

## STAFF REPORT

### Site Plan & Architectural Review

Notice is hereby given that a public hearing will be held by the City of Coos Bay as follows:

**HEARING BODY:** Planning Commission  
**DATE & TIME:** **November 10, 2015 at 6:00 p.m.**  
**LOCATION:** City Council Chambers, City Hall, 500 Central Avenue, Coos Bay  
**APPLICANT:** Richard J. Ward, Richard Ward Associates,  
1312 Foster Way, Grants Pass, Oregon  
**OWNER:** Southwest Oregon IPA, Inc.,  
971 Commercial Avenue, Coos Bay, Oregon  
**LOCATION:** 281 LaClair Street, Coos Bay, Oregon  
T. 25S, R. 13W, S. 21BC, Tax Lot 100  
**SUBJECT:** **Site Plan and Architectural Review (SPAR) #187-ZON15-036 for the construction of an office and medical clinic campus**

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#### I. APPLICANT'S REQUEST

The applicant is requesting, on behalf of Western Oregon Allied Health (WOAH), approval of a Site Plan and Architectural Review application on approximately 5.11 acres of undeveloped land for the construction of a 14,672-square foot, two-story office building; a 21,762-square foot, two-story medical clinic; a future optional building pad for additional development (size undefined and therefore not part of this approval process); a 246-space parking lot; and other associated improvements including landscaping, drainage, and sidewalks. A SPAR is required for new construction of office and medical clinic uses.

#### II. BACKGROUND

The property is undeveloped with heavy vegetation including a large community of healthy Douglas fir and Cedar trees and a dense understory consisting of shrub and scrub growth. The site shows no sign of previous development or land use alterations except for minor surface disturbances in a few isolated areas. A network of informal trails and small clearings give the site an appearance of being used for transient camps although active use of this type of activity was not observed by staff on recent site visits. The property is designated as General Commercial (C-2) on both the Zoning map and the Comprehensive Plan map.

Surrounding zoning patterns and Comprehensive Plan designations include C-2 (Commercial) to the east, north and west side of the subject site and R-2 (Residential) abutting to the south. Land use patterns include big box commercial to the east, community and family support and related service uses to the north, general commercial to the east, and a single-family residential area

directly south.

**III. APPLICABLE REGULATIONS**

Coos Bay Municipal Code Chapter 17.75 General Commercial District (C-2)  
Coos Bay Municipal Code Chapter 17.170 Utilities and Public Facilities  
Coos Bay Municipal Code Chapter 17.175 Drainage Facilities  
Coos Bay Municipal Code Chapter 17.180 Transportation Standards  
Coos Bay Municipal Code Chapter 17.200 Off-Street Parking and Loading  
Coos Bay Municipal Code Chapter 17.230 Signs  
Coos Bay Municipal Code Chapter 17.345 Site Plan & Architectural Review

**IV. STAFF RECOMMENDATION**

Staff prepared the following report based on the applicant’s submittal, City of Coos Bay Land Development Code, City of Coos Bay Transportation System Plan, and City of Coos Bay Comprehensive Plan. These findings shall be used by the Commission to justify their final decision.

Staff finds there is sufficient evidence in the record upon which an approval can be based; therefore, staff is recommending approval of #187-ZON15-036 with conditions as found on pages 12, 13 and 14 of this staff report.

**V. Section 17.345 SITE PLAN AND ARCHITECTURAL REVIEW: FINDINGS AND CONCLUSIONS**

The following is a list of the decision criteria applicable to the request as stated in Coos Bay Municipal Code, Chapter 17.345. Each of the criteria is followed by findings or justification statements which may be adopted by the Planning Commission to support their conclusions. Although each of the findings or justification statements specifically applies to one of the decision criteria, any of the statements may be used to support the Commission’s final decision.

Based on their conclusions the Commission must approve, conditionally approve or deny the application. Conditions may be imposed by the Commission in order to address concerns about the compatibility of the proposed use.

**DECISION CRITERION #1: The location, size, shape, height, spatial and visual impacts and arrangements of the uses and structures are compatible with the site and surroundings.**

**STATEMENTS OF FACT AND FINDINGS:**

- 1a. As identified on the submitted site plan, two new buildings, both two stories in height along with a future building (use and number of stories not stated), are proposed for this site. A clinic containing 21,762 square feet will be located on the west portion of the property near LaClair Street; an office building with 14,672 square feet will be situated on the site’s east side. The main parking area will be placed between these two buildings; the proposed future building pad is identified near the south property line of the project site and would be surrounded on its other three sides by parking areas.
  
- 1b. Existing wetlands are delineated on the site plan as well as proposed stormwater swales and ponds, and, according to the site plan notes, are to be incorporated into the landscaping theme. A separate landscaping plan has been submitted showing the areas of the site that will retain existing trees and other vegetation and where required new landscaping will occur. The location of

stormwater drainage and detention areas, both surface and underground, are also indicated on the site plan.

- 1c. The applicant's narrative suggests that the submitted building elevations and renderings of the two structures will be of a complimentary design and style with the two buildings on the Oregon Coast Community Action (OCCA) campus buildings that have been constructed immediately north of the subject site. However, more detail needs to be included into the buildings proposed on the WOAHP campus to ensure that they create better visual definition and aesthetic relief. This can be achieved by providing higher quality visuals of the proposed building designs in order that staff can be assured that the new campus buildings will add value to the community through compatible design. Adequate structural and architectural details to determine this were lacking with the initial application submittal.

This area of Coos Bay does not have architectural or historic design requirements or a generalized theme for commercial structures. However, prior development of the OCCA campus buildings does provide at least a local architectural theme that could be continued moving forward. This intent of providing a complimentary nature of design is also stated in the narrative. Despite the lack of adopted design standards, this criterion does emphasize the need to consider spatial and visual elements for new construction. Consistent with this principle, conditions of approval will include building and construction arrangements to ensure a high level of complimentary and compatible design features and four-sided architectural treatment.

- 1d. The two structures north of the WOAHP campus consists of the South Coast Food Share (SCFS) building fronting on LaClair Street and the Child and Family Resource Center (CFRC) building on the east side of the property and at a slightly higher elevation. The SCFS building is a steel shell structure with a metal roof that looks and functions as a food warehouse and regional distribution facility. The main entrance is highlighted by a recessed area with wood panels that softens the otherwise stark appearance of the main edifice and a two-toned color scheme breaks up its exterior presentation to some extent.

The CFRC building contains a reception area, office areas, work and class rooms, and a pre-school program. This building, as would be expected, has a higher quality finished composition. The two-story structure has an exterior of Masonite or a similar type of material painted gray on the first floor and maroon on the second floor. The exterior panels are laid perpendicular to each other on the two floors; the bottom floor has a horizontal assembly while the upper floor utilizes a vertical arrangement. Along with the paint pattern, this creates an attractive, four-sided profile to the visual manifestation of the office and support center. The highlighting of the windows also gives extra architectural form and depth to the CFRC building.

- 1e. Three separate color palates (Favorite Tan, Portabello, and Warm Stone) were provided with the submittal. Each contains a body, trim and accent hue. In staff's opinion, the selection of two of these color schemes applied to a different building (the third reserved for the future structure) would be the better choice since it supports the design paradigm of diversity with continuity and would be a variation but complimentary composition to the OCCA campus

buildings. Each of the three combinations is soft, earth-tone colors that will conceivably give each building a distinctive and appealing appearance.

**CONCLUSION:** Staff concurs that the location, size, and height of the proposed buildings will have minimal impact on surrounding properties due to their location in the General Commercial zone and existing development on surrounding parcels. This portion of the decision criteria has been adequately addressed.

The visual impacts need to be better presented in order to assure that the architectural elements of the SPAR are addressed in an appropriate manner. This portion of the decision criteria can only be adequately attended to and supported with a condition that clearly states that, through re-submitting of high-resolution architectural renderings and a quality of design which the applicant has committed to in the submitted narrative, such building profiles shall be accepted, reviewed, and approved by staff.

**DECISION CRITERION #2: The public and private sewerage and water facilities provided by the development are adequate in location, size, design, and timing of construction to serve the residents or establishments. These facilities meet city standards and relevant policies of the comprehensive plan and provide adequate fire protection.**

**STATEMENTS OF FACT AND FINDINGS:**

- 2a. Water: The project proposes connection to an existing public water line. According to comments received from the Coos Bay-North Bend Water Board (Water Board), there is a water main in LaClair Street, so potable water service is available for the project upon proper application and payment of fees. The Water Board suggested that the developer contact them separately to initiate their involvement and to discuss domestic water service meter sizing and fire service sizing. A flow test from a nearby fire hydrant can be provided and any new hydrant locations should be reviewed by the Water Board. The Water Board does have specific requirements on backflow assembly type and installation that the developer should be aware of. It shall be the responsibility of the applicant to obtain all applicable private plumbing permits through the state.
- 2b. Sanitary Sewer: There is no significant impact to the public sanitary sewer capacity as a result of this project, according to comments from the City's Engineering Division. The applicant indicates that the proposed structures will each have separate sanitary sewer connections coming off of LaClair Street. The third 'future building pad' would tie into the lateral serving the office building. All connections require permits through the City. Laterals and service connections shall conform to both local and state requirements.
- 2c. Fire Protection: A fire, life, and safety plan review will be performed prior to the issuance of building plans. The review will verify compliance with all current Building and Fire Code requirements, including fire apparatus access, hydrant location and flows.

The following comments were generated by the City of Coos Bay Fire Department in response to this proposed project. Their assessment of the proposal is as follows:

“It appears that some of the dimensions of the proposed structures have changed since our February meeting. Given the new numbers, the fire flow for each of the proposed structures are as follows:

1. 21,762 square foot building (type V construction) = fire flow of 4000 gallons per minute. Section B105.3.1.1 allows the reduction of fire flow to 1500 gpm provided that the proposed structure is protected by an automatic fire sprinkler and alarm system.
2. 14,672 square foot building (type V construction) = fire flow of 3250 gallons per minute. Section B105.3.1.1 allows the reduction of fire flow to 1500 gpm provided that the proposed structure is protected by an automatic fire sprinkler and alarm system.
3. 5,000 square foot building (type V construction) = fire flow of 2000 gallons per minute. Section B105.3.1.1 allows the reduction of fire flow to 1500 gpm provided that the proposed structure is protected by an automatic fire sprinkler and alarm system.

