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Clean Energy℠

Application for Site Plan Review (Type II)
Project Narrative
275 South Peninger Road
Central Point, OR 97502

Pilot Travel Centers, LLC
Proposed Installation of
LCNG Equipment Upgrades
Natural Gas Fueling System
for Vehicles

City of Central Point
Current Planning Division
140 South 3rd Street
Central Point, OR 97502

Applicant:
Clean Energy Fuels
4675 MacArthur Court, Ste 800
Newport Beach, CA 92660

Project Overview and Description

1. Project Title:

Clean Energy Fuels / Pilot Travel Centers, LLC
LCNG Fueling Station Equipment Upgrade

2. Property Owner:

Pilot Travel Center, LLC
5508 Lonas Road
Knoxville, TN 37909

3. Project Applicant Name and Address:

Clean Energy Fuels
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
Contact: Pamela Pullen
949-437-9025
Pamela.Pullen@cleanenergyfuels.com

4. Project Location:

275 South Peninger Road, Central Point, OR 97502

The LNG fueling station and proposed equipment upgrade is located at 275 Peninger Road and is a component of the overall Pilot Travel Center with the address of 1600 East Pine Street, Central Point. The natural gas fueling station occupies approximately 1.49 acres and is on the parcel south of the primary facility.

Attachment # 1 – Project location / google images
Attachment # 2 – Property survey / legal description

5. Property Zoning and Compatibility:

C-4 (Tourist and Office Professional Zoning)
The natural gas fueling station located within the C-4 zone and is an allowed use that consistent with the use definition for alternative fuels in the Central Point Municipal Code (CPMC Section 17.08.010).

Surrounding Land Use and Compatibility

The location, size, design, and operating characteristics of the existing natural gas fueling station was found to be compatible with existing land uses within the general area.

The equipment upgrade is planned to be located within the existing equipment compound, in spaces planned and reserved for future upgrades. The compound is currently secured by an existing 8 foot high chain link fence, per existing plans.

The site is physically suitable for the proposed upgrades to the equipment area. The proposed equipment upgrade will be fully contained within the existing equipment compound and does not require grading, new pavement or an expansion to the foundation of the equipment compound. The upgrade will not impact the current site or compromise conditions of the existing site plan.

6. Project Narrative / Description:

Clean Energy, on behalf of Pilot Travel Centers, LLC, is requesting approval, from the City of Central Point, for a site plan review and approval of a fueling station equipment upgrade to install LCNG equipment within the existing LNG equipment compound.

The existing natural gas fueling station currently provides LNG fuel exclusively. The LCNG equipment upgrade will allow the station to provide both LNG and CNG alternative fuels. As the demand for natural gas fuel increases, the ability to provide the consumer with both fuels is a natural path of progression for this station that is an integral part of a major interstate trucking and vehicle travel center. LNG fuel is typically used for long haul, heavy-duty trucking while CNG fuel is more typical to transit, such as buses, taxis, shuttles, municipal vehicles, and passenger cars.

The new LCNG equipment is planned to be installed within the existing equipment compound and will include, a compressor, buffer vessels, pump skids, LCNG vaporizers, and associated wiring and piping necessary for CNG fuel. Also included with this installation are four (4) security cameras that will be monitored by Clean Energy.

As part of the initial LNG station, four (4) fueling dispensers and two (2) LNG storage tanks were approved by ***CUP No. 12007***, approved April 3, 2012 by Planning Commission Resolution 785.

At this time, only one (1) of the LNG tanks and just two (2) of the fueling dispensers have been installed. The installation of the proposed LCNG equipment will also include the installation of the two (2) remaining fueling dispensers. The second LNG tank is planned to be installed at some point in the future, depending on station fuel usage.

Both fuels, the previously approved LNG (Liquefied Natural Gas) and the addition of LCNG (Compressed Natural Gas) are produced by the same natural gas that is delivered to the station for the LNG supply. The CNG is derived and processed from the liquefied natural gas already on site. The LNG is returned to a gas vapor and pressurized with the LCNG equipment to become CNG fuel.

Landscape: The site meets street frontage and perimeter parking area landscape as part of the conditions for the overall development of the fueling station and improvements on

Good Fortune Road by ***CUP No. 12007.*** The landscaping and improvements to Good Fortune Road have been installed and completed. The proposed LCNG equipment is contained to the inside of the existing equipment compound and does not have any significant impacts to the surrounding areas. Landscaping has not been proposed with this site plan application.

