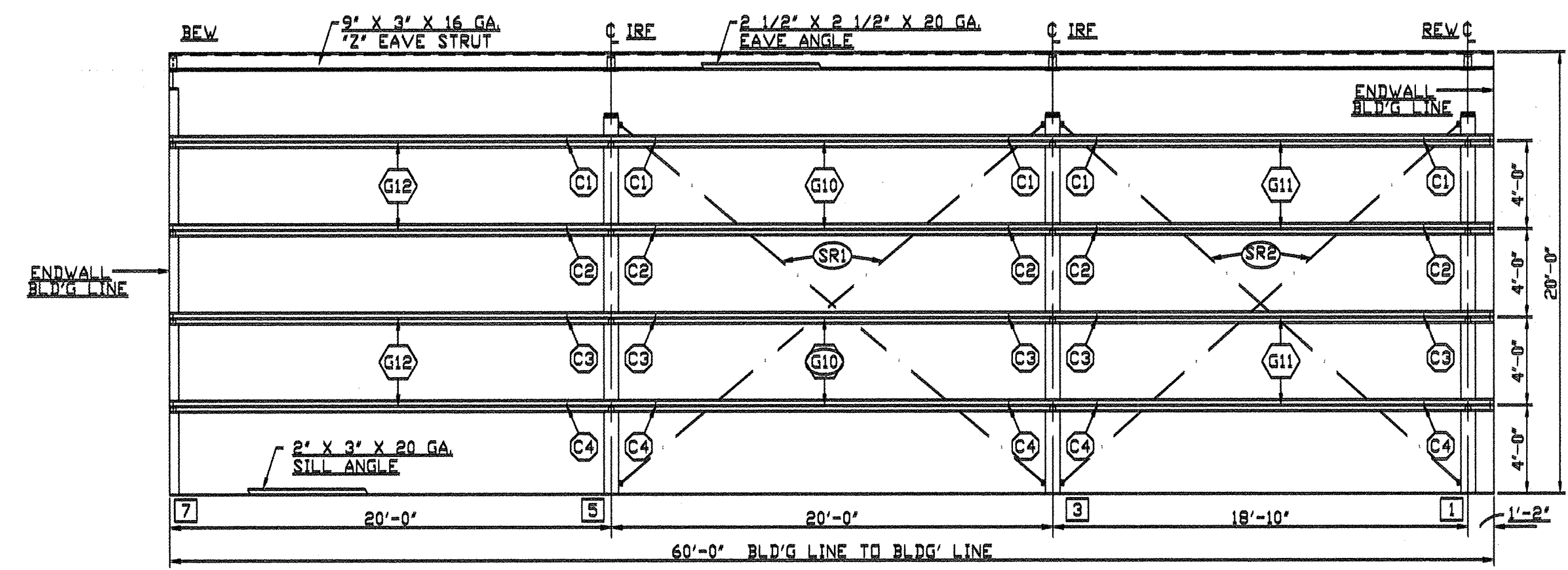
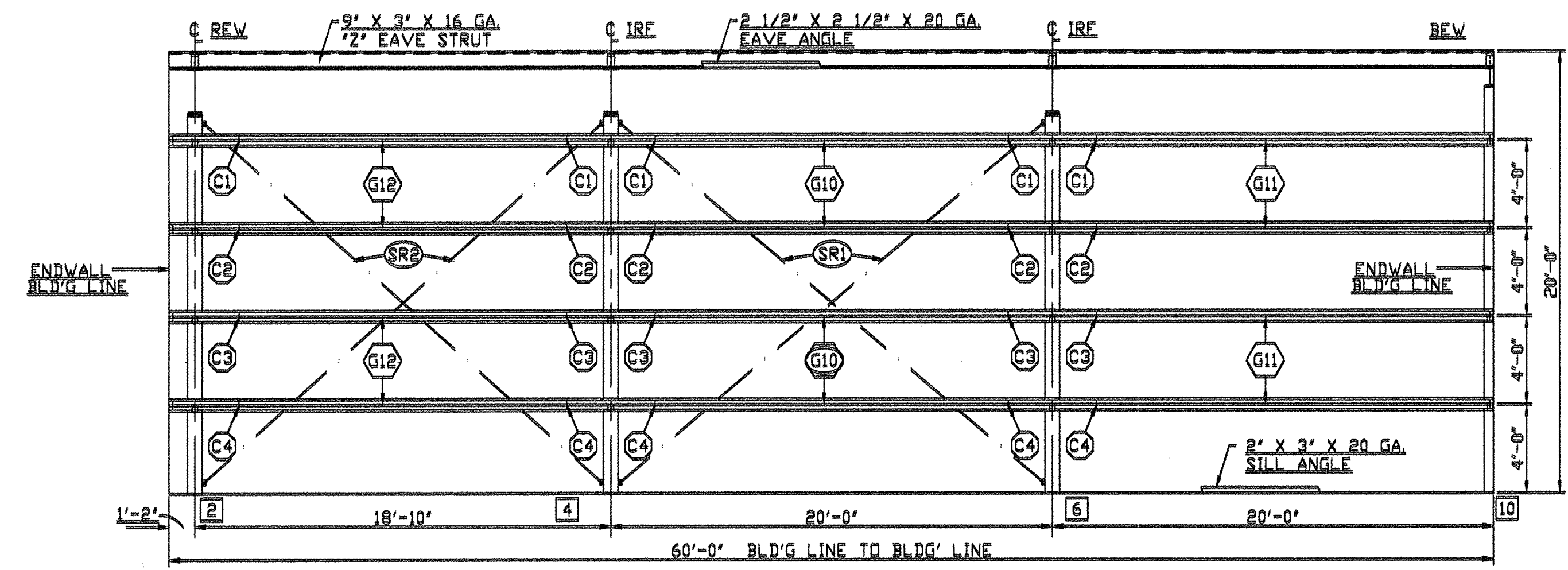
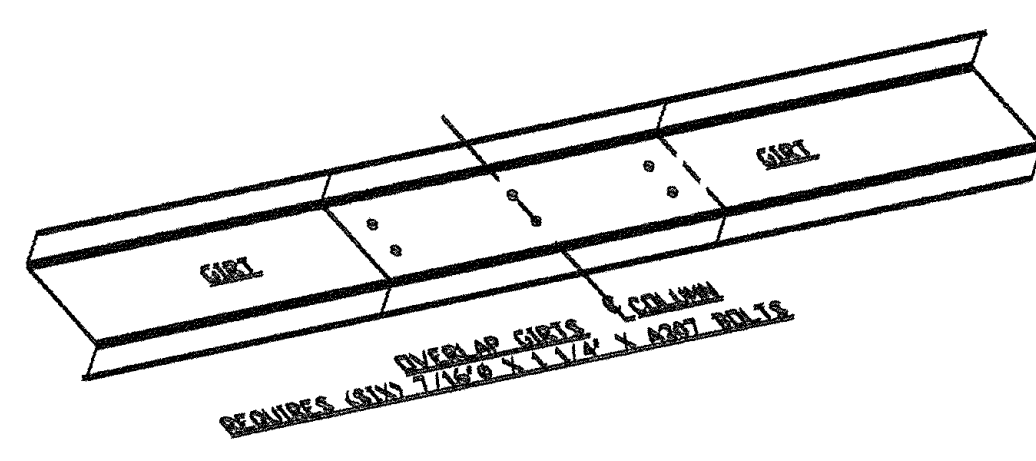
10-4-21 CH		
BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1"=4'-0"	APPROVED BY: #1738-40	DRAWN BY CH
DATE: 9-28-21		REVISED
© ENDWALL FRAMING		
KAISER STEEL BUILDINGS, LLC.		DRAWING NUMBER

