

STAFF REPORT

Conditional Use and Site Plan Review

REVIEWER: Tom Dixon, Planning Administrator

HEARING BODY: Planning Commission

DATE & TIME: September 14, 2016 at 6:00 p.m.

LOCATION: City Council Chambers, City Hall, 500 Central Avenue, Coos Bay

APPLICANT: City of Coos Bay, 500 Central Avenue,
Coos Bay, Oregon

SITE LOCATION: 3333 Ocean Boulevard, Coos Bay, Oregon
25 S 13 W 21 C 21CD Tax Lots 501 & 700

CASE FILE/SUBJECT: **#187-ZON16-028 Conditional Use (CU) and Site Plan Review (SPR) in the Commercial (C) district to allow a 29,500-square foot warehouse and distribution facility.**

I. APPLICANT'S REQUEST

The applicant is requesting approval of a new warehouse and distribution facility containing approximately 29,500 square feet in size and accessed through a shared parking area serving an existing retail center. A CU is required due to the size of the proposed facility in the Commercial district where Table 17.230.020 of the City of Coos Bay's Development Code identifies distribution facilities up to 50,000 square feet of gross floor area require CU approval.

II. BACKGROUND

The property is presently undeveloped although there have been significant surface mining operations, conducted under a State of Oregon Department of Geology and Mineral Industries (DOGAMI) permit, which has significantly altered the form of the land. The area proposed to be developed has been modified, through both previous mining activities and subsequent grading, so that now it is flat, compacted, and relatively level. Prior to mining, the site had hilly, uneven topography composed of mounds or hills that contained high levels of sandy material, which was the main resource extracted under the mining permit. A drainage course or courses have historically traversed the site although drainage patterns now have been substantially modified

and a new drainage channel allows the flow of water, both from on-site and off-site sources, to move across the property.

III. APPLICABLE REGULATIONS

- Coos Bay Municipal Code Chapter 17.230 Commercial Districts (C)
- Coos Bay Municipal Code Chapter CBMC 17.320 Site Plan Review
- Coos Bay Municipal Code Chapter CBMC 17.325 Conditional Uses
- Coos Bay Municipal Code Chapter CBMC 17.340 Off-Street Parking and Loading Requirements
- Coos Bay Municipal Code Chapter CBMC 17.362 Supplemental Development Standards

IV. STAFF RECOMMENDATION

Staff prepared the following report based on the applicant’s submittal information available at City Hall and the City of Coos Bay Land Development Code (CBMC Title 17).

Staff finds there is sufficient evidence in the record upon which an approval can be based; therefore, staff is recommending approval of application #187-ZON2016-028 with conditions as found on pages 9 and 10 of this staff report.

V. SECTION 17.320 DECISION CRITERIA, STATEMENT OF FACT/FINDINGS AND CONCLUSIONS

The following is a list of the decision criteria applicable to the request. According to Chapter 17.320 of the City of Coos Bay Municipal Code (CBMC) a Site Plan Review request must be supported by the applicable decision criteria. Each criterion is followed by findings or justification statements.

APPROVAL CRITERION 1. The proposed use is permitted within the district in which it is located.

STATEMENTS OF FACT AND FINDINGS:

The proposed use is allowed in the Commercial district but only as a Conditional Use. The CU review is triggered by the fact that a distribution facility of any size up to 50,000 square feet requires the CU review.

This criterion can be satisfied if the CU is approved in conjunction with the concurrent SPR.

APPROVAL CRITERION 2. The proposal meets the lot, yard, building, height and other dimensional requirements of the district within which it is located.

STATEMENTS OF FACT AND FINDINGS:

As proposed and based on the site plan being reviewed, the warehouse and distribution facility would satisfy all dimensional requirements of the Commercial district which includes lot area, building setbacks, lot coverage, and height.

This criterion is satisfied based on the submitted site plan and building elevations, which are included in this review as Attachment B and Attachment D, respectively.

APPROVAL CRITERION 3. The proposal meets the screening, buffering and landscape strip requirements, as set forth in Chapter 17.362 CBDC, Supplemental Development 17.362 Standards.

STATEMENTS OF FACT AND FINDINGS:

Screening, buffering and landscape strip requirements under this chapter apply to commercial developments containing at least seven (7) parking spaces. As proposed, 72 standard and 3 handicapped spaces would be provided. In order to satisfy Chapter 17.362.060 Supplementary Development Standards - Landscaping, a revised landscape plan for the parking lot shall be submitted that provides interior parking lot landscaping islands containing at least 25 square feet and be at least four (4) feet wide. Such a modified plan was submitted on September 2, 2016 to address this deficiency.