7. Impacts / Findings and Conditions:

The application complies with the applicable regulations, per Section 17.05.300b, Type II Application for Site Plan and Architectural Review CPMC 17.75.

Attachment # 3 - CPMC 17.75. Design Standards Checklist

The addition of the LCNG equipment is consistent with the LNG fueling operation and will not create new impacts to the surrounding environment, such as traffic, significant noise, visual compatibility, or other hardships that may be objectionable to businesses or other permitted land uses surrounding the property.

The intensity of the existing project and proposed equipment upgrade is similar in nature to surrounding C-4 uses.

An increase in traffic is not anticipated as the natural gas fueling program recognizes the transition of petroleum/diesel fueled vehicles to natural gas vehicles. The diesel vehicles are typically replaced, one for one, by NGV's. The station will also be available to natural gas passenger vehicles.

8. Safety Features:

All state and national fire code requirements, NFPA standards, including 30, 55 and 52 for *"Vehicular Gaseous Fuel Systems Code"* and 59A for the *"Production, Storage, and Handling of Liquefied Natural Gas (LNG)"* are followed for safety and operating regulations, etc. The NFPA standard applies to the design, installation, operation and maintenance of liquefied natural gas (LNG) fueling (dispensing) facilities and compressed natural gas (CNG) fueling facilities. Design and construction of natural gas facilities are subject to stringent national, State and local codes and regulation.

9. Benefits of Natural Gas for Transportation Fuel:

The addition of LCNG fuel for both LNG and CNG transportation benefits the community with cleaner vehicles and substantial noise reductions. Natural gas vehicles reduce greenhouse gas emissions by 23%, and produce significantly less nitrogen oxides and particulate matter. In addition to running cleaner, natural gas trucks run up to 90% quieter than their diesel counterparts, helping to reduce noise pollution in our communities.

Replacing one diesel truck with a truck that operates on natural gas has the same emissions benefits as taking approximately 325 cars off the road per year.

Natural gas is greener, cleaner and cheaper when compared to diesel and petroleum based fuel products. Natural gas is sourced domestically with an abundance of supply projected

to last 120 years and is one of the cleanest burning alternative fuels currently available. The use of domestically sourced natural gas has the potential to significantly reduce the dependency of our nation on foreign oil.

10. About Clean Energy

Clean Energy is the leading provider of natural gas for fuel transportation in North America and a global leader in the expansion of the natural gas vehicle market. Clean Energy began business in 1997 and we design, build, operate and maintains natural gas fueling stations across the nation. We are proud to provide the latest in convenience, technology and safety standards along with the ability for 24/7 real time monitoring by live personnel.

Clean Energy is pleased to submit this application in connection with the Pilot Travel Center, for approval to provide the addition of LCNG, a clean air fueling alternative, to the fueling services currently provided by Pilot Travel Center and Clean Energy.

Attachment # 1 – Project location / google images
Attachment # 2 – Property survey / legal description
Attachment # 3 - CPMC 17.75. Design Standards Checklist

Penninger Rd
Laru Dr
© 2016 Google
1994
42°22'36.70" N 122°53'56.07" W elev 1264 ft eye alt 16
#1

275 Peninger Rd
© 2016 Google
Google ea
1994
42°22'32.94" N 122°53'55.13" W elev 1264 ft eye alt 162

#2

EXHIBIT "A"
(Land Description Map Tax and Account)

Commencing at the Northwest corner of Donation Land Claim No. 56, Township 37 South, Range 2 West, Willamette Meridian, Jackson County, Oregon; thence North 89° 56′ 30″ East, along the Northerly line of said Claim, 2013.19 feet; thence leaving said Claim line, South 122.19 feet to a point 10.00 feet South of, when measured perpendicular to, the Southerly right of way line of Pine Street and being the point of beginning; thence continue South 92.28 feet; thence along the arc of a 120.00 foot radius curve to the left (the long chord of which bears South 15° 00′ 00″ East 62.12 feet), an arc distance of 62.83 feet; thence South 30° 00′ 00″ East 21.93 feet; thence along the arc of a 205.00 foot radius curve to the right (the long chord to which bears South 15° 00′ 00″ East 106.12 feet), an arc distance of 107.34 feet; thence South 746.83 feet; thence along the arc of a 20.00 foot radius curve to the left (the long chord to which bears South 44° 54′ 07″ East 2.44 feet), an arc distance of 2.44 feet; thence along the arc of a 50.00 foot radius curve to the right (the long chord to which bears South 20° 11′ 11″ East 47.27 feet), an arc distance of 49.23 feet; thence East 360.97 feet to the East line of the West Half of Donation Land Claim No. 56; thence along the East line, North 00° 05′ 20″ West 604.08 feet; thence leaving said East line, South 89° 59′ 45″ West 0.69 feet to the Southeast corner of that tract described in Volume 534, Page 56, Deed Records, Jackson County, Oregon; thence North 16° 15′ 00″ West (record North 16° 16′ 40″ West) along the Easterly line of said tract, 482.46 feet to a point 10.00 feet South of, when measured perpendicular to, the aforesaid Southerly right of way line of Pine Street; thence leaving said Easterly line, South 89° 53′ 23″ West 296.88 feet to the point of beginning.