COTTAGE GROVE CHEVROLET GMC
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:
STEEL BUILDING ENGINEERING



- (SR1) 1/2"Ø ROD BRACES, LENGTH = 25'-1 9/16"
- (SR2) 1/2"Ø ROD BRACES, LENGTH = 24'-3"
- (C1) COLUMN BRACES (TYP.)
- (C2) COLUMN BRACES (TYP.)
- (C3) COLUMN BRACES (TYP.)
- (C4) COLUMN BRACES (TYP.)



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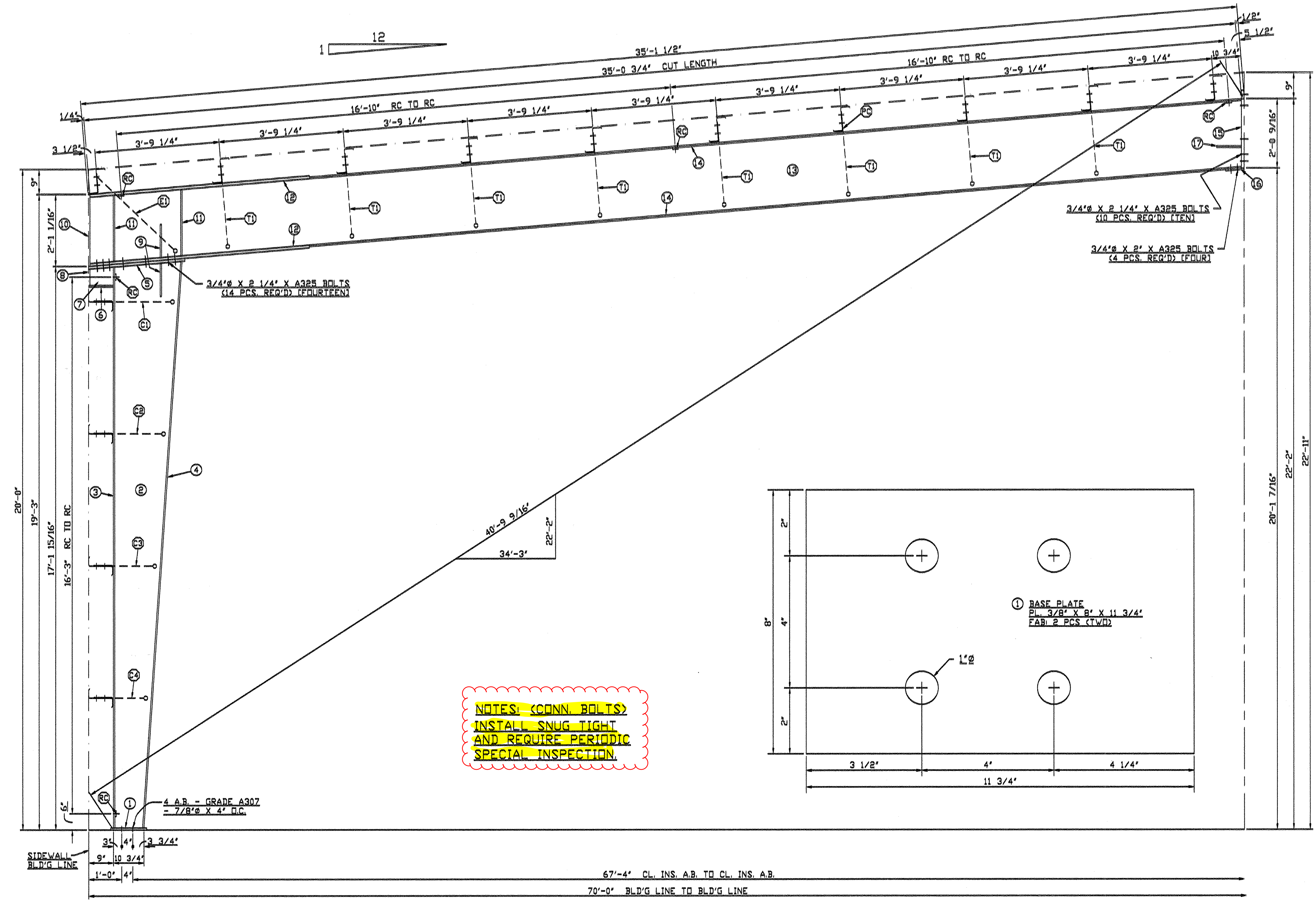
Professional Engineer
 Brian D. Overstake
 88115PE
 OREGON
 July 12, 2016
 10.18.2021

BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1" = 6'-0"	APPROVED BY: #1738-60	DRAWN BY: CH
DATE: 10-1-21		REVISED:
SIDEWALL FRAMINGS		
KAISER STEEL BUILDINGS, LLC.		DRAWING NUMBER:

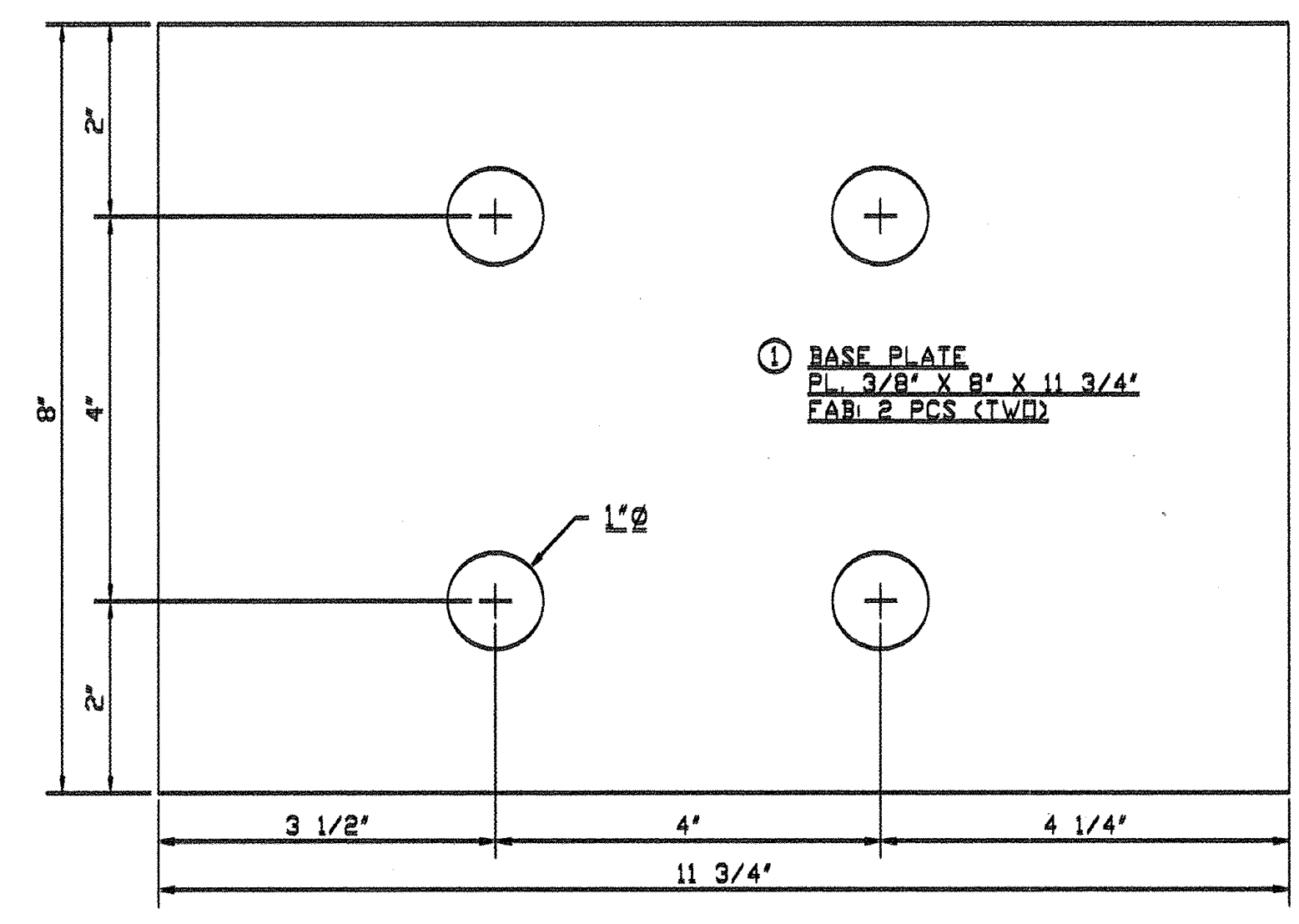
**COTTAGE GROVE
 CHEVROLET GMC**
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:
**STEEL BUILDING
 ENGINEERING**

S205



NOTES: (CONN. BOLTS)
 INSTALL SNUG TIGHT
 AND REQUIRE PERIODIC
 SPECIAL INSPECTION.