Additionally, low impact development techniques should be incorporated into the parking lot drainage system to provide at least minimal primary treatment of drainage and to decrease flow impact from run-off water. The landscape islands could be incorporated into this type of storm water discharge system. A portion of condition of approval (#10) is included to encourage this.

This criterion can be satisfied providing that condition of approval #10 is satisfied.

APPROVAL CRITERION 4. Minimum parking and loading space requirements are met, as required by Chapter 17.340 CBDC, Off-Street Parking and Loading Requirements.

STATEMENTS OF FACT AND FINDINGS:

The off-street parking requirement for this proposal, based on one parking space for every 500 square feet of finished floor area is 60 spaces. The submitted site plan identifies a parking lot with 72 standard and 3 handicapped spaces. A slight modification to the parking lot layout will be necessary, based on the findings of Approval Criterion 3. and its associated condition of approval (#10). However, the proposed parking for the development, as proposed, is 25% above the required amount so there is the ability to adjust the parking without falling under minimum requirements.

This criterion can be satisfied with the satisfaction of condition #10.

APPROVAL CRITERION 5. Improvement requirements are provided in accordance with the applicable sections of the Coos Bay development code.

STATEMENTS OF FACT AND FINDINGS:

Public improvements for this project are relatively minimal due to the fact that ingress and egress to the site occurs through a private commercial development already improved with an asphalt parking lot and drive aisles. However, to make the turning radius from tractor-trailer trucks entering the site from the easterly (lower) access function safely, some physical modifications need to occur. These are in the form of cutting back the access drive so it is wider and will provide a greater angle and radius for trucks to

enter without impeding exiting traffic. In conjunction with the widening of the turning radius, the access will be striped to clearly define traffic lanes. Presently, it is an unmarked ingress/egress for the commercial site. To ensure that this improvement is completed, condition #8 is included to satisfy a portion of this criterion. A letter was received on September 6, 2016, on behalf of the applicant, by Keller Associates, stating that this is a safe and acceptable means of addressing safe ingress/egress based on a traffic engineering analysis. The letter is included as Attachment G.

Other significant requirements for the proposed development are the extension of sanitary sewer and the collection and re-routing of on-site drainage to the public stormwater system. The latter will necessitate the crossing of a City of Coos Bay sanitary sewer easement (which currently does not contain an actual sewer line). This is generally a situation which the City does not allow. To grant the crossing, in this instance, stipulations are placed on this allowance and are included in the conditions of approval on pages 9 and 10, below. One of those conditions, #9, relates to slopes proposed steeper than 2:1 (horizontal: vertical). A geotechnical report prior to development would be required to ensure that slope stabilization and any retaining wall construction are designed properly to serve the site project.

A requirement of the State of Oregon Department of Environmental Quality (DEQ), which is the regulatory entity for the City's public wastewater system, is to obtain approval for all new infrastructure. As a result, the applicant submitted the design of the 160 feet of proposed public sanitary sewer. DEQ has approved this design, subject to a condition of approval (#5 a. and b.)

This criterion can be further met with final City-approved acceptance of the sanitary sewer connection and with storm water and drainage upgrades that will occur with the development. To enable this, conditions of approval #4, 6 and 7 are intended to support the satisfaction of this criterion.

APPROVAL CRITERION 6. All conditions of any applicable previous approvals, e.g. conditional use, have been met.

STATEMENTS OF FACT AND FINDINGS:

The site previously operated under a mining permit granted through the DOGAMI. The City relies on the applicant and/or land owner to satisfy DOGAMI's previous conditions based on the mining permit. A State of Oregon representative from DOGAMI verbally indicated to staff that the site was being restored under a reclamation plan. There are no outstanding issues that staff discovered relating to previous City of Coos Bay land use actions.

This criterion can be satisfied without acceptance of the final DOGAMI acknowledgement for final restoration since that is not within the purview of City approval. This criterion is therefore adequately satisfied.

APPROVAL CRITERION 7. Development subject to site plan review has provided underground public and private utility lines including but not limited to those for electricity and communication.

STATEMENTS OF FACT AND FINDINGS:

All utility lines required for the project will have to be placed underground from the point of connection. The satisfaction of this criterion will occur when final building plans are submitted that depict the location of such facilities.