Provided that proposed structures #1 and #2 are protected by an automatic fire sprinkler and alarm systems, OFC Appendix C, Table C105.1 shows that only one hydrant is required based on the fire flow. However, Table C105.1 identifies a maximum allowable distance from a hydrant as 250 feet. Therefore, the two proposed new hydrants would be necessary. Additional hydrants would be required to meet the added fire flow if one or both of the larger proposed buildings were not protected by automatic fire sprinkler systems. Fire Department Connections (FDC) for sprinkler systems shall be located within 20 feet of the new hydrant (OFC Section 903.3.6 and 7) and be equipped with a 5” storz connection.

In accordance with the 2014 Oregon Fire Code, Appendix D, Section D102.1 Facilities, buildings or portions of buildings shall be accessible to fire department apparatus by way of an approved access road of asphalt or concrete surface capable of supporting apparatus weighing at least 60,000 pounds.

The preliminary site plan, dated 07-28-15, shows a distance of 660 linear feet from the curb of LaClair St. to the proposed hydrant at the SW corner of structure #2. Based on that information, OFC Appendix D, Table D103.4 indicates that the required width of the access road be no less than 26 feet exclusive of shoulders and the slope shall not exceed 10 percent in grade. Access width shall be maintained throughout parking layout to allow fire department apparatus to turn around without impedence. The provided site plan shows a reasonable ability for fire apparatus to turn around within the parking layout and therefore, as proposed, no additional turnaround is required.

OFC Appendix D, Section D104.1 states that buildings exceeding three stories or 30 feet in height shall have at least two means of fire apparatus access. It appears that the proposed structures utilize only two floors of occupied space, but the roof line may exceed the 30 foot height restriction. The applicant would need to request a variance if they are unable to meet the height restriction or add a secondary access road.”

**CONCLUSION:** The various public facilities to service this proposed project can be sufficiently satisfied through either existing or proposed facilities which includes the

private extension of water and sanitary sewer lines. However, if any final building heights exceed 30 feet, a second access will be required or a variance to the Fire Code shall be granted prior to the issuance of building permits. Otherwise, the decision criteria have been adequately addressed and approval of the proposal, with the associated conditions, can be supported.

**DECISION CRITERION #3: The grading and contouring of the site and how site surface drainage and/or on-site surface water storage facilities are constructed to insure that there is no adverse effect on neighboring properties, public right-of-way, or the public storm drainage system; and that the site development work will take place in accordance with City policies and practices.**

**STATEMENTS OF FACT AND FINDINGS:**

- 3a. A grubbing and rough grading plan has been reviewed and approved to start preparing the site for final grading prior to construction activity. Any site work done before land use approval is granted is considered to be 'at-risk' and the applicant has been made aware of this. A final grading plan and permit shall be submitted for review and approval by the City prior to any construction activity.
  
- 3b. The applicant's development submittal indicates that all surface drainage associated with the project will either be contained on-site, passed through bio-swales and other surface and subsurface retention, or routed to the existing city drainage system located in LaClair Street. The volume of historic stormwater discharge from the site cannot exceed established rates. The use of bio-swales will provide some primary drainage water treatment prior to discharge into the public stormwater system.

Comments from the City's Engineering Division state that the private storm sewer on the western half of the project site does not adversely impact the public storm sewer system. The private storm sewer on the eastern half drains to one of two wetland areas. Drainage from the wetland areas flows in a northerly direction to the existing OCCA campus. Ultimately, this run-off flows to a bio-swale and then to a public storm drainage system. The runoff from the project site must be done in a manner that does not adversely impact the existing OCCA development and must protect the full operation and integrity of the bio-swale on that property by severely limiting the intrusion of sediment loads into the system.

It is the responsibility of the applicant to secure proper state and federal permits, where applicable, when such permits are required. Of particular concern are the site's identified wetland areas which need at least a review from the Army Corps of Engineers to ensure that the function of the existing wetlands are not compromised or diminished with the project and, if they are, what methods of mitigation activities may be necessary.

**CONCLUSIONS:** The site development work must be done in accordance with City policies and practices, therefore, staff concurs that based on submitted reports, there will be no unmitigated adverse impacts on neighboring properties, public rights-of-way, or the public storm drainage system that cannot be satisfied with appropriate conditions. The decision criteria have been adequately addressed and approval of the proposal can be supported, subject to the associated conditions of approval for the

project.

**DECISION CRITERION #4: Based on anticipated vehicular and pedestrian traffic generation, adequate rights-of-way and improvements to streets, pedestrian ways, bikeways, and other ways are provided to promote safety, reduce congestion, and provide emergency equipment access.**

**STATEMENTS OF FACT AND FINDINGS:**

- 4a. A Traffic Impact Analysis (TIA) was submitted to the City for this project as required for any proposed development expected to generate 500 or more daily trip ends as dictated by Section 17.280, Transportation Standards. The TIA is expected to accurately determine the level of service (LOS) on streets and intersections impacted by a project proposal, ensure that an LOS of "D" is maintained, evaluate what impacts are reasonably attributable to a development, and mitigate impacts that are deemed to compromise the LOS, traffic safety, or other factors which can be reduced or eliminated. If there are circumstances that need such consideration, this can be accomplished by implementing stipulations and stating those as conditions of approval.

The original TIA submitted by the applicant was reviewed by Kim Parducci of Southern Oregon Transportation Engineering, LLC, the City's licensed traffic engineering consultant. Ms. Parducci observed that the traffic distributions utilized in the original TIA submitted by the applicant's traffic consultant were incorrect. As a result, the City requested that the applicant's consulting transportation engineer re-evaluate the data and re-submit supplemental information for the intersection of Ocean Boulevard and LaClair Street, particularly the potential impacts of the proposed project during the a.m. and p.m. peak hours under existing and future build conditions. Based on this examination of traffic circulation volumes and patterns, both present and future, the analysis of the applicant's consultant concluded that none of the intersections analyzed in the TIA would exceed a Level of Service "D" with the two buildings proposed for the WOAHA campus. Therefore, the applicant's report concluded that no off-site improvements are required, with respect to transportation, as a result of this project.

Staff has concerns regarding the intersection at LaClair and Ocean Boulevard. This intersection is identified in the Transportation System Plan (TSP) as an intersection that has a high collision rate. Staff asked Ms. Parducci to perform a signal, Ocean Boulevard left turn, and Ocean Boulevard right turn warrant analyzes for this intersection. Ms. Parducci analyzed both a.m. and p.m. peak flows for existing condition, the condition immediately after the WOAHA facility is constructed, and the future build out condition. The following conclusions were determined:

- 1) The intersection of Ocean Boulevard and LaClair Street is shown to operate at an LOS "C" under existing year 2015 and future year 2028 no-build conditions during both the a.m. and p.m. peak hours. It changes to a LOS "D" with the addition of proposed development trips in the future during the p.m. peak hour.
- 2) Signal warrants at the intersection of Ocean Boulevard and LaClair Street are not shown to be met under existing or future no-build conditions. A peak hour

signal warrant is met in the future with the addition of proposed development trips during the p.m. peak hour.

- 3) Turn lane criteria is met for an eastbound left turn lane and a westbound right turn lane on Ocean Boulevard at LaClair Street during the p.m. peak hour under existing conditions. Turn lanes continue to be met under future no-build and build conditions (with proposed development trips) during both the a.m. and p.m. peak hours.

As a result of the warrant analysis, staff had concerns regarding the Ocean Boulevard and LaClair Street intersection. These concerns were conveyed to the applicant's traffic engineering consultant. The applicant's consultant then recommended restriping on LaClair Street at the Ocean Boulevard intersection. This restriping will have LaClair Street's southbound approach include a dedicated right turn lane and separate left turn lane. While this solution reduces turning delays it does not address the turning movements from Ocean Boulevard onto LaClair Street.

The City's adopted TSP includes, as Goal #3, A Safe Transportation System. Figure A-7 in the List of Appendices cites, as noted, the intersection of Ocean Boulevard and LaClair Street as having a high collision rate. In 2010 alone, police records confirmed seven accidents at this intersection. Due to safety concerns and the warrant analysis, the City's consultant suggests that a possible mitigation to increase safety generated by additional traffic from the proposed WOA campus is re-striping on Ocean Boulevard to include a left turn lane onto LaClair Street (for south bound traffic), and traffic lane reductions to one lane in each direction along Ocean Boulevard would result in a safer intersection in support of this project.

The City's traffic engineering consultant recommends the following off-site improvements to satisfy the safety concern (CBMC 17.180):

- Installation of a traffic signal at the intersection of Ocean Boulevard and LaClair Street, or,
- Re-striping on Ocean Boulevard to include one lane in each direction with an eastbound left turn lane, opposing center refuge lane, and westbound right turn lane.

Both proposed mitigations are shown to address turning movement safety concerns at the intersection of Ocean Boulevard and LaClair Street. As mentioned previously, adding a southbound turn lane on LaClair Street reduces the average delay for the southbound movement at the intersection, but does not address the turning movement safety concern to and from Ocean Boulevard that currently exists. The re-striping was previously proposed as mitigation at this intersection in the Ocean Grove traffic impact study and would be the preferred mitigation because it is consistent with future plans to restripe Ocean Boulevard to a three-lane facility. In order to mitigate the potential compromise of intersection safety concerns, a condition of approval will require the aforementioned lane re-configurations in Ocean Boulevard, as described.

- 4b. The applicant's TIA, as well as the site plan, indicates that a single access is proposed from LaClair Street and will be shared with the OCCA campus to the



north. As long as the new buildings are 30 feet in height or less, one access is acceptable under the Fire Code. A shared access had been anticipated when the adjoining development occurred and the tenants of the OCCA campus are aware of the common access arrangement with WOA. H.

- 4c. The submitted site plan completely ignores an internal pedestrian system connecting the two buildings. Expecting users of the buildings to walk from one building to another through parking lots and stepping over or through landscaped areas creates a substantial concern for pedestrian safety, especially since it is stated in the narrative that some users come to the campus through alternative transportation means other than private automobile. It is incumbent on the applicant to provide a revised site plan addressing this situation in order to fully support this criterion.