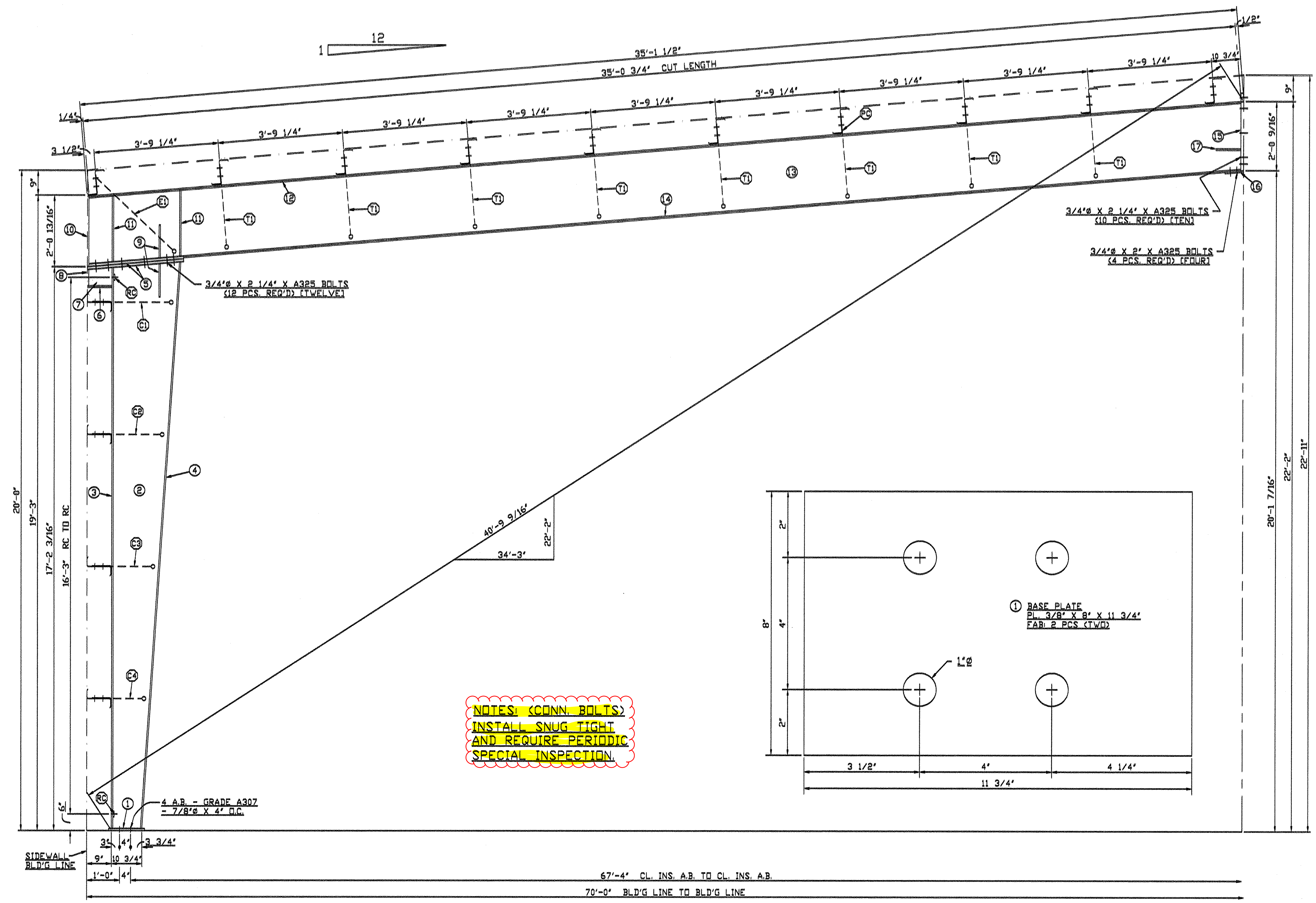


MAE Engineering
 1155 Oak Street, Suite 200
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 10-15-2021

BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1"=2'-0"	APPROVED BY: #1738-90 (13-082-3C)	DRAWN BY: CH
DATE: 9-28-21		REVISED:
RFEA0 - 7020 - 40/500/329 (-)492		
KAISER STEEL BUILDINGS, LLC.		DRAWING NUMBER