NOTE: This legal description was created prior to January 1, 2008.

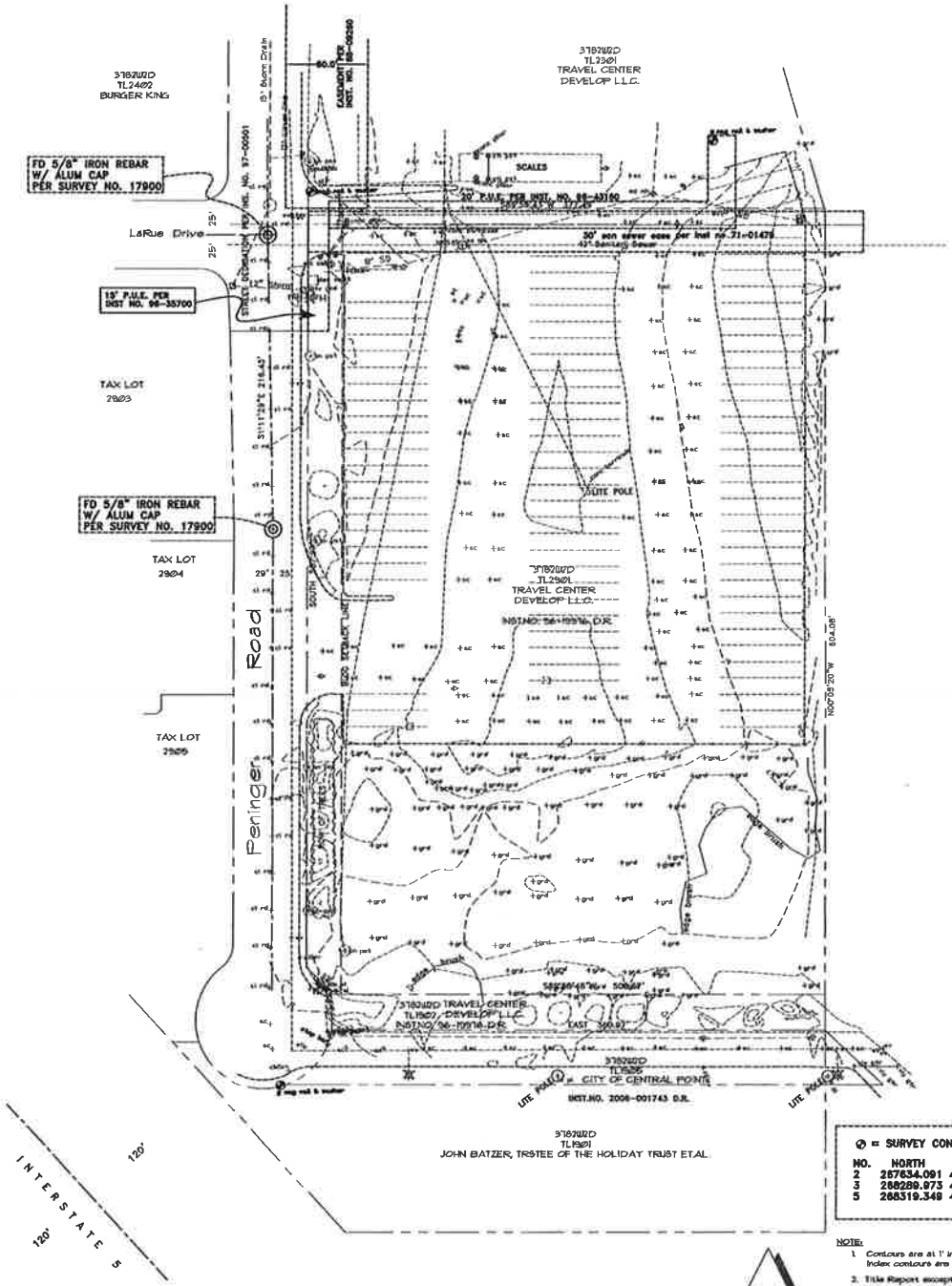
Map No.:
Tax Account No.: 372W02D 1902, 2901, 2401, 2301