**CONCLUSION:** The originally submitted TIA was found to have distributions that were not consistent with the traffic count information. Corrected information and methodology was submitted and passed on to the consulting traffic engineer the City utilizes for technical review. After a thorough analysis by the City's traffic engineer, the City's consultant generally agreed with the applicant's revised TIA's findings, conclusions, and recommendations with the exception of the findings associated with the intersection at Ocean Boulevard and LaClair Street. The most significant was the applicant's consultant's assertion was that no intersection traffic signal, Ocean Boulevard right turn, or Ocean Boulevard left turn lane would be required. However, lingering issues about traffic safety with increased activity at this intersection caused an evaluation of several mitigating interventions that would support the proposed project while maintaining or improving an intersection that has had a problematic history with collision rates and citizen complaints. This decision criterion can be adequately satisfied regarding the promotion of vehicular safety and the reduction of congestion into the future with a condition of approval requiring re-striping of Ocean Boulevard as it relates to this project.

Although the project site plan provides for bicycle parking (discussed under Criterion #5, below), pedestrian circulation, as proposed, does not satisfy this criterion since the layout ignores internal pedestrian circulation and does not connect an internal sidewalk system with the public sidewalk along LaClair Street. In order to satisfy this criterion, a revised site plan shall illustrate both pedestrian connection to the public sidewalk and provide an internal pedestrian circulation system between all proposed buildings.

**DECISION CRITERION #5: There are adequate off-street parking and loading facilities provided in a safe, well designed, and efficient manner.**

**STATEMENTS OF FACT AND FINDINGS:**

- 5a. Based on the proposed building uses, required parking for this project is at the ratio of one space per 330 square feet of office use ( $14,672/330 = 45$  spaces) and one space per 200 square feet of medical office or clinic use ( $21,762/200 = 109$  spaces). The result is a minimum of 154 required parking spaces but does not factor in additional parking requirements for the third 'future building pad'. The number of parking spaces proposed for the project site is 236 regular and 10 handicapped spaces for a total of 246.

Four bicycle parking racks, each capable of securing four bicycles, are dispersed near the four entry/exit areas to the proposed buildings. This exceeds the

required number of bicycle parking spaces of one per use (two uses on the site) plus one space per 50 vehicle parking spaces (five bicycle parking spaces) for a total of seven (7) required bicycle spaces. All bicycle racks are within the required 50 feet from a building entry/exit point. A fifth bicycle rack is identified near the 'future building pad' but was not included in the current bicycle parking calculation.

- 5b. No truck loading areas are designated for any of the proposed buildings. If large trucks (greater in size than delivery vans) will be coming to the site, such provisions for loading/unloading must be made. If deliveries are to be provided only by small vehicles, a note on the revised site plan shall be provided indicating such.
- 5c. Proposed handicap parking spaces shall comply with federal standards.
- 5d. Landscaping and Screening: All parking areas shall be landscaped in conformance with Chapter 17.200 CBMC, Off –Street Parking and Loading. A minimum of nine square feet of landscaping shall be provided for each parking space. Each element of landscaping must be a minimum of three feet in width and 25 square feet in size. Each element must have a tree and ground cover. Based on the applicant site plan 246 off-street parking spaces will be provided; therefore, 1,314 square feet of landscaping is required (246 parking spaces x 9 square feet of landscaping= 1,314 square feet of landscaping).

Based on the applicants submitted landscape plan, all landscape elements are at least three feet in width and a minimum of 25 square feet. The total amount of landscaping for the site is indicated on the site plan as 117,729 square feet or 53% of the entire project size.

Details for drainage from proposed buildings, such as location of down spouts, cross sections for drainage swales, and how the drainage between the swales would interact are all missing from the landscaping plan. A rain garden from roof drainage and into bio-swales would be both a functional, practical and cost-saving means of using drainage to support a healthy landscaping scheme. A final landscape plan shall be submitted that depicts these items to ensure a positive interaction between landscaping and site drainage when the property is fully developed.

The plant list and landscape plan does provide a healthy mix of trees, groundcover, and hardscape elements. Maples, barberry, birch, and Mugo Pine trees are intermixed with groundcover, sedge, mulch, and rocks and boulders. However, the site is the remnant of an upland forest community so the preservation of mature firs and cedars should remain a strong element of the site's development.

**CONCLUSION:** Staff concurs that the applicant is proposing adequate off-street parking, landscaping and loading facilities (if clarified) that meet City standards. The decision criteria have been adequately addressed and approval of the proposal can be supported, subject to associated conditions of approval.

**DECISION CRITERION #6: Adequate dedication or reservation of real property for public use, as well as easements and right-of-entry for construction, maintenance, and future expansion**

of public facilities are addressed.

**STATEMENTS OF FACT AND FINDINGS:**

- 6a. The City of Coos Bay will be provided with easements for maintenance of the two proposed fire hydrants according to the applicant's narrative. The need for other dedications or reservations has not been identified by any reviewing departments or agencies.

**CONCLUSION:** The exclusive easement dedication for maintenance of the fire hydrant will be voluntarily provided for this project. This decision criterion has been adequately addressed and can be satisfied with a condition detailing the maintenance easement (if the Fire Department desires to have such an easement) which will be limited to the need for fire safety.

**DECISION CRITERION #7: The structural design, location, size, and materials used for buildings, walls, fences, berms, traffic island, median areas, and signs serve their intended purposes.**

**STATEMENTS OF FACT AND FINDINGS:**

- 7a. The two proposed two-story buildings will be similar in height and size to two buildings on properties to the north. However, the proposed buildings appear to be over 30 feet in height which is not a design issue but rather changes the need for one access versus two accesses from the Fire Code. Final height calculations shall be provided to the City's Community Development Department prior to the submission of a revised site plan. The neighboring CFRC building appears to exceed 30 feet but it has two points of access, one from LaClair Street and another off of Thomas Avenue.

Northeast of the subject site is a full-sized WalMart big box commercial structure that also appears to exceed 30 feet of height. It has multiple points of access.

- 7b. According to the applicant's submittal the trash receptacles and enclosures will be fenced and screened from public view. Enclosures for the trash receptacles were not identified on the submitted plans but must be shown on a revised site plan. The enclosures shall be concrete masonry unit (CMU) block or similar material with sight-obscuring gates. The OCCA campus has two such enclosures as examples to follow.
- 7c. Design elements were considered and discussed under Criterion #1, above.
- 7d. Proposed signs for the WOA project were not provided. A monument sign reflecting the campus' design theme should be utilized to provide visual continuity for the campus. A sign package detailing all signs to be utilized, including directional and informational would be the best approach for consideration by staff although that is not a requirement of the Development Code. Sign permits from the City of Coos Bay are required prior to installation of primary signs.

**CONCLUSION:** The resolution of building heights is necessary for fire access. If the

proposed buildings exceed 30 feet and need to be re-designed to eliminate a second access, staff will have to ensure that a modified design satisfies any conditions of approval associated with the project as well as the integrity of compatible design as committed to by the applicant.

**DECISION CRITERION #8: Other property development requirements of the zoning district are satisfied.**

**STATEMENTS OF FACT AND FINDINGS:**

- 8a. The property is located in the General Commercial (C-2) zone. Under CBDC 17.75.020, both office and medical services are permitted uses.
- 8b. The development standards for the General Commercial (C-2) zone, as outlined by Chapter 17.75.050 of the CBDC, are as follows:
  - 1. Lot Standards: There are no minimum widths or minimum area requirements.
  - 2. Building Coverage: There are no minimum or maximum lot coverage requirements.
  - 3. Building Height: There are no height restrictions other than those imposed by building codes.
  - 4. Yards: There are no setback requirements other than those imposed by building codes.
- 8c. Compliance with State Building Codes will be determined by Building Codes at the time complete building plans are submitted for review and are not tied to the current review.

**CONCLUSION:** Staff concurs that the proposed structures can comply with all property development requirements of the subject C-2 zoning district. The decision criteria have been adequately addressed and approval of the proposal can be supported with appropriate conditions relating to the purposes of meeting Development Code requirements or to mitigate potential adverse impacts from the project.

**V. STAFF RECOMMENDATION**

**Based on the adopted Findings, Conclusions and Conditions, as supported by the applicant's submittal, attached hereto and incorporated herein by reference as Attachment 'A', approve Site Plan & Architectural Review #ZON15-036, allowing the construction of: a 14,672 square foot, two-story office building; a 21,762-square foot, two-story medical clinic; a 246-space parking lot; and other associated improvements, as proposed for the Western Oregon Allied Health campus complex at 281 LaClair Street, subject to the following Conditions:**

- 1. The applicant shall secure all structural and development permits, as required, from the City, State and Federal agencies, including but not limited to grading, right-of-way use, and jurisdictional wetlands.
- 2. It is the responsibility of the applicant to obtain any necessary approvals from the Coos Bay-North Bend Water Board in order to make connection for domestic water service.