COTTAGE GROVE CHEVROLET GMC
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:
STEEL BUILDING ENGINEERING



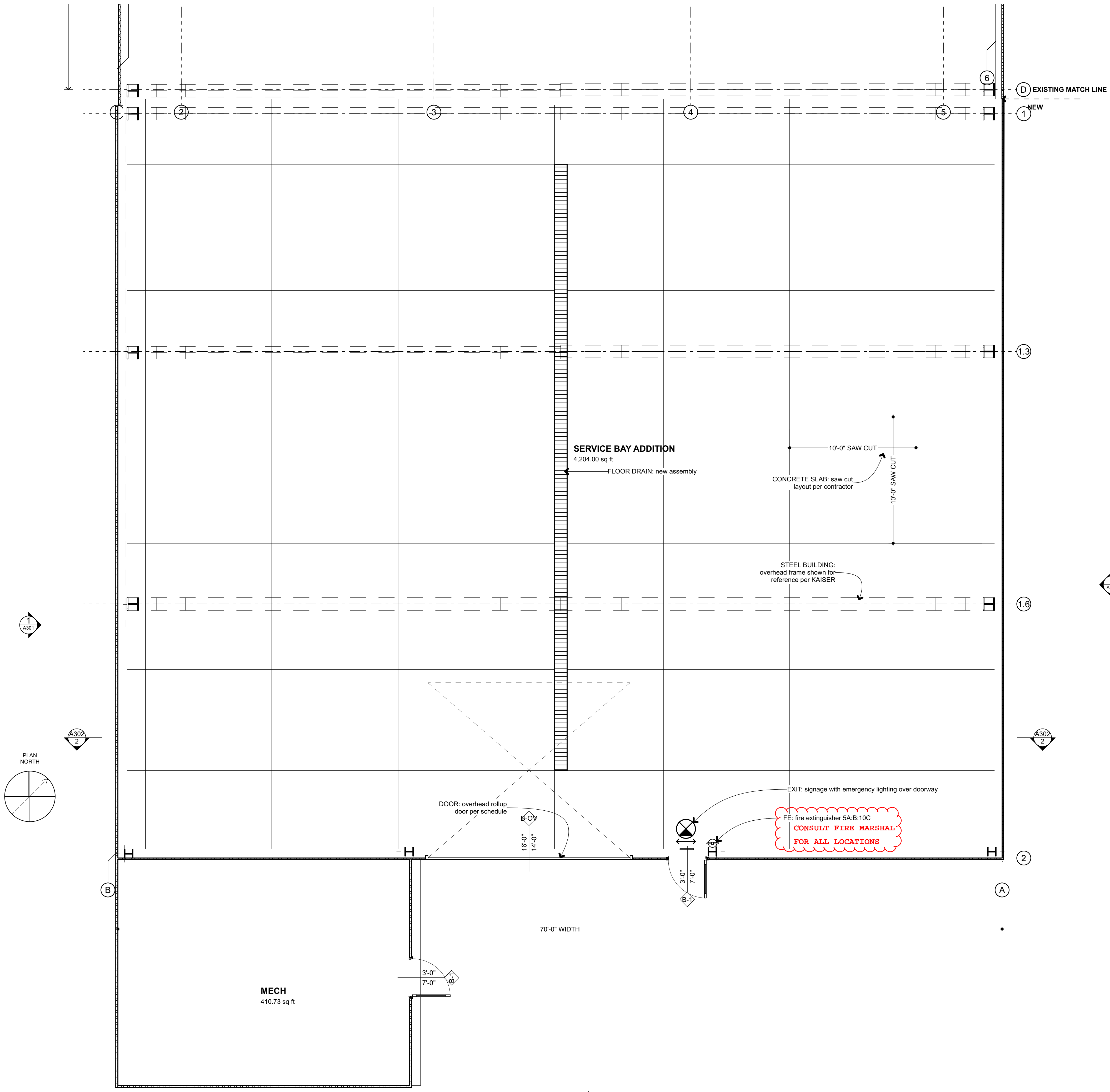
REGISTERED PROFESSIONAL ENGINEER
 8611SPE
 OREGON
 July 12, 2019
 Brian D. Overstake
 10.18.2021 E/P 12/22

MAE Engineering
 1355 Oak Street, Suite 200
 Eugene, OR 97401
 www.mae-engineers.com
 541-484-9080
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 10-15-2021

BUILDER: BRIDGEWAY CONTRACTING		
SCALE: 1"=2'-0"	APPROVED BY: #1738-92 (13-083-SC)	DRAWN BY CH
DATE: 9-28-21		REVISED
RFEA0 - 7020 - 22/265/200 (-)330		
KAISER STEEL BUILDINGS, L.L.C.		DRAWING NUMBER

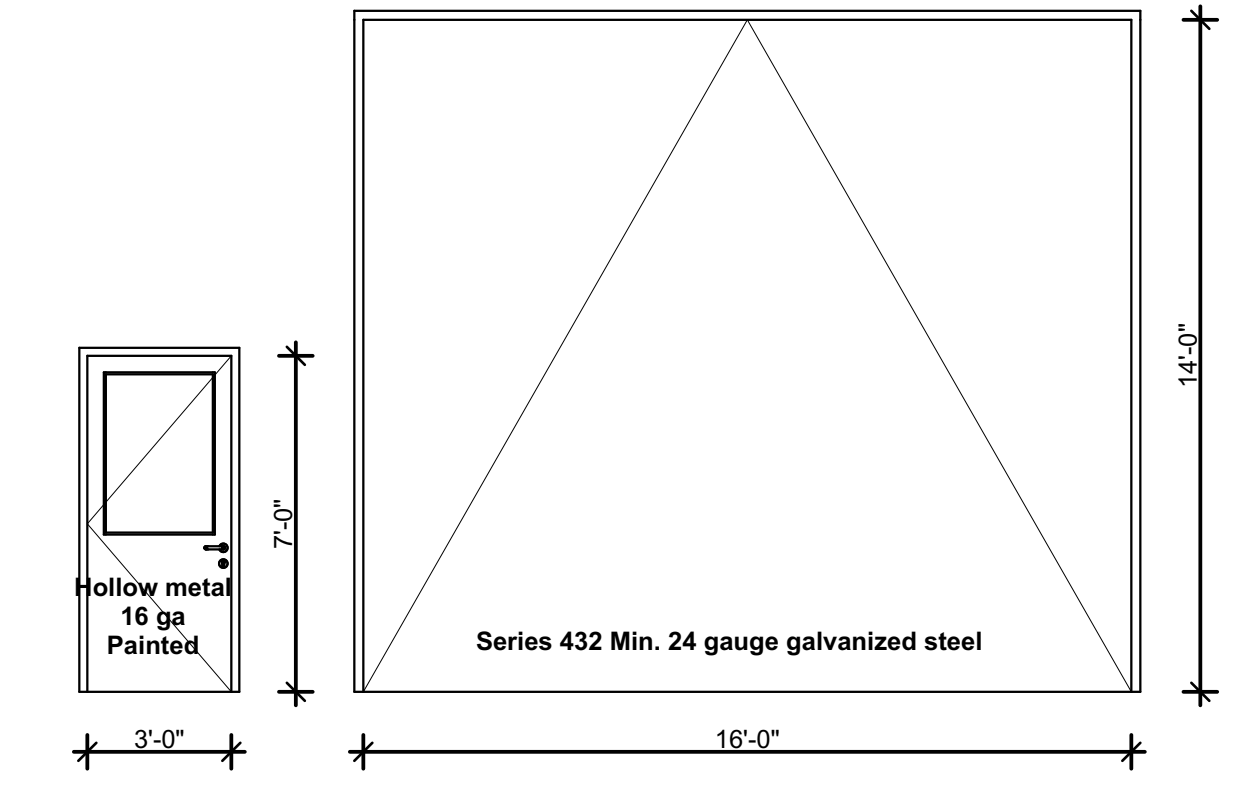
COTTAGE GROVE CHEVROLET GMC
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