The Coos Bay Engineering Division provided the following comments regarding the review of this criterion:

“The City of Coos Bay does not have jurisdiction over the following utilities:

Electricity- Pacific Power

Internet, cable and telephone- Charter Communications

Internet and telephone- Frontier

Natural gas -Northwest Natural

Potable water – Coos Bay North Bend Water Board

There is an existing sanitary sewer easement along the northeast side of the property. This easement will ultimately serve the land to the west. For this project Fed Ex will construct 160 feet of 10-inch public sanitary sewer; along with one new manhole. The Proposed site plan shows the property installing a 6-inch lateral that travels east 140 feet and connecting to the proposed new manhole (refer to conditions of approval at the bottom of the report).

The City of Coos Bay has performed a downstream analysis of the sanitary sewer and determined that the system is at capacity. Prior to issuance of a building permit a payment in lieu shall be made to the City of Coos Bay (condition of approval 4.c.). This payment will help fund future improvements to the downstream system. The payment will be based on the methodology already established in the 2006 City report titled, “Wastewater Collections and Storm Drainage System Development Charge Study”. Stuntzner Engineering submitted a letter to Jennifer Wirsing on March 3, 2016 regarding anticipated sanitary sewer use concluding that the proposed Fed Ex facility has a calculated equivalent dwelling unit of 3.3.

The proposed plan has private catch basins and an on-site storm sewer that captures and conveys flows to a swale on the west side of the property. The swale travels along the west side of the property and empties into a detention pond. The detention pond has a discharge pipe that travels east across the City of Coos Bay’s 10-foot sanitary easement and outfalls onto the bank to an unnamed tributary to Pony Creek (see conditions of approval at bottom of report). Stuntzner Engineering provided an evaluation of the existing storm water system on June, 2016 and concluded that the “proposed detention system can limit peak flow rate off of the property to closely match the existing conditions for a relatively narrow flow range, but up to and including the City of Coos Bays standard design criteria for 25-year storm.”

This criterion can only be satisfied with the impositions of conditions that relate to the undergrounding of utilities, sanitary sewer, and storm water facilities, as

conditions of approval #4, 5, 6, and 7.

APPROVAL CRITERION 8. Public water, sewer and stormwater lines have been installed in conformance with the standards of the city code. Public water, sewer and stormwater lines within or along the frontage of a development have been extended to the extreme property lines of that development unless it can be demonstrated to the public works department that such extensions are impractical or infeasible or inappropriate.

STATEMENTS OF FACT AND FINDINGS:

The Coos Bay Engineering Division provided the following comments regarding the review of this criterion:

“The public sanitary sewer line is approximately 300 feet east of the proposed structure. Fed Ex is intending to install a 6-inch lateral that travels east 140 feet and installing a new manhole in the City of Coos Bays sanitary sewer easement. From the new manhole a proposed 10-inch public sanitary sewer line continues east 160 feet connecting into the existing public sanitary sewer manhole.

The storm water will be captured and detained on-site. The detained flows will outfall on the slope adjacent to an unnamed tributary of Pony Creek. Once it enters the draw it will travel approximately 500 feet before entering a 48-inch private storm line. This private storm line runs underneath Cascades parking lot for roughly 1,100 feet exiting into the City of Coos Bays public 48-inch storm line that crosses Ocean Blvd.

The City of Cos Bay does not have jurisdiction over potable water. For comments contact Coos Bay North Bend Water Board. “

The satisfaction of this criterion can only be achieved with conditions of approval which relate directly to approved plans and/or when development occurs. This criterion is capable of being satisfied, subject to conditions of approval included in this review.

APPROVAL CRITERION 9. Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development.

STATEMENTS OF FACT AND FINDINGS:

No phasing plan is proposed with this request; therefore, this criterion does not apply.

VI. SECTION 17.325 DECISION CRITERIA, STATEMENT OF FACT/FINDINGS AND CONCLUSIONS

The following is a list of the decision criteria applicable to the request. According to Chapter 17.325 of the City of Coos Bay Municipal Code (CBMC) a Conditional Use request must be supported by the applicable approval criteria. Each of the criteria is followed by findings or justification statements that may support staff’s conclusions. Although each of the findings or justification statements specifically applies to at least one of the decision criteria, any of the statements may be used to support the final decision.

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

proposed use.