3. **Compliance with ADA parking standards is required and shall be provided prior to issuance of any certificate of occupancy. Ten (10) ADA parking spaces are indicated on the submitted site plan.**
4. **The proposed public sidewalk along LaClair Street at its southern limits must transition to an ADA ramp.**
5. **Prior to the issuance of a certificate of occupancy, driving lane re-stripping of Ocean Boulevard from Norman Avenue to Merrill Street shall occur. This re-stripping shall include one lane in each direction with a west bound left turn lane, opposing center refuge lane, and an east bound right turn lane.**
6. **Existing storm drainage along LaClair Street is not correctly delineated on the submitted site plan as a part of this application. Prior to approval of any applicable building permits, a revised site plan shall be updated and accepted by the City's Public Works Director to adequately reflect existing conditions.**
7. **The northeast retention pond on the site plan does not have an outfall pipe. However, per a memo received by City staff on October 5, 2015 by the RC Group, two outfall pipes shall be installed that direct flows to one of the two wetland areas. It shall be the responsibility of the applicant to ensure that all applicable resource agency permits and approvals are obtained prior to commencement of work. Outfalls shall be protected with rock/energy dissipaters. Flows leaving these two wetland areas cannot adversely impact existing OCCA development to the north.**
8. **All water quality features shall have an emergency spillway.**
9. **The geotechnical report does not support the proposed pond design. The report identifies groundwater as high as three feet below grade. Prior to approval of permit, information shall be submitted by a qualified licensed professional that supports the design as shown on the site plan or an alternative approach as accepted by the City's Public Works Director.**
10. **A small portion of the curbing along the northwesterly property line is outside of the applicant's property limits. Applicant shall obtain a letter of permission to perform this work from the affected adjacent property owners, prior to approval of permits.**
11. **Prior to building permit approval, applicant shall submit and receive City approval of an inspection and maintenance plan for the underground vaults and ponds. A declaration of real covenant shall run with the land and reference this plan. Recording fees shall be the responsibility of the applicant. The owner(s) shall ensure that these features are maintained and in good working order for the life of the project.**
12. **A final grading and drainage plan shall be submitted to and approved by the City Engineering Department prior to building permit approval.**
13. **If trees are proposed to be removed in the right-of-way as a result of this project or any off-site improvements, a Tree Committee application must be submitted and approved prior to removal.**
14. **Applicant shall verify the height of proposed buildings to be 30 feet or less, measured from grade to apex of the roof. If this height is exceeded, then a second access is required for fire and emergency response or a variance to the Fire Code shall be granted prior to commencement of building construction for structures proposed to exceed the height limit.**
15. **Buildings or portions of buildings shall be accessible to fire department apparatus by way of an approved access road of asphalt or concrete surface capable of supporting an apparatus weighing at least 60,000 pounds.**

16. An exclusive easement dedication for maintenance of the two fire hydrants shall be provided to the City of Coos Bay Fire Department unless the Fire Chief indicates, in writing, that such easement is unnecessary.
17. A revised set of building renderings and elevations shall be submitted that more clearly illustrate four-sided architectural details, articulation, forms, and profiles. Highlights of windows and other embellishments such as texture variation or use of deviations in color scheming or directional arrangement of exterior materials shall be provided that matches or equals the design techniques used for the CFRC building on the campus to the north of the subject property.
18. Each of the three buildings shall have different color schemes using the Favorite Tan, Portabello, and Warm Stone combinations, as submitted. Within each of these three types are a body, trim, and accent. Each structure shall follow its selected paint embellishment.
19. All landscaping must be maintained in a healthy, growth condition and landscaping material that become diseased and/or die shall be replaced within 30 days of the growth season.
20. A revised site plan shall provide details on the location and width of an internal pedestrian system, which also connects to the public sidewalk along LaClair Street, to provide safe passage within the campus between the clinic and office buildings. A note shall also be added regarding delivery truck parking for loading and unloading.
21. The trash enclosures shall be of CMU block or similar material with sight-obscuring swing gates and shall be of a similar or compatible design to those on the OCCA campus.
22. Applicant shall obtain sign permits from the City of Coos Bay prior to installation of any primary signage.
23. All outstanding fees, including the review costs associated with the City's transportation consultant, shall be paid prior to the issuance of any building permits associated with the development of this property.
24. Final approval and development of the proposed campus, including site layout and building details, are approved based on the findings in this review, the associated conditions of approval, and any discretionary revisions staff is requiring such as final grading and drainage plans or final building profiles and design. Variations to this approval, such as design-build bids that would alter and potentially diminish the final design of the project, shall require re-submittal to the Planning Commission for re-consideration.

**EFFECTIVE DATE OF PERMIT APPROVAL:**

Approval shall be withdrawn if the authorized construction or use is not commenced within one year or is not pursued diligently to completion; or, if authorized occupancy or use has been discontinued for over 120 consecutive days.

The effective date of the permit may be delayed if substantive conditions are attached to the approval. The Commission may grant an extension of time for a period not to exceed one year if circumstances beyond the control of the applicant cause delays.



Tom Dixon, Planning Administrator

DATE MAILED: November 3, 2015

cc: Richard Ward, Applicant  
Philip Greenhill, Southwest Oregon IPA, Inc.  
Dave Perry, DLCD

**ATTACHMENTS:**

- A. Application
- B. Criteria addressed
- C. Preliminary Site Plan
- D. Landscaping Plan
- E. Building renderings
- F. Building elevations and floor plans
- G. Phase I Environmental Assessment report
- H. Geotechnical Engineering Report
- I. Preliminary Stormwater Report & Development Plan
- J. Wetlands Determination Report – LaClair Street -WOAH
- K. Transportation Impact and Appendices, Parts 1 and 2
- L. Comments from Kim Parducci, Southern Oregon Transportation Engineering
- M. Comments from John MacDonald, ODOT



# City of Coos Bay

Community Development · 500 Central Avenue · Coos Bay, Oregon 97420  
Telephone 541.269.1181 · Fax 541.269.8916 · coosbay.org

## LAND USE DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT

PROJECT NO(S).

### Type of Review (Please check all that apply):

- |                                                      |             |                                                                        |             |                                        |                  |
|------------------------------------------------------|-------------|------------------------------------------------------------------------|-------------|----------------------------------------|------------------|
| <input type="checkbox"/> Annexation                  | CBMC 17.385 | <input type="checkbox"/> Home Occupation                               | CBMC 17.260 | <input type="checkbox"/> Subdivision   | CBMC 17.335      |
| <input type="checkbox"/> Appeal and Review           | CBMC 17.305 | <input type="checkbox"/> Legislative/Text Amendment                    | CBMC 17.380 | <input type="checkbox"/> Temporary Use | Resolution 83-17 |
| <input type="checkbox"/> Architectural Design Review | CBMC 17.390 | <input type="checkbox"/> Lot Line Adjustment                           | CBMC 17.325 | <input type="checkbox"/> Vacation      | CBMC 17.375      |
| <input type="checkbox"/> Conditional Use             | CBMC 17.355 | <input type="checkbox"/> Partition                                     | CBMC 17.330 | <input type="checkbox"/> Variance      | CBMC 17.350      |
| <input type="checkbox"/> Cultural Resources          | CBMC 17.365 | <input type="checkbox"/> Planned Unit Development                      | CBMC 17.270 | <input type="checkbox"/> Zone Change   | CBMC 17.360      |
| <input type="checkbox"/> Estuarine Use/Activities    | CBMC 17.205 | <input checked="" type="checkbox"/> Site Plan and Architectural Review | CBMC 17.345 | <input type="checkbox"/> Other         |                  |

Pre-Application applications require a different application form available on the City website or at City Hall.

Site Location/Address:

Assessor's Map No./Tax Lot(s): 25413W210CTL# 100

Zoning: C-2

Total Land Area: 5.11 Ac

LA CLARE ST, COOS BAY, OREGON

Detailed Description of Proposal:

Campus of three proposed health care or health related agencies with buildings in Phase I of 14,672, and 4,700 SF and Phase II building of approximately 21,700 SF.

The agencies involved will be able to provide enhanced health and wellness services to the residents of Coos County.

Applicant/Owner Name: SOUTHWEST OREGON IPA, INC  
(please print)

Phone: 541 269-7400

Address: 750 CENTRAL AVE SUITE 100

Email: PGREENHILL@DOLSHIP.COM

City State Zip: COOS BAY, OR 97420

Applicant's Representative: RICHARD WARD ASSOCIATES  
(please print)

Phone: 541 476-7218

Address: 1312 NW FOSTER WAY

Email: RWARD@ASSOCIATES@CHARTER.NET

City State Zip: GRANTS PASS, OR 97526

- Provide evidence that you are the owner or purchaser of the property or have the written permission of owner(s) to make an application for architectural design review. In either case, include a copy of the deed for the subject property.
- Attach (a) a certified list of names and addresses of all owners of property within 250 feet of the exterior boundaries of the subject property according to the latest adopted County tax role and (b) an assessor's map showing all lots and parcels of land within that area.
- Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
- Additional information: Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
- Ten (10) complete hard-copy sets (single sided) of application materials must be submitted with this application. One (1) complete set of digital application materials must also be submitted electronically or on CD in Word format. Additional copies may be required as directed by the Coos Bay Director of Community Development.

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Coos Bay Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

Applicant's signature

07/15  
Date

*[Signature]*  
Owner's signature (required)

Date



Criteria:

- 1. The location, size, shape, height, spatial and visual impacts and arrangements of the uses and structures are compatible with the site and surroundings.**

The Applicant is developing a health related campus on 5.11 acres. The campus design provides spacing between structures to feature each building as an independent focal point while allowing compatibility of the design elements to integrate the textures, colors and landscape into a common theme. The proposed buildings have 14,600, 4,800 and 21,700 square feet respectively. Each has two story elements incorporated into the design with the use of multi-dimensional shapes and broken roof lines. The Applicant is projecting building profiles of interest that will be complimentary to the neighboring property owned by ORCCA.

- 2. The public and private sewerage and water facilities provided by the development are adequate in location, size, design and timing of construction to serve the residents or establishments. These facilities meet city standards and relevant policies of the comprehensive plan and provide adequate fire protection.**

The City has expressed that the infrastructure for water and sewer(City has provided as built) are suitable for this development. The Applicant will not rely on any existing sewer laterals, but will make new connections. The fire marshal has requested a fire hydrant to be placed in the center of the campus. All buildings will have fire sprinklers.

- 3. The grading and contouring of the site, and how site surface drainage and/or on-site surface water storage facilities are constructed to ensure that there is no adverse effect on neighboring properties, public right-of-way, or the public storm drainage system; and that the site development work will take place in accordance with city policies and practices.**

The Applicant has completed a wet land study and will delineate all subject areas. The development is creating both bio-swales and underground storage to detain storm runoff. The campus design has retained 50.8% of the property in open or landscaped area.

- 4. Based on anticipated vehicular and pedestrian traffic generation adequate right-of-way and improvements to streets, pedestrian ways, bikeways and other ways are provided to promote safety, reduce congestion and provide emergency access.**

The project has a large shared entrance with the adjoining property (ORCCA). The internal layout of the campus creates maneuvering ability for emergency vehicles. The Applicant will provide street improvement at LaClair Street resulting in sidewalks along the frontage.

**5. There are adequate off-street parking and loading facilities provided in a safe, well-designed, and efficient manner.**

The project is creating 251 off street parking spaces including 10 for ADA use. Additionally bike stands for 4 bikes each will be installed near the entrances of each building for a total of 16 (front building has two entrances). The Applicant has exceeded the City requirements for 132 spaces for medical clinic and 45 for office a total of 177.