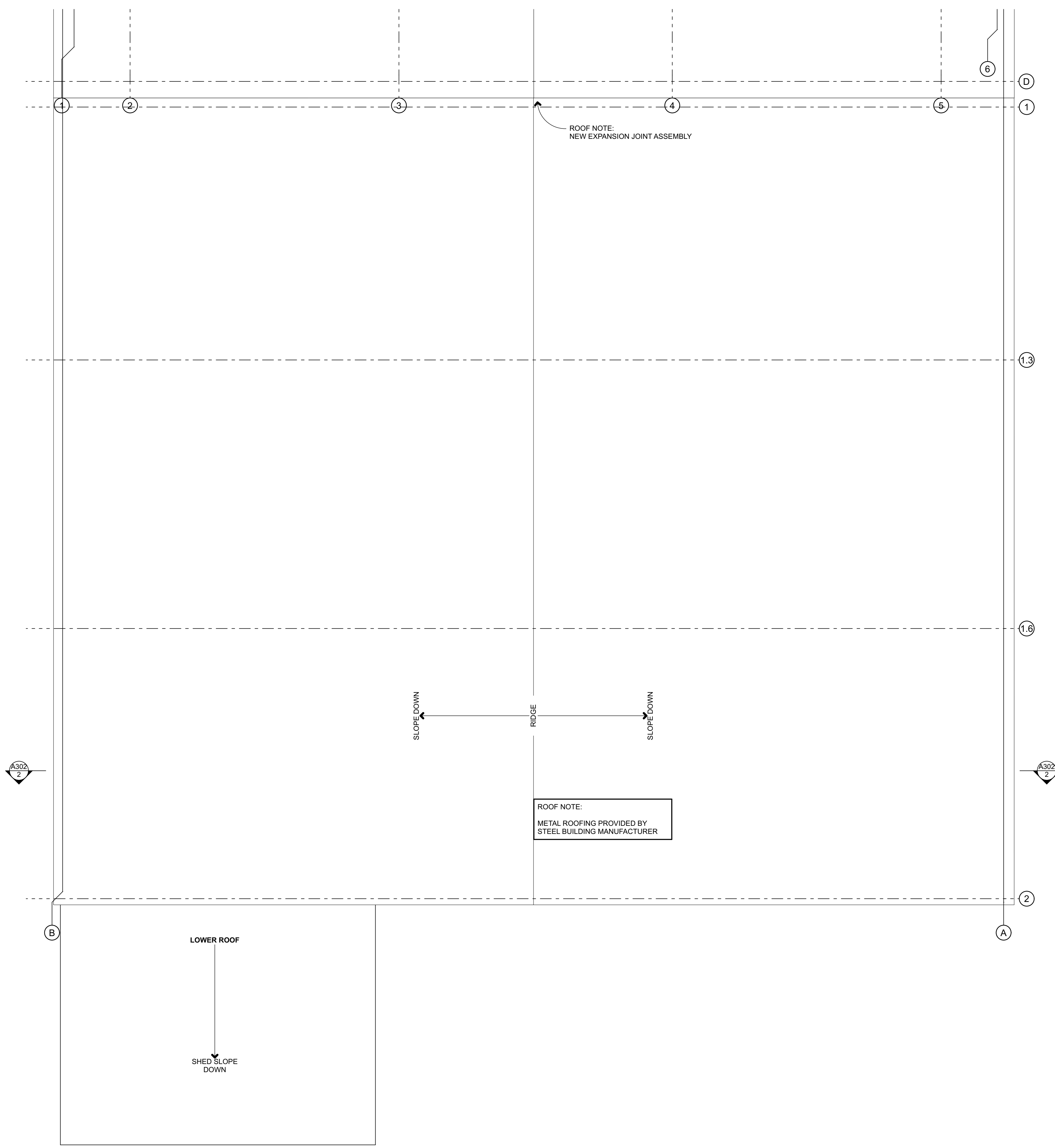
SHEET TITLE:
STEEL BUILDING ENGINEERING



BAY DOOR SCHEDULE				
ID	QTY	WIDTH	HEIGHT	HARDWARE
B-1	2	3'-0"	7'-0"	Ceco DoorDrip edge & Latch Guard, Weather Stripping * • Weather Threshold * • Sweep * • Automatic Closer, HARDWARE: Brushed Chrome, Five knuckle ball bearing standard weight full mortise butt, locksets standard interchangeable cores, Stanley 7KC and 9K Se
B-OV	1	16'-0"	14'-0"	HD electric operator with interior push button control, Insulated, R 7.35, 3" Track, 100,000 cycle springs, Jamb, Top + bottom weather seals, glazing panels per OWNER, HD electric operator with interior push button control
3				

DOOR LEGEND		
KEY	B-1	B-OV
Unit Dimensions	3'-4" x 7'-2"	16'-4" x 14'-2"