APPROVAL CRITERION 1.: The characteristics of the site are suitable to accommodate the proposed use and necessary mitigation of potential adverse impacts considering size, shape, location, topography and natural features.

STATEMENTS OF FACT AND FINDINGS:

As discussed, above, under the SPR portion of this review, the proposed use is allowed in the Commercial district but only as a Conditional Use. The CU review is triggered by the fact that a distribution facility of any size up to 50,000 square feet requires the CU review.

The relatively larger property size (12+ acres) easily accommodates the proposed use. Its location is also somewhat isolated and will not be highly visible from Ocean Boulevard. The past mining activity has resulted in an extensive flattened area for the proposed improvements provided that all requirements and/or remediation have been satisfied through DOGAMI with the mining close-out and that soil conditions are adequate for the structural design. Undisturbed areas evidencing the original mounded sand topography of the site occur to the west and south. An altered drainage way capturing seepage and water flows traverses the property as it flows in a northeasterly direction toward Ocean Boulevard.

The Coos Bay Engineering Division provided the following comments regarding the review of this criterion:

“The impervious surface of the property will increase due to the proposed plan. Stuntzner Engineering provided an evaluation of the existing storm water system dated June, 2016 and concluded that the proposed detention system can limit peak flow rate off of the property to closely match the existing conditions up to the City of Coos Bay’s design criteria for 25-year storm and limit the potential for downstream flooding or other impacts, based upon the proposed development.

The current site plan shows slopes steeper than 2:1, a geotechnical report will need to be submitted approving the proposed grading (see grading conditions below). “

This criterion can be satisfied with the final site development provided that conditions of approval, as they pertain to the proposal, are met.

APPROVAL CRITERION 2.: All require public facilities (i.e. water, sanitary waste, drainage and roads) have adequate capacity to serve the proposed use.

STATEMENTS OF FACT AND FINDINGS:

All public facilities and services needed to properly serve the project site can be required in the course of development.

The Coos Bay Engineering Division provided the following comments regarding the review of this criterion:

“The City of Coos Bay’s Storm Sewer Master Plan concluded that the existing

downstream drainage system is under-sized for the design storm. As stated above Stuntzner Engineering provided an evaluation dated June, 2016 and concluded that the “proposed detention system can limit peak flow rate off of the property to closely match the existing conditions”.

Stuntzner Engineering submitted a letter to Jennifer Wirsing on March 3, 2016 regarding anticipated sanitary sewer use concluding that the proposed Fed Ex facility has a calculated equivalent dwelling unit of 3.3.”

This criterion can be satisfied with approval of the CU and any applicable conditions regarding water, sanitary waste, drainage, and access improvements.

APPROVAL CRITERION 3.: The proposed use complies with the applicable requirements of the zone except as otherwise approved by variance or other means consistent with this title.

STATEMENTS OF FACT AND FINDINGS:

As discussed, above, under the SPR portion of this review, the proposed use is allowed in the Commercial district but only as a Conditional Use. No variance or other exceptions are part of this request.

This criterion can be satisfied with approval of the CU.

APPROVAL CRITERION 4.: The establishment, maintenance or operation of the proposed use will not, under the circumstances of this particular case, be significantly detrimental to the health, safety or general welfare of persons residing or working in the neighborhood of such proposed use or be injurious to the property and improvements in the neighborhood or to the general welfare of the City.

STATEMENTS OF FACT AND FINDINGS:

The proposed development is deemed to be a compatible and complimentary land use for several reasons. First, it adjoins and shares access from a neighboring commercial property that already has asphalt improvements to the site and an existing signalized intersection at Ocean Boulevard. Secondly, the prior land use activity was surface mining which typically has impacts such as truck traffic, dust issues, and long-term use challenges. Third, the proposed warehouse and distribution facility is relatively isolated, both physically and visually, so that it could seemingly be built and utilized without much noticeable impact to the surrounding area.

As reviewed under Decision Criterion 5. for the SPR section of this review, a safe ingress/egress for tractor-traffic traffic and other users of the site is essential. Ingress improvements to the east access (non-signalized) with Ocean Boulevard are proposed that will increase the turning radius from Ocean Boulevard to the existing commercial parking lot. This is deemed to be a safer ingress for tractor-trailer trucks entering the parking lot since it avoids the left-lane swing-out that trucks would need at the signalized intersection to have

sufficient radius to a right-hand turn. The appropriateness for this improvement is supported by the applicant's traffic engineers (Keller Associates) as stated in the letter contained as Attachment G.