**6. Adequate dedication or reservation of real property for public use, as well as for easements and right of entry for construction, maintenance and future expansion of public facilities are addressed.**

The Applicant will provide a dedicated easement to the City of Coos Bay for the maintenance of the proposed fire hydrant. The Applicant is not aware of any other public uses that need to be addressed.

**7. The structural design, locations, size, and materials used for buildings, walls, fences, berms, traffic islands, median areas, and signs serve their intended purposes.**

The Applicant has a geotechnical report. This information will be used by both civil and structural engineers throughout the course of the project. The geotechnical engineer will also remain a consultant until the completion of the construction. In general, retaining walls will be stacked boulders locations to be determined. Signs are to be low profile monuments made of sand blasted wood.

**8. Other property development requirements of the zoning district are satisfied.**

The Applicant has reviewed the property development standards of the C-2 zone (17.75. 050). The project has submitted landscape and irrigation plans. The building plans will note that all HVAC equipment will be screened from public view. Additionally, a trash enclosure will be built of concrete block with a chain link fence gate.

# PRELIMINARY SITE PLAN

## WESTERN OREGON ADVANCED HEALTH FACILITY

### CITY OF COOS BAY SITEPLAN AND ARCHITECTURAL REVIEW (#187-ZON15-036)

PARCEL 1 PARTITION PLAT P2010-9 (TAX LOT 255-13W-21BC-0100)  
SITUATED IN THE SW1/4 NW1/4 OF SECTION 21  
T25S R13W, COOS COUNTY, OREGON

#### LANDSCAPE LEGEND:

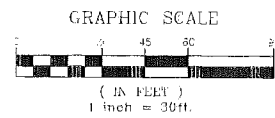
acer platanoides - Columnar Norway Maple (2" DIA)

euonymus japonicus - Variegated Japanese Euonymus  
 ilex ornata 'convexa' - Convex Japanese Holly  
 juniperus squamata 'blue star' - Blue Star Juniper  
 pacifila myrsinites - Oregon Boxwood  
 mahonia aquifolium - Oregon Grape  
 rhododendron 'purple splendor' - Purple Splendor Azalea  
 euonymus alatus 'compactus' - Compact Burning Bush

NOTE: ALL LANDSCAPE AREAS TO BE COVERED IN 2" THICK HEMLOCK MULCH OR APPROVED-EQUAL

WETLAND AREA AS DELINEATED BY P.B.S. ENVIRONMENTAL STUDY

SIDEWALK/CONCRETE AREAS



#### SITE DATA & CALCULATIONS

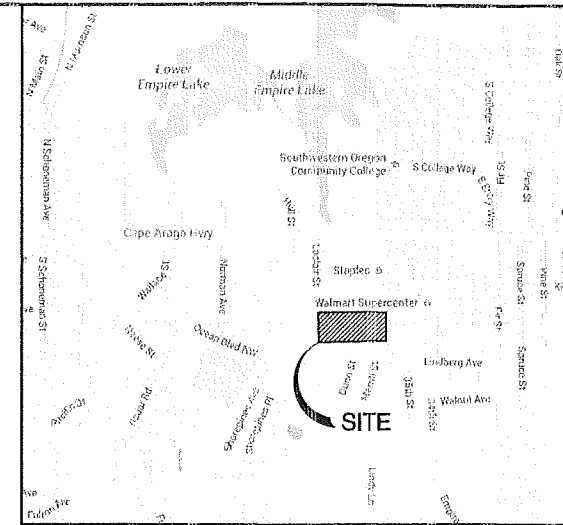
TOTAL SITE AREA:	221,970 sq.ft. (5.1 acres)
TOTAL BUILDING SQUARE FOOTAGES:	
CLINIC	21,762 sq.ft.
OFFICE	14,672 sq.ft.
TOTAL BUILDING FOOTPRINT:	23,149 sq.ft.
% BUILDING COVERAGE:	10.5%
EXISTING PAVED ACCESS DRIVE:	3,050 sq.ft.
TOTAL NEW PAVED AREA:	78,042 sq.ft.
% PAVED COVERAGE:	36.5%
LANDSCAPE AREA / OPEN SPACE:	117,729 sq.ft.
LANDSCAPE COVERAGE:	53.0%

#### SITE REQUIREMENTS

MINIMUM SETBACKS REQUIREMENTS (C.B.M.C. 17.75):	
FRONT & REAR:	0 ft
SIDE YARD (INTERIOR & EXTERIOR):	0 ft
MAXIMUM BUILDING HEIGHT:	PER BLDG CODE

#### SITEPLAN NOTES:

- 1 PROPERTY LINE (EXISTING)
- 2 PROPOSED SEWER LATERAL CONNECTION TO EXISTING MAIN LINE.
- 3 PROPOSED 1" WATER METER WITH 2" SERVICE LINE TO BUILDING PADS AS SHOWN (2 typ.) POTABLE WATER SYSTEM CONNECTION SHALL HAVE A R.P. DCVA AFTER METER.
- 4 PROPOSED 2" WATER METER WITH 3" SERVICE LINE TO BUILDINGS AS SHOWN (1 typ.) POTABLE WATER SYSTEM CONNECTION SHALL HAVE A R.P. DCVA AFTER METER.
- 5 PROPOSED FIRE SPRINKLER SYSTEM CONNECTION TO WATER MAIN WITH R.P. DCVA IN VAULT WITH FDC CONNECTION.
- 6 POINT OF CONNECTION FOR POWER, TELEPHONE, & GAS LINES IN LACLAIR ST. ROUTE UTILITIES TO BUILDINGS AS DESIGNED BY UTILITY PROVIDER
- 7 ADA SIGNS ON STEEL POST (12 Typ.)
- 8 PROPOSED VAN ACCESSIBLE ADA PARKING STALLS.
- 9 EXISTING ACCESS DRIVE 38' WIDE. SHARED WITH EXISTING DEVELOPMENT TO THE NORTH.
- 10 PROPOSED ROADSIDE ATTACHED SIDEWALK ALONG LACLAIR STREET PER CITY STANDARD.
- 11 PROPOSED UNDERGROUND STORM DETENTION SYSTEM (RAINSTORE OR APPROVED EQUAL)
- 12 PROPOSED STORMWATER SWALE OR POND TO BE INCORPORATED INTO LANDSCAPE THEME.
- 13 PROPOSED POINT OF CONNECTION TO CITY'S STORMWATER SYSTEM, RUNOFF TO BE DETAINED TO PRE-DEVELOPED RATES.
- 14 PROPOSED BIKE RACK



VICINITY MAP  
NTS

JURISDICTION: CITY OF COOS BAY  
500 CENTRAL AVE.  
COOS BAY, OR 97420  
(541) 269-6924

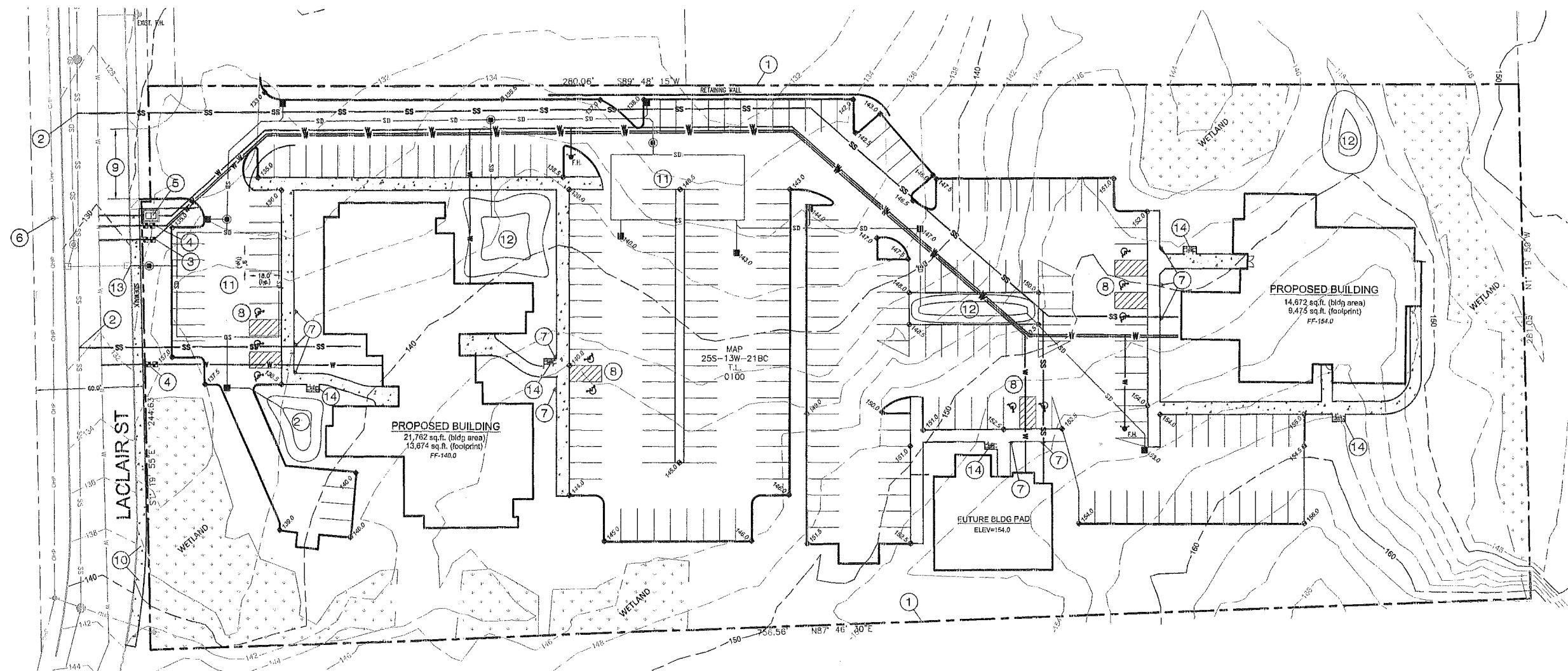
ENGINEER: RHINE-CROSS GROUP, LLC  
ATTN: MARC CROSS, PE, PLS  
112 N 5th ST - SUITE 200  
KLAMATH FALLS, OR 97601  
(541) 851-5405