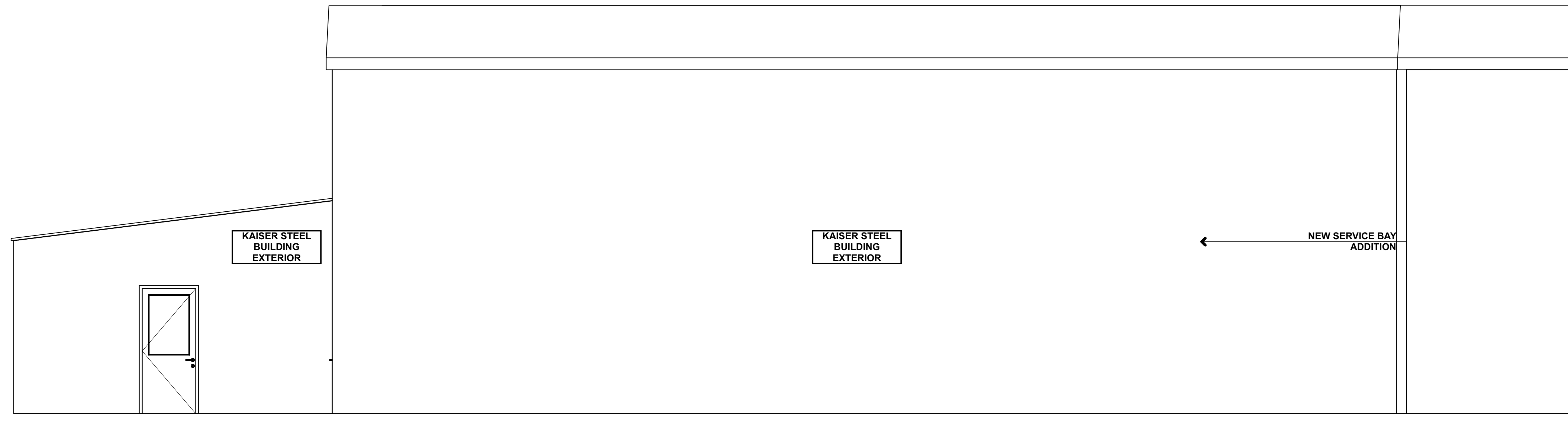
**COTTAGE GROVE
 CHEVROLET GMC**

2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

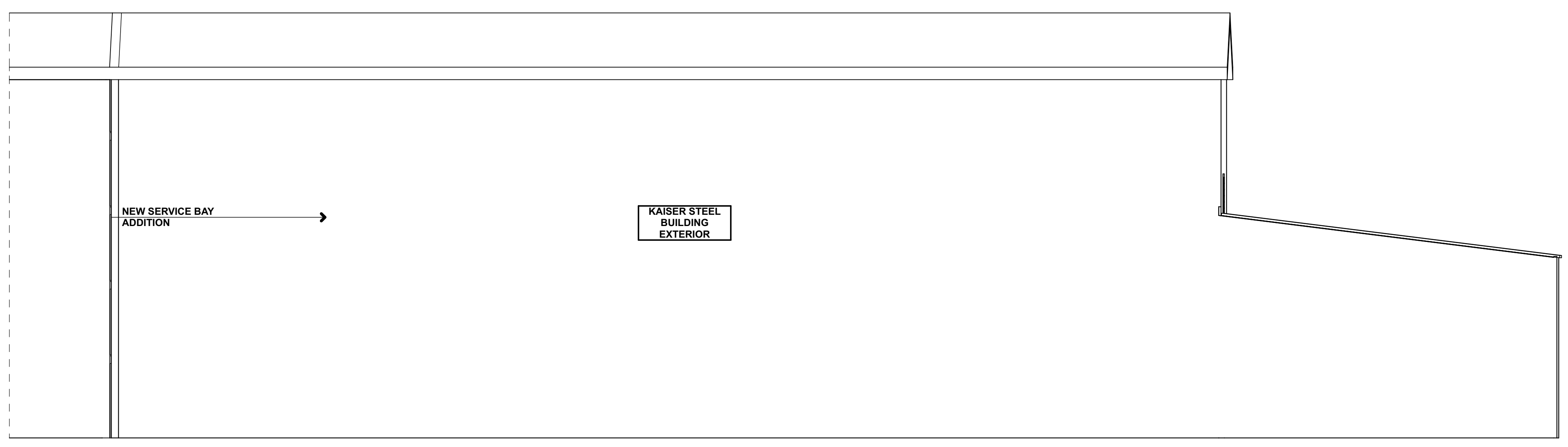
SHEET TITLE:

ROOF PLAN

A120



2
 A301 1 E BAY ELEVATION
 SCALE: 1/4" = 1'-0"



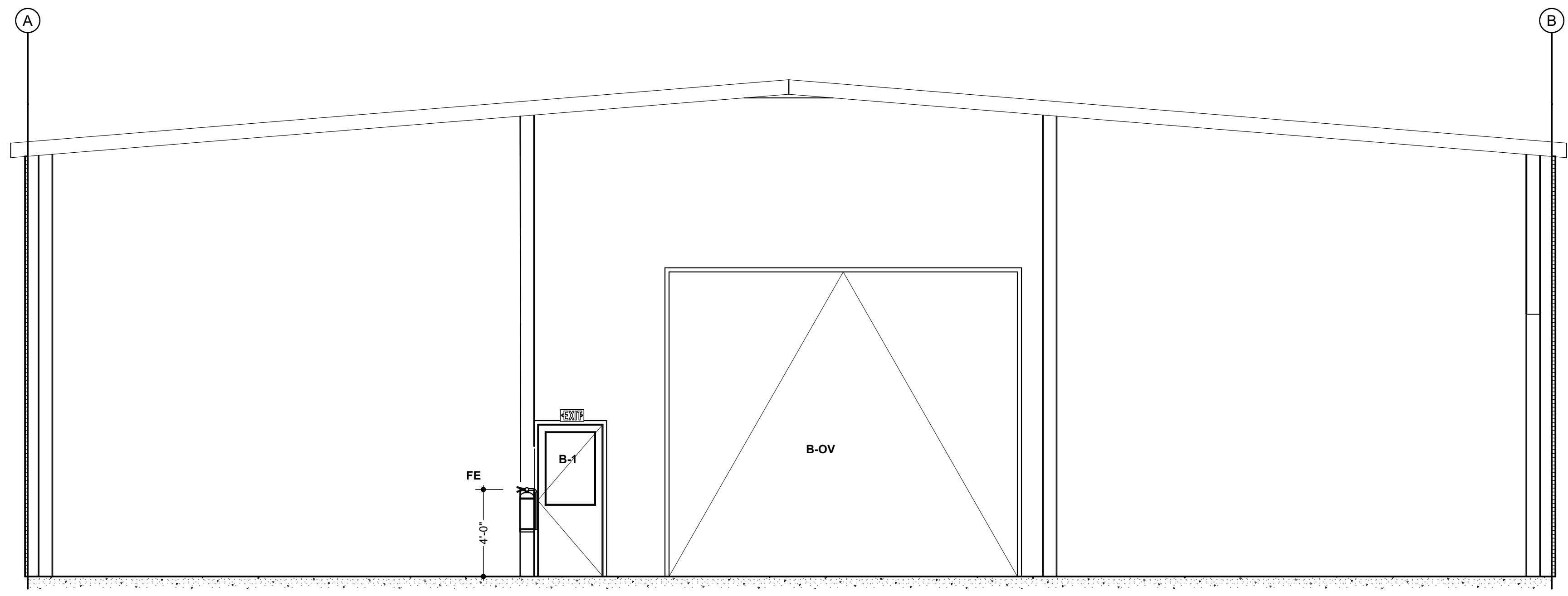
1
 A301 2 W BAY ELEVATION
 SCALE: 1/4" = 1'-0"

**COTTAGE GROVE
 CHEVROLET GMC**

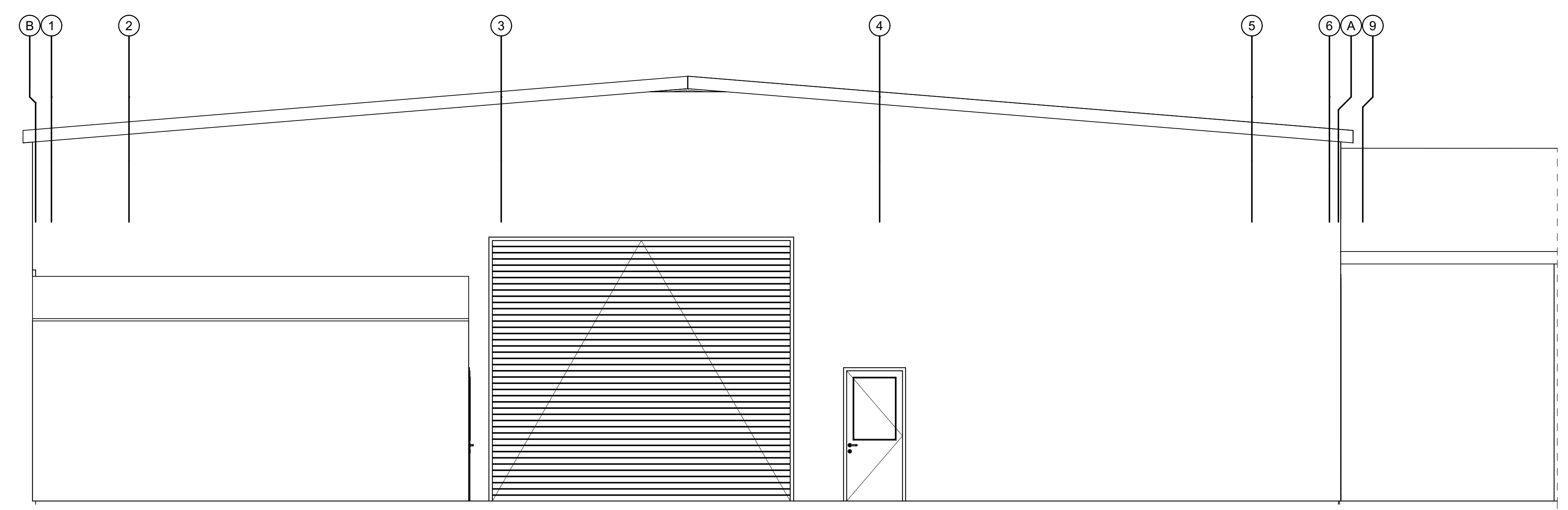
2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:

**BUILDING
 ELEVATIONS**



2 BUILDING SECTION - SERVICE BAY ADDITION
 A302 SCALE: 1/4" = 1'-0"



1 3 S BAY ELEVATION
 A302 SCALE: 1/4" = 1'-0"

**COTTAGE GROVE
 CHEVROLET GMC**
 2775 ROW RIVER RD
 COTTAGE GROVE OR
 97424

SHEET TITLE:

**BUILDING
 ELEVATION,
 SECTION**

A302

Location of addition



2775 Row River Road
Existing Conditions



2775 Row River Road
Addition to Service Center Shown

Proposed Building
Addition