TOPOGRAPHIC MAP
FOR
GREENBERG FARROW

Located In:

the S.E. 1/4, Sec. 2, T.37S., R.2W., W.M.
City of Central Point, Jackson County, Oregon
TAX LOT 2901

#2



⊗ = SURVEY CONTROL POINT

NO.	NORTH	EAST	ELEV
2	257634.091	4272927.636	1285.35
3	258289.973	4272988.780	1264.22
5	258319.349	4273282.166	1266.121

NOTE:
1. Contours are at 1' intervals
   Index contours are at 5' intervals
2. Title Report exception No.12 Easements of record per Inst. No. 97-26218 & 97-26224 (or power line locations not specified)

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
DARRELL L. HUCK
Expires 6/30/09

37S2W2D TL 2901

HOFFBUHR & ASSOCIATES, INC.
CONSULTING ENGINEERS
860 GOLF VIEW DR., SUITE 201
MEDFORD, OR 97504
(541) 779-4841
FAX (541) 779-2079

BY: DARRELL L. HUCK	LS # 2023
PROJECT:	GREENBERG FARROW
PROJECT NO.:	11-088
DRAWING FILE NO.:	11088 TOPO BLDGS
SCALE: 1" = 40'	SEPT. 1, 2011
REVISION NO.:	
REVISION DATE:	
SHEET 1 OF 1	
BASIS OF BEARING:	SURVEY NO. 11614
ELEVATION DATUM:	NAVD 88
DRAWN BY:	DLH
REVIEWED BY:	DLH

Site Pla. & Architectural Review

CPMC 17.75 Design Standards Checklist

City of Central Point #3

The following approval standards must be satisfied to grant approval of a site plan and architectural review application. Complete this checklist and indicate 1) if it applies to your development; and 2) how the proposal complies with the applicable standard **or** why the standard does not apply.

CPMC 17.72.040 Site Plan & Architectural Standards

Standard	N/A	Finding
A. The project complies with the applicable site plan, landscaping, and architectural design standards per CPMC 17.75.	☐	*Existing project complies with CPMC 17.75 Design Standards. The overall project has been permitted and built. Updated site plan is the addition of LCNG equipment (i.e. compressor / buffer vessels / vaporizer). The additional equipment is proposed to be located within the existing fenced compound and will meet all C-4 Development Standards per CPMC 17.75.035 / Commercial)*
B. The proposal complies with the Public Works Department Standard Specifications and Uniform Standard Detail for Public Works Construction.	☐	*The project complies with Public Works Department Standard Specifications per approved plans. The new addition of equipment does not impact existing site plan or improvements and is not applicable to this application*
C. The proposal has sufficient accessibility and firefighting facilities to provide for the reasonable safety of life, limb and property, including but not limited to suitable gates, access roads and fire lanes so that all buildings are accessible to fire apparatus.	☐	*The existing development was constructed per approved plans and complies with all local, state, federal health and safety codes. The proposed addition of equipment will comply with all applicable local, state, federal health and safety codes and will be clearly stated on the construction plans.*

CPMC 17.75.031 General Connectivity, Circulation & Access

Standard	N/A	Finding
17.75.031(A) Streets & Utilities	X	*There are no streets, utilities, access ways, driveways proposed with this application*
17.75.031(B) Block Standards	X	*See above*
1. Block Perimeter	X	*See above*
2. Block Length	X	*See above*
3. Accessways and/or Private/Retail Streets	X	*See above*
4. Modification of block perimeters and length	X	*See above*
17.75.031(C) Driveway and Property Access Standards	X	*See above*
17.75.031 (D) Pedestrian Circulation	X	*See above*
17.75.031(E) Accessways, Pedestrian	X	*See above*
17.75.031(F) Retail Streets	X	*See above*

CPMC 17.75.035 Commercial Site Design & Development Standards

Standard	N/A	Finding
17.75.035(A) Commercial Site Design per Table 17.75.01 (Below)	☐	*Existing development complies with 17.75.035(A) Commercial Site Design per Table 17.75.01 for C-4 Zone. Proposed equipment upgrades are in compliance with site design standards.*

Table 17.75.01 Commercial Site Development Standards

	C-N	C-2(M)	C-4	C-5
Lot Area	N/A	N/A	N/A	N/A
Lot Width	N/A	N/A	N/A	50 ft.
Lot Depth	N/A	N/A	N/A	100 ft.
Setbacks				
Front Yard	N/A	15 ft.	N/A	N/A
Side Yard	N/A	5 ft.	N/A[1]	N/A[1]
Rear Yard	N/A	N/A	N/A[2,3]	N/A[2,3]
Lot Coverage	50%	50%	N/A	N/A
Bldg. Height	35 ft.	35 ft.	60 ft.	35 ft.