APPLICANT: RICHARD WARD ASSOCIATES  
ATTN: RICHARD WARD  
1312 FOSTER WAY  
GRANTS PASS, OREGON 97526  
(541) 476-7210

MAP & TAX LOT NUMBERS:  
255-13W-21BC T.L. 0100

ZONING: C-2 - GENERAL COMMERCIAL

PROPOSED OCCUPANCY: CLINIC / MENTAL HEALTH



RICHARD WARD ASSOCIATES  
1312 FOSTER WAY  
GRANTS PASS, OR 97526  
541 476-7210

RHINE-CROSS GROUP, LLC  
ENGINEERING - SURVEYING - PLANNING  
112 N 5th ST - SUITE 200 - P.O. BOX 909  
KLAMATH FALLS, OREGON 97601  
Phone: (541) 851-9405  
Fax: (541) 273-9200  
admin@rc-grp.com



W.O.A.H. FACILITY  
COOS BAY  
OREGON

SHEET NAME:  
PRELIMINARY SITEPLAN

DRAWN BY: MDC  
CHKD BY: DAC  
DATE: SEPTEMBER 2015

REVISIONS:

JOB NO. 1435  
SHEET NO. SP 1

# WESTERN OREGON ADVANCED HEALTH

PHASE I

LANDSCAPE DESIGN:  
VISIONS LANDSCAPE AND MAINTENANCE, LLC.  
ELI THOMPSON-ROBERTS, LIC# LSMB  
1674 CENTRAL AVE.  
COOS BAY, OR 97420  
541-240-3243  
541-266-7500  
LCB #9006

SCALE: 1" = 18'0"

## PLANT LIST

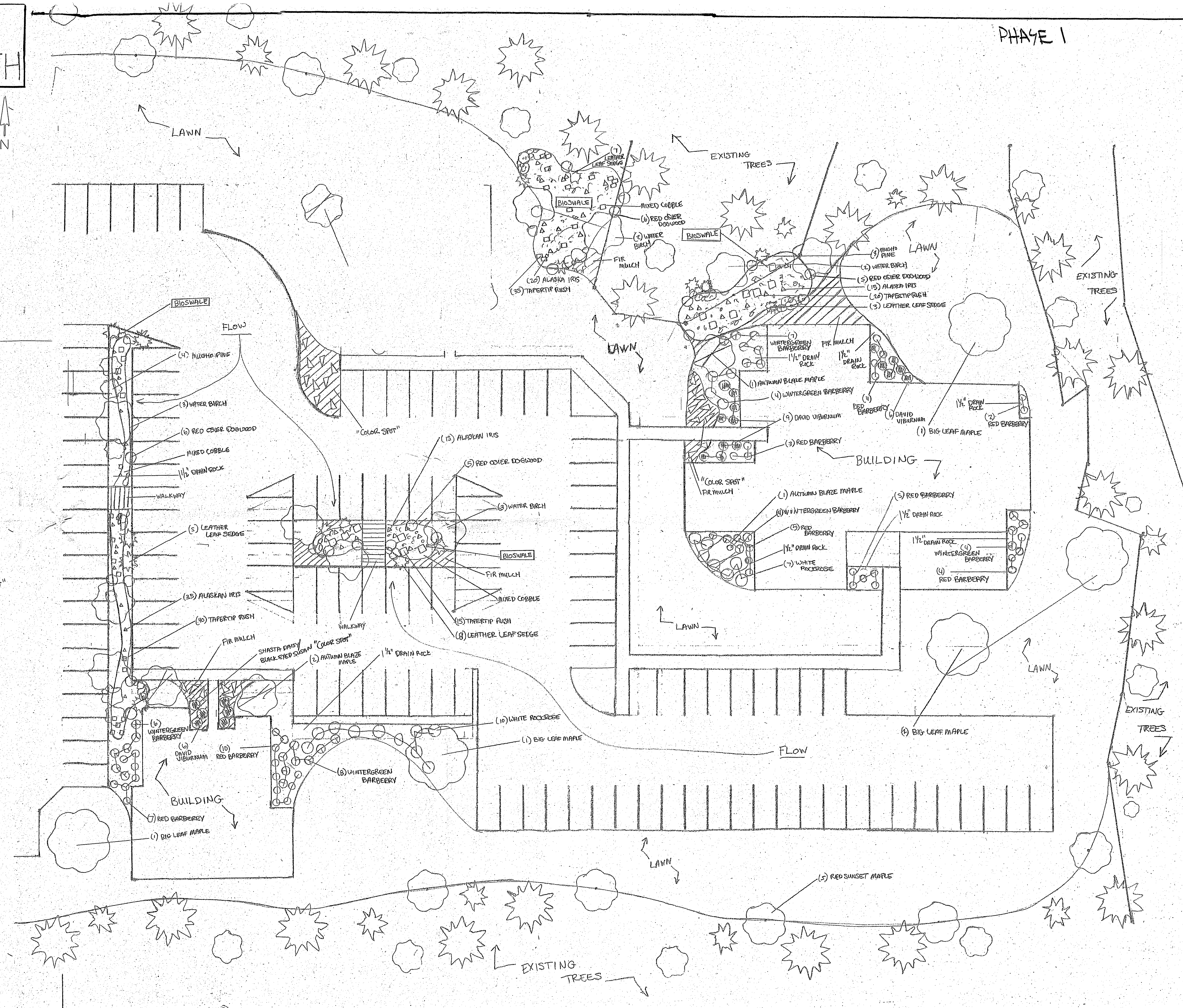
- TREES**
- ACER MACROPHYLLUM BIG LEAF MAPLE
  - ACER RUBRUM 'RED SUNSET' RED SUNSET MAPLE
  - ACER FREEMANNI 'AUTUMN BLAZE' AUTUMN BLAZE MAPLE
- PLANTS**
- CISTUS HYBRIDUS WHITE ROCKROSE
  - VIBURNUM DAVIDI DAVID VIBURNUM
  - BERBERIS THUNBERGII 'JULIANE' WINTERGREEN BARBERY
  - BERBERIS THUNBERGII 'ATROVIRENS' RED JAPANESE BARBERY
  - CHRYSANTHEMUM MAXIMUM / RUDDERIA HIETA SHASTA OASIS / BLACK EYED SUSAN "COLOR SPOT"
- TREE**
- BEULA OCCIDENTALIS WATER BIRCH
  - CORNUS STOLONIFERA RED OSIER DOGWOOD
  - CAREX BULHARANII LEATHER LEAF SEDGE
  - PNUS MUGO MUGO MUSHO PINE
  - JUNCUS ACUMINATUS TAPEITIP RUSH
  - IRIS SEROSA ALASKA IRIS

## BIOSWALE PLANTS

- PLANTS**
- BEULA OCCIDENTALIS WATER BIRCH
  - CORNUS STOLONIFERA RED OSIER DOGWOOD
  - CAREX BULHARANII LEATHER LEAF SEDGE
  - PNUS MUGO MUGO MUSHO PINE
  - JUNCUS ACUMINATUS TAPEITIP RUSH
  - IRIS SEROSA ALASKA IRIS

## GROUND COVER AND BOULDERS

- PINE FIR MULCH
- MIXED COBBLE
- 1/2" DRAIN ROCK
- TALL FESCUE / PERENNIAL RIE LAWN
- BOULDERS



# WESTERN OREGON ADVANCED HEALTH

IRRIGATION DESIGN:  
 VISIONS LANDSCAPE AND MAINTENANCE, LLC.  
 ELI THOMPSON-POORE, LIC# 1518B  
 1074 CENTRAL AVE.  
 COOS BAY, OR 97420  
 541-290-3213  
 541-266-7500  
 LCB # 9006

SCALE: 1" = 18'0"

## IRRIGATION



LEGEND

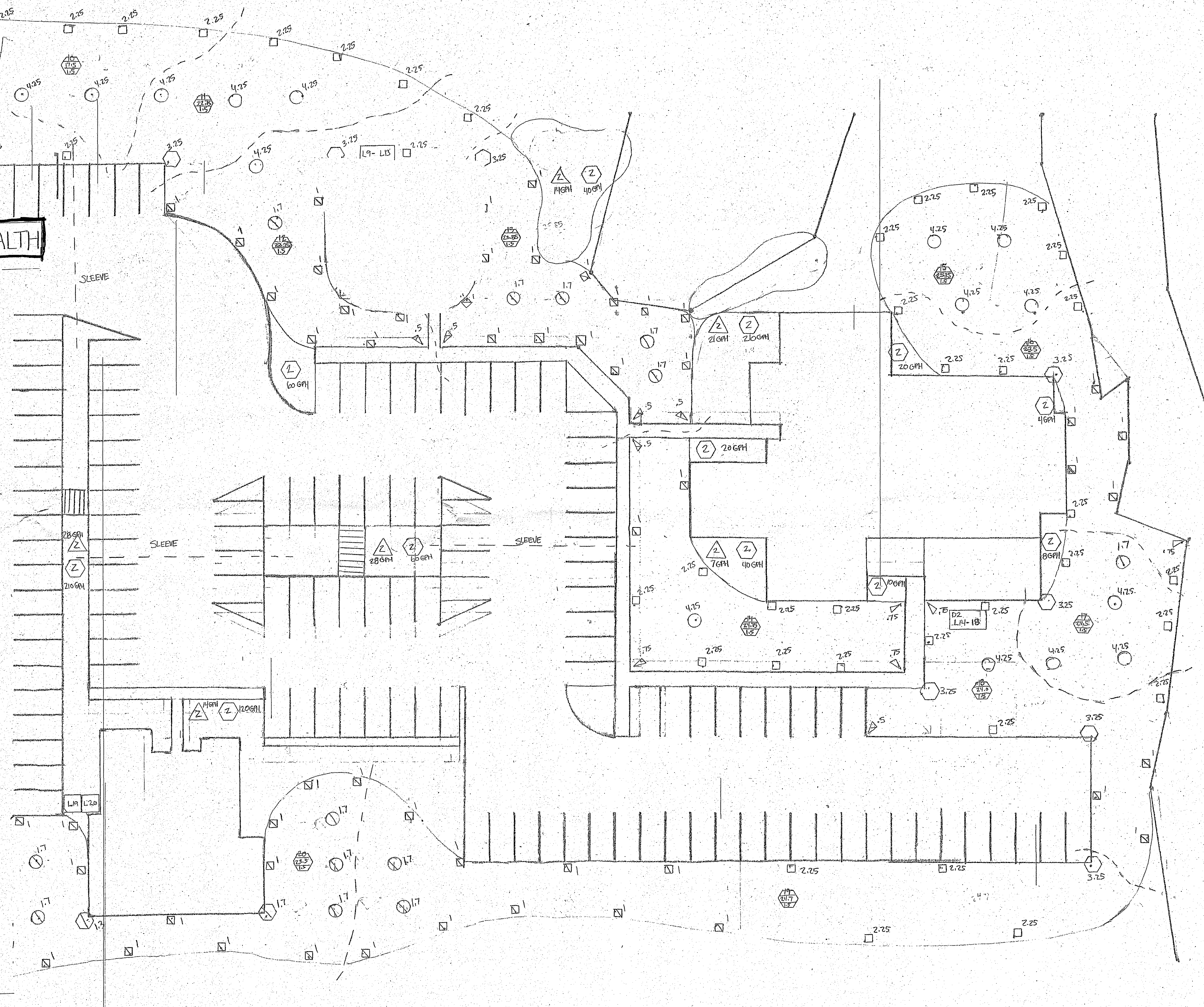
- WATER METER
- DOUBLE CHECK REDUCED PRESSURE BACKFLOW (WILKINS 375XL)
- SHUT OFF VALVE
- CONTROLLER: RAINBIRD ESPOLXIME W/WIRZARC RAIN/FREEZE SENSOR
- DRIP VALVE: RAINBIRD XCZ 1.00 PFBCom
- LAWN VALVE: RAINBIRD 1.00 PFB
- CURBUCK NUMBER
- FLOW RATE (GPM/GPH)
- VALVE SIZE