The Coos Bay Engineering Division provided the following comments regarding the review of this criterion:

"Stuntzer Engineering and Forestry submitted an updated "Entrance Radius Plan" along with a restriping plan dated August 16, 2016. The plan proposed that the trucks enter at the east entrance of the Cascade parking lot instead of the west main entrance. This new route will require curb, sidewalk and access ramp replacement along with resloping at a proposed 2:1 slope and landscaping. The restriping will require additional white centerline striping, yellow direction arrows and a stop bar. Additional striping and arrows will be at the west entrance along with removing existing chevron striping."

Both individually and collectively, these factors support the satisfaction of this criterion and are reflected in condition of approval #8.

VII. RECOMMENDATION

Based on the adopted Findings and Conclusions, as supported by the applicant's submittal, attached hereto and incorporated herein by reference as Attachments A through F, approve both a Site Plan Review and a Conditional Use, identified as #187-ZON16-029, for a 29,500-square foot warehouse and distribution facility with the following conditions:

- 1. The applicant shall secure all building, site development, and other applicable permits, as required, from the City of Coos Bay or the State of Oregon, including but not limited to grading, right-of-way use, and final resolution of the previous mining permit close-out.**
- 2. The project design shall substantially adhere to the elevation plans presented with the original application.**
- 3. The applicant shall be responsible for all service and utility extensions to serve the development and all extensions shall be undergrounded.**
- 4. The sanitary sewer line is subject to the following:**
 - a. Recorded drawings shall be submitted to the City of Coos Bay and be prepared by a licensed engineer.**
 - b. Fulltime inspection for the portion of the public line within the sewer easement shall be done by a licensed engineer.**
 - c. The City of Coos Bay has performed a downstream analysis of the sanitary sewer and determined that the system is at capacity. Prior to issuance of a building permit a payment in lieu shall be made to the City of Coos Bay. This payment will help fund future construction to expand the capacity of the system. This payment will be based on EDU'S and is in accordance with the methodology already established in the 2006 City report titled, "Wastewater Collections and Storm Drainage System Development Charge Study".**
- 5. The State of Oregon Department of Environmental Quality (DEQ) has reviewed the proposed construction of the proposed 160-foot sanitary sewer. The applicant will be responsible to perform the following at their expense:**

- a. Construction must be inspected and must be certified by DEQ in writing by the design engineer or his authorized representative as set forth in OAR 340-52-040. In addition, provide a field log of manhole testing to the City of Coos Bay and the DEQ.
 - b. Sanitary sewer pipe must be air tested per the 2015 Oregon Standard Specifications for Construction, Part 00400 – Drainage and Sewers and provide documentation of the air testing to the City of Coos Bay and the DEQ
6. The storm sewer line is subject to the following:
 - a. The proposed storm pipe that is aligned across the sewer easement must be constructed, such that there is a minimum of 12 inches from the outside diameter of the future sanitary sewer line and the underside of the proposed storm drain.
 - b. The City of Coos Bay's master plan shows the existing storm drainage system to be under sized for peak runoff design storm. Due to the downstream storm system being overcapacity the proposed detention system will need to detain post project flows to pre project levels for the 2-25 year 24 hour storm event.
 - c. The emergency spill way of the detention system must be designed for 100 year flood.
 - d. The storm outfall must have an energy dissipater installed. The energy dissipater must be designed to mitigate velocities and tractive forces.
 - e. The minimum distance from the future sewer line to the toe of the retaining wall shall be 8.5 feet.
7. The limitations and/or restrictions imposed for the proposed storm sewer line crossing the City of Coos Bay's existing easement for a future sanitary sewer line include:
 - a. If/when the City or a developer places a public sanitary sewer line within the stated easement, if there is a conflict between the proposed sewer line and the private storm sewer crossing, the owner of the storm sewer line shall move the private storm sewer at their expense and in conformance with the plans of the City.
 - b. The City takes no responsibility for any damage that may occur to the private storm sewer lateral as a result of the construction of any future public utility line placed within that easement.
 - c. The owner of the private storm sewer shall be responsible for its maintenance including that portion within the sanitary sewer easement.
8. The off-site access to the development subject to the following:
 - a. A letter shall be provided by a traffic engineer supporting the August 16, 2016 letter regarding the east entrance and restriping plan.
 - b. A sign shall be installed at the west main entrance stating that the east entrance will be utilized for the delivery drivers.
9. All slopes proposed steeper than (horizontal: vertical) 2:1 must have a geotechnical report submitted prior to site development permit issuance.
10. The revised parking lot landscape plan (Attachment E2), dated September 2, 2016, illustrates four (4) interior parking lot landscaping islands containing at least 25 square feet and at least four (4) feet wide. This revised plan shall be incorporated into the final site development approval. Low impact development techniques should be included in the amended parking lot design.