1. Unless otherwise demonstrated at time of site plan and architectural review approval wherever the side or rear yard property lines of a commercially zoned parcel abut parcels in a residential district, a solid wall or fence, vine-covered open fence or compact evergreen hedge six feet in height shall be located on that property line and continuously maintained to ensure effective buffering and visual screening between the two land uses.
2. Where abutting a residential zone the rear yard setbacks shall be a minimum of ten feet.
3. Except when the rear property line abuts any residential district or any unincorporated lands, the rear yard shall be increased by one-half foot for each foot of building height in excess of twenty feet.

CPMC 75.039 Off-Street Parking Design and Development Standards

Standard	N/A	Finding
17.75.039(A) Connectivity	X	*There are no off-street parking requirements in connection with the proposed equipment upgrades and none are proposed with this application*
17.75.039(B) Parking Stall Minimum Dimensions	X	*See above*
17.75.039 (C) Access	X	*See above*
17.75.039(D) Driveways	X	*See above*
17.75.039(E) Improvement of Parking Spaces	X	*See above*
1. Concrete curb wheel stops	X	*See above*
2. Paving and striping requirements	X	*See above*
3. Design for uses other than one and two family dwellings	X	*See above*
4. Lighting for off-street parking and loading areas	X	*See above*
5. Service drive minimum clearance area	X	*See above*
6. Perimeter off-street parking space containment	X	*See above*
7. Parking, loading, or maneuvering setback limitations	X	*See above*

17.75.039(F) Limitation on Use of Parking Areas.	X	*See above*
17.75.039(G) Parking/Loading Facility Landscaping and Screening.	X	*See above*
1. Perimeter and Street Frontage Landscaping Requirements	X	*Not Applicable - Existing landscaping was required per CUP 12007 and is installed per plans. There is no additional landscaping proposed with this application.*

Table 17.75.03 Parking/Loading Facility Perimeter and Street Frontage Landscaping Standards

	Min. Planting Area Width	Plants Required per 100 Lineal Ft of Abutting Property	
Street Frontage		**Trees**	**Shrubs**
Arterial/Collector	15 ft.	4	20
Local	10 ft.	3	15
Perimeter (Abutting) Land Use			
Residential	20 ft.	4	20
Commercial	10 ft.	3	15
Industrial	5 ft.	2	10

2. Terminal and Interior Islands	X	*See above*
3. Bioswales	X	*See above*
17.75.039(H) Bicycle Parking	X	*Bicycle Parking is not applicable to proposed equipment upgrade and none are proposed with this application .*
1. Location of Bicycle Parking	X	*See above*
2. Bicycle Parking Design Standards	X	*See above*
a. Surfacing	X	*See above*
b. Parking Space Dimension Standard	X	*See above*
c. Lighting	X	*See above*
d. Aisles	X	*See above*
e. Signs	X	*See above*
3. Exceptions to Bicycle Parking	X	*See above*

CPMC 17.75.042 Commercial Building Design Standards

Standard	N/A	Finding
17.75.042(A) Massing, Articulation, Transparency and Entrances	X	*There are no buildings proposed with this application*
1. Building Massing	X	*See above*
2. Façade Articulation	X	*See above*

3. Pedestrian Entrances	X	*See above*
4. Transparency	X	*See above*
a. Ground Floor Façade Wall Area	X	*See above*
b. Second Floor	X	*See above*
c. Single-story building facades greater than 20-feet	X	*See above*
d. Wall facades built to interior mid-block property line	X	*See above*
e. Alternative design solutions	X	*See above*
5. Wall Faces.	X	*See above*
a. Façade Wall Face	X	*See above*
b. Building Wall Face	X	*See above*
c. Other Wall Faces	X	*See above*
6. Service Area & Rooftop Equipment Screening	X	*See above*
a. Service Areas	X	*See above*
b. Rooftop Equipment	X	*See above*