SPRINKLERS

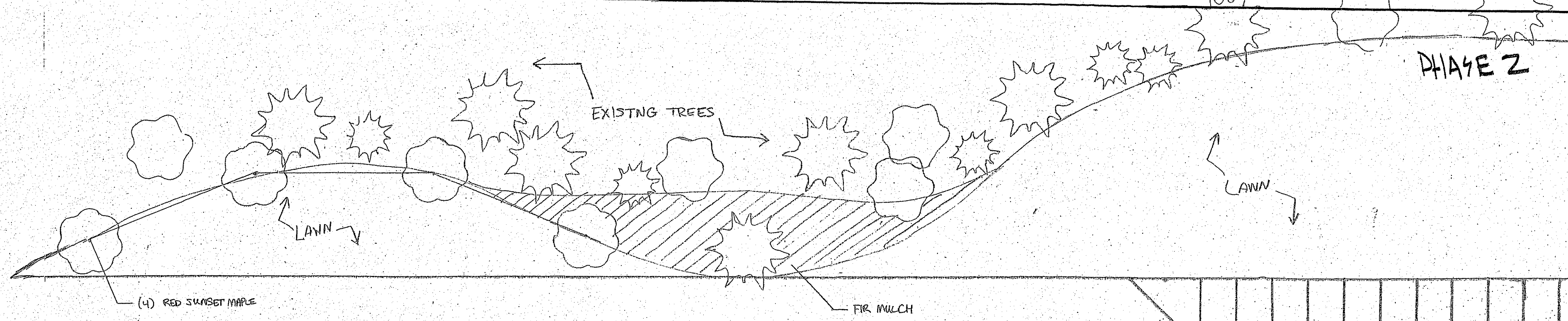
- RAINBIRD 1804: MP ROTATOR 2000 90°-210°
- RAINBIRD 1804: MP ROTATOR 2000 210°-270°
- RAINBIRD 1804: MP ROTATOR 2000 360°
- RAINBIRD 1804: MP ROTATOR 3000 90°-210°
- RAINBIRD 1804: MP ROTATOR 3000 210°-270°
- RAINBIRD 1804: MP ROTATOR 3000 360°
- RAINBIRD SN10: 1.0 GPH DRIP EMITTER
- RAINBIRD S200: 2.0 GPH DRIP EMITTER
- RAINBIRD PLOT: 7.0 GPH DRIP EMITTER

ZONE FLOW RATE

DRIP 1: 745 GPH (12.4 GPM)	LAWN 11: 22.75 GPM
DRIP 2: 745 GPH (12.4 GPM)	LAWN 12: 23.75 GPM
LAWN 2: 21.0 GPM	LAWN 13: 23.85 GPM
LAWN 3: 21.75 GPM	LAWN 14: 24.75 GPM
LAWN 4: 22.50 GPM	LAWN 15: 25.25 GPM
LAWN 5: 22.80 GPM	LAWN 16: 23.5 GPM
LAWN 6: 23.50 GPM	LAWN 17: 24.5 GPM
LAWN 7: 24.75 GPM	LAWN 18: 24.0 GPM
LAWN 8: 24.0 GPM	LAWN 19: 21.7 GPM
LAWN 9: 17.5 GPM	LAWN 20: 23.5 GPM
LAWN 10: 17.5 GPM	



LANDSCAPE DESIGN:  
 VISIONS LANDSCAPE AND MAINTENANCE, LLC  
 ELI THOMPSON-POORE, LIC # 15148  
 1074 CENTRAL AVE.  
 COOS BAY, OR 97420  
 541-296-3243  
 541-266-7500  
 LCB # 9006



SCALE: 1" = 18' 0"

### PLANT LIST

- TREES**
- ACER MACROPHYLLUM BIG LEAF MAPLE
  - ACER RUBRUM 'RED SUNSET' RED SUNSET MAPLE
  - ACER FREEMANII 'AUTUMN BLAZE' AUTUMN BLAZE MAPLE
  - ACER RUBRUM 'AUTUMN BLAZE' MAPLE
  - ACER RUBRUM 'RED SUNSET' MAPLE
  - ACER RUBRUM 'AUTUMN BLAZE' MAPLE
- PLANTS**
- CISTUS HYBRIDUS WHITE ROCKROSE
  - VIBURNUM DAVIDII DAVID VIBURNUM
  - Berberis THUNBERGII 'JULIANNE' WINTERGREEN BARBERRY
  - Berberis THUNBERGII 'ATROPURPUREA' RED JAPANESE BARBERRY
  - CHRYSANTHEMUM MAXIMUM / RUDBECKIA HIRTA SHASTA DAILY / BLACK EYED SUSAN

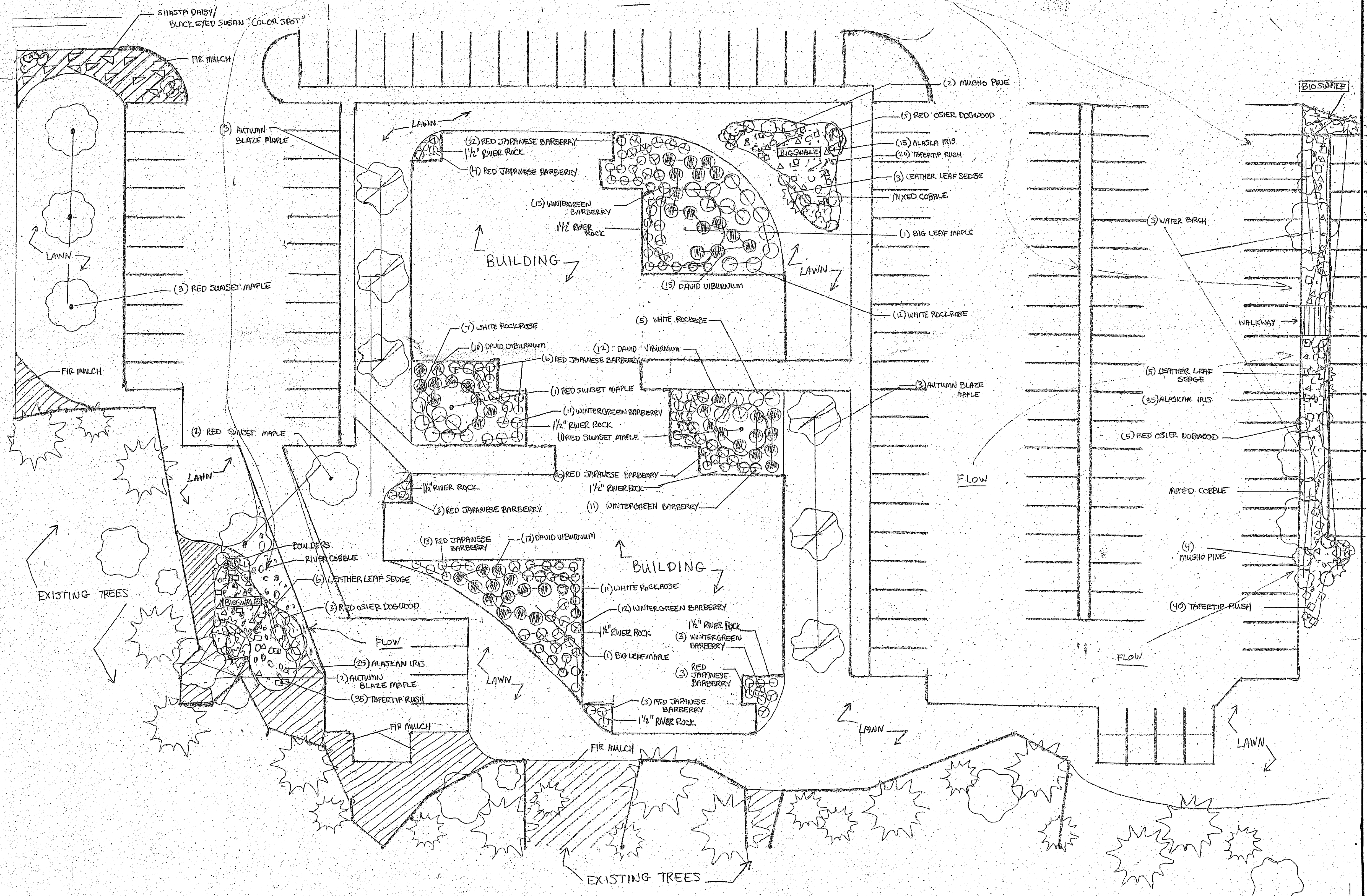
### BIOSWALE PLANTS

- BEULA OCCIDENTALIS WATER BIRCH
- CORNUS STOLONIFERA RED OSIER DOGWOOD
- CAREX BUCHANANII LEATHER LEAF SEDGE
- PINUS MUGHO MUGO MUGHO PINE
- JUNCUS ACUMINATUS TAPER TIP RUSH
- IRIS SETOSA ALASKA IRIS

### GROUND COVER AND BOULDERS

- FINE FIR MULCH
- MIXED RIVER COBBLE
- 1/2" DRAIN ROCK
- TALL FESCUE / PERENNIAL RYE LAWN
- BOULDERS

LA CLAIR ST.