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.



DATE MAILED: September 7, 2016

Tom Dixon, Planning Administrator

cc: Applicant

ATTACHMENTS:

- A – Application and narrative
- B – Site plan
- C – Access proposal (with improvements)
- D - Elevations
- E1 – Landscape plan
- E2 – Modified parking lot landscape plan
- F – Grading plan
- G – Letter from Keller Associates

Attachment A



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

<small>For Office Use Only</small>	
STAFF CONTACT	PROJECT No(s).

Type of Review (Please check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Home Occupation | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Appeal and Review | <input type="checkbox"/> Legislative/Text Amendment | <input type="checkbox"/> Temporary Use |
| <input type="checkbox"/> Architectural Design Review | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Vacation |
| <input checked="" type="checkbox"/> Conditional Use | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Estuarine Use/Activities | <input checked="" type="checkbox"/> Site Plan and Architectural Review | <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): T25S R13W S21C 700
	Zoning: Commercial/Residential
	Total Land Area: 2.70 Acres

Detailed Description of Proposal:

Please See Attached Narrative

Applicant/Owner Name: Kevin Yeager, Godfrey & Yeager Exc. Co. <small>(please print)</small> Address: P.O. Box 719 City State Zip: Coos Bay, OR 97420	Phone: (541) 297-7197 Email: kevin-g-y@live.com
Applicant's Representative: Greg Meeter, Confluent Development, LLC <small>(please print)</small> Address: 2240 Blake St. , Suite 200 City State Zip: Denver, CO 80205	Phone: (720) 257-6058 Email: GMeeter@confuentdev.com

1. Provide evidence that you are the owner or purchaser of the property or have the written permission of owner(s) to make an application.
2. Copy of the deed for the subject property.
3. Attach (a) a certified list of names and addresses of all owners of property within designated distance 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.
4. Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
5. **Additional Information:** Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
6. **Ten (10) complete hard-copy sets** (single sided) of application & submitted documents must be included 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.

	6/15/16		6-13-16
Applicant's signature	Date	Owner's signature (required)	Date

C:\CD\Administration\Forms\PLANNING\LAND USE\APPLICATION\Land Use Development Review 3-2016.doc

LETTER OF AUTHORIZATION

6/9/2016

City of Coos Bay
Community Development
500 Central Avenue
Coos Bay, Oregon 97420

Re: Parcel No. T25S R13W S21C 700, Coos Bay, Oregon

Kevin Yeager, Godfrey & Yeager Exc. Co., as legal owner of Parcel No. T25S R13W S21C 700, Coos Bay, Oregon hereby authorizes the members of Confluent Development, LLC and its sub-consultants, to act as our representative in Project Applications to the City of Coos Bay and other jurisdictions having authority, as applicable for the subject property.

OWNER:

Kevin Yeager, Godfrey & Yeager Exc. Co.

By: Kevin Yeager

Name: Kevin Yeager

Title: President



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

STAFF CONTACT	PROJECT No(s)
---------------	---------------

Type of Review (Please check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Home Occupation | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Appeal and Review | <input type="checkbox"/> Legislative/Text Amendment | <input type="checkbox"/> Temporary Use |
| <input type="checkbox"/> Architectural Design Review | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Vacation |
| <input checked="" type="checkbox"/> Conditional Use | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Estuarine Use/Activities | <input checked="" type="checkbox"/> Site Plan and Architectural Review | <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): T25S R13W S21C 501
	Zoning: Commercial
	Total Land Area: 12.04 Acres

Detailed Description of Proposal:
Please See Attached Narrative

Applicant/Owner Name: Mark Hutchinson, BWH Coos LLC <small>(please print)</small>	Phone: (451) 981-0808
Address: 388 Market St. Suite 854	Email:
City State Zip: San Francisco, CA 94111	mhutchinson@dunhillpartnerswest.com
Applicant's Representative: Greg Meeter, Confluent Development, LLC <small>(please print)</small>	Phone: (720) 257-6058
Address: 2240 Blake St., Suite 200	Email:
City State Zip: Denver, CO 80205	GMeeter@confluentdev.com

1. Provide evidence that you are the owner or purchaser of the property or have the written permission of owner(s) to make an application.
2. Copy of the deed for the subject property.
3. Attach (a) a certified list of names and addresses of all owners of property within designated distance 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.
4. Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
5. Additional Information: Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
6. **Ten (10) complete hard-copy sets (single sided)** of application & submitted documents must be included 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.