# WESTERN OREGON ADVANCED HEALTH

PHASE 2

IRRIGATION SCALE: 1" = 180'



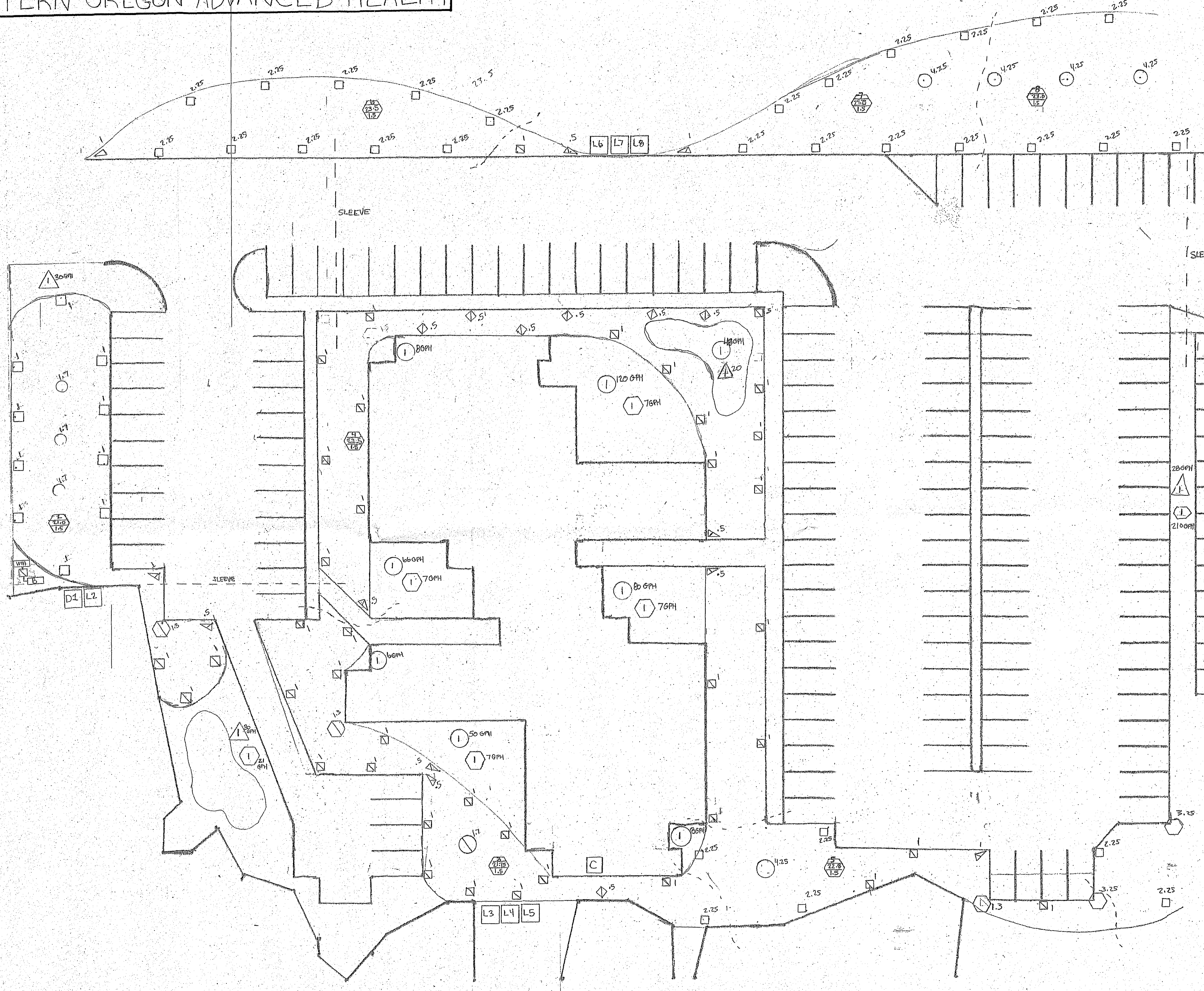
- LEGEND:**
- WM 1" WATER METER
  - B 1 1/4" WILKINS 375 XL DOUBLE CHECK RP BACKFLOW
  - 1 1/4" BALL VALVE
  - C CONTROLLER: RAINBIRD ESPBXMTE w/ WEZPRC RAIN/FREEZE SENSOR
  - D DRIP VALVE: RAINBIRD XCZ100PEBGM
  - L LAWN VALVE: RAINBIRD 100PEB
  - A CIRCUIT NUMBER  
FLOW RATE (GPM)  
VALVE SIZE

- SPRINKLERS:**
- ◁ RAINBIRD 1804 : MP ROTATOR 2000 90°-210°
  - ◊ RAINBIRD 1804 : MP ROTATOR 2000 210°-270°
  - ◊ RAINBIRD 1804 : MP ROTATOR 2000 360°
  - ◊ RAINBIRD 1804 : MP ROTATOR 2000 90°-210°
  - ◊ RAINBIRD 1804 : MP ROTATOR 3000 210°-270°
  - ◊ RAINBIRD 1804 : MP ROTATOR 3000 360°
  - △ RAINBIRD SW10 1 GPH DRIP EMITTER
  - RAINBIRD SW20 2 GPH DRIP EMITTER
  - RAINBIRD R07 7 GPH DRIP EMITTER

**ZONE FLOW RATE**

DRIP 1: 745 GPH (12.4 GPM)	LAWN 11: 22.75 GPM
DRIP 2: 715 GPH (11.9 GPM)	LAWN 12: 23.75 GPM
LAWN 2: 21.6 GPM	LAWN 13: 23.85 GPM
LAWN 3: 21.75 GPM	LAWN 14: 24.75 GPM
LAWN 4: 22.50 GPM	LAWN 15: 25.25 GPM
LAWN 5: 22.80 GPM	LAWN 16: 23.5 GPM
LAWN 6: 23.50 GPM	LAWN 17: 24.5 GPM
LAWN 7: 24.75 GPM	LAWN 18: 24.0 GPM
LAWN 8: 24.0 GPM	LAWN 19: 24.7 GPM
LAWN 9: 17.5 GPM	LAWN 20: 23.5 GPM
LAWN 10: 17.5 GPM	

**IRRIGATION DESIGN:**  
 VISIONS LANDSCAPE AND MAINTENANCE, LLC.  
 ELI THOMPSON-POORE, LIC# 15148  
 107 CENTRAL AVE.  
 COOS BAY, OR 97420  
 541-290-3243  
 541-266-7500  
 LCB#9006



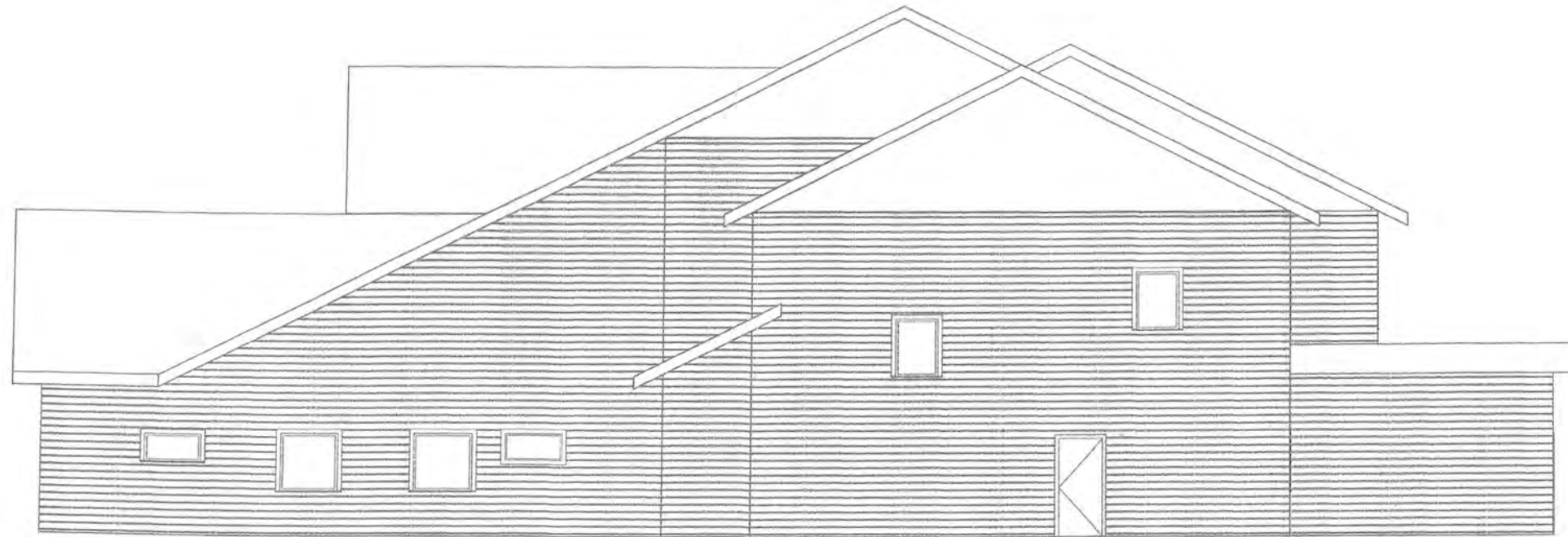






FRONT ELEVATION

SCALE: 3/32" = 1'-0"



REAR ELEVATION

SCALE: 3/32" = 1'-0"

CONCEPTS ONLY NOT  
FOR CONSTRUCTION

PHASE 1 BUILDING 1  
WOAH OFFICE  
ELEVATIONS

RICHARD WARD ASSOCIATES  
1312 FOSTER WAY  
GRANTS PASS, OR  
541-476-7218

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