	6/17/16		6/15/16
Applicant's signature	Date	Owner's signature (required)	Date

C:\PCS\Administrator\Forms\PLANNING\LAND USE APPLICATION\Land Use Development\Rev.3.2016.docx

LETTER OF AUTHORIZATION

6/9/2016

City of Coos Bay
Community Development
500 Central Avenue
Coos Bay, Oregon 97420

Re: Parcel No. T25S R13W S21C 501, Coos Bay, Oregon

BWH Coos LLC, as legal owner of Parcel No. T25S R13W S21C 501, Coos Bay, Oregon hereby authorizes the members of Confluent Development, LLC and its sub-consultants, to act as our representative in Project Applications to the City of Coos Bay and other jurisdictions having authority, as applicable for the subject property.

OWNER:

BWH Coos LLC

By: 

Name: Mark Hutchinson

Title: Managing Member

FED-EX COOS BAY PLANNING NARRATIVE

Introduction

This report is intended to address the City of Coos Bay Land Development Code submittal requirements for a Type III application - Site Plan Review (17.320), Conditional Use Permit (17.325), Commercial District – Development Standards (17.230.030), Off-Street Parking and Loading (17.340.010(A), and Supplemental Development Standards (17.362) for a FED-EX Ground facility to be constructed on TL 501 (with some improvement on TL 700) T25S, R13W S21C.

Project Background & Narrative

Existing Conditions

The primary development is proposed to occur on a vacant 12 acre site which fronts Ocean Blvd, but is accessed through Cascade Farm & Outdoor (old Kmart site) through a signalized intersection due to terrain. The property lies approximately 340 feet west of the access drive at Ocean Blvd. The site is a combination of level ground prepared previously by a sand mine, and relatively steep ground, some natural (Pony Creek Drainage) and some created through the mining process. Average slope in the prepared ground is 2%, with an average slope of 40% on the ground adjoining the prepared building site. Due to the inclination of the adjoining slopes, and the prescribed building layout and fire access requirements, the adjoining 2.7 acres (TL 700 T25S, R13W, S21C) was also purchased to facilitate the installation of the access required around the proposed structure. TL 700 is split zoned, with the easterly 100 feet zoned commercial which is the segment of the property proposed to be utilized for this development.

Proposed Project

The proposed FED_EX facility will be 29,500 square feet on a 12.0 acre site. Note that 25,900 square feet of this is warehouse and covered (interior) loading area. Included in the project is parking, utilities, access and security fencing. Total footprint of the development, including modified slopes and drainage improvements is 5.1 acres. This impacts 4.4 acres of TL 501 (12 acre site) and 0.6 acres of TL 700 (on 1.2 acre segment zoned commercial). The remaining 0.1 acre of development is access drive improvement on TL 502 consistent with the cross agreement.

Real Property Acquisition

Agreements exist to purchase from both BWH Coos LLC, and Godfrey & Yeager Excavating, Inc. based upon planning approvals for construction of the facility.

Traffic

The FedEx Ground Facility will operate 24 hours per day, Monday through Friday. Per FedEx, total traffic generation will be 65 arrival and departure trips per week day. Please see attached *Narrative Exhibit A - FedEx Ground FY18 Traffic Flows table*. The majority of trips (48) will be by employees via automobile, while delivery vans will have 16 trips. Please note that only one

trailer truck is expected to access the facility per day, which is consistent with the existing facility.

FedEx will use the same truck route as the existing facility (Attached - please see *Narrative Exhibit B – Project Area and Route*):

Route entering the facility –

- West on Newmark Ave.
- South on LeClair St.
- East on Ocean Blvd.

Route leaving the facility –

- West on Ocean Boulevard
- East on Newmark Ave.

Cross Access and Utility Easement Agreement (attached)

Access is through the Cascade Farm & Outdoor (TL 502) property via a cross access agreement to Ocean Blvd at the existing traffic signal. (Attached - please see *Narrative Exhibit C – Parking Lot Truck Turn*).

The agreement permits each owner free and clear access to the site and allows for new access improvements (temporary and permanent) to be made on adjoining properties (including paving, curbing, striping, drainage and lighting). The agreement also includes a blanket utility provision (nonexclusive utility easement), which allows installation and maintenance of all underground utilities.

Please note that the project will not access via Lindy Lane and the property will be fenced to eliminate access from the west (Lindy Lane side).

Surrounding Properties

Developed commercial properties are located on the north and east sides of the project. An undeveloped commercial property is located south of the project. A combination of Low Density and Medium Density Residential properties are located to the on the west. Please note that the project building will be set back a minimum of 100 ft. from the residential property boundaries. Existing trees will provide buffering from developed residential, and a planted buffer is included in the landscape plan for the residential property included in this project purchase.

Zoning

The property to be developed is zoned Commercial (C) (17.230).

Project Characteristics

Proposed structure is a 29,500 square foot slab on grade, Type III construction, metal building with approximately 25,900 square feet of warehousing and loading area, and 3,600 square feet of office, security station and material handling.

The major construction elements include:

- 29,500 Square Foot Structure, with fire sprinkler system.
- Security Fence complying with Homeland Security Requirements
- Parking, loading dock & circulation (fire access) paving, 93,600 SF
- Site utilities extended through the Cascade Farm & Outdoor Property.
- Drainage (including detention) and Landscaping improvements including over 12,850 square feet of landscaping directly adjacent to the structure, and over 6 acres of undisturbed vegetation on TL 501 alone.

17.320.060 Criteria for Site Plan Review Approval

- (a) The proposed use is permitted within the district in which it is located;

Applicant Comment: We are pursuing a Conditional Use Permit for the FedEx Ground Facility. The property is zoned Commercial (C) (17.230). The FedEx Ground facility falls within the City of Coos Bay Use Classification, Distribution Facilities between 25,000 – 50,000 square feet gross floor area, which are a conditional use in the Commercial (C) District. Hence the proposed FedEx facility will require a Conditional Use Permit (17.325).

- (b) The proposal meets the lot, yard, building, height and other dimensional requirements of the district within which it is located;

Applicant Comment: Over 50% of the commercially zoned property will be left undisturbed, far exceeding all lot and yard requirements. Note that it is anticipated that a property line adjustment application after planning approval and property acquisition will be submitted to combine all the commercial property into one parcel. Required setbacks are currently met without the adjustment. No development is proposed on the residentially zoned property segment.

- (c) The proposal meets the screening, buffering and landscape strip requirements, as set forth in Chapter 17.362 CBDC, Supplemental Development Standards;

Applicant Comment: See attached landscape plan and existing conditions plan which shows vegetation which will remain undisturbed. Landscape plan requirements are met with over 25,000 sf of proposed landscaping. Total impervious surface including the structure is 123,105 sf, or 21% of the site. Undisturbed vegetation is over 6 acres. Landscape parking lot standards are met by providing perimeter landscape areas around

the parking lot, and by providing two landscaped islands within the employee parking area. In addition, existing or proposed buffer landscape strips will be located between all residentially zoned areas.

- (d) Minimum parking and loading space requirements are met, as required by Chapter 17.340 CBDC, Off-Street Parking and Loading Requirements;

Applicant Comment:

	<u>Min Required</u>	<u>Provided</u>
Parking Spaces		
3,600 SF office/security (1 space/250 GFA)	14	20
25,900 SF warehousing (1 space/1,000 GFA)	<u>26</u>	<u>55</u>
Total	40	75

Includes 3 Disabled parking spaces in accordance with OSSC.

- (e) Improvement requirements are provided in accordance with the applicable sections of the Coos Bay development code

Applicant Comment: To the best of our knowledge, yes.

- (f) All conditions of any applicable previous approvals, e.g. conditional use, have been met;

Applicant Comment: Previous approvals were related to issuance of a mining permit and applicable grading permit. All conditions of those permits have been met or will be complete by July 1, 2016.

- (g) Development subject to site plan review has provided underground public and private utility lines including but not limited to those for electricity and communication;

Applicant Comment: Will serve letters have been obtained from utility companies, as the general load is based upon an estimated 18 full time employees, of which several are route drivers.

- (h) Public water, sewer and stormwater lines have been installed in conformance with the standards of the city code. Public water, sewer and stormwater lines within or along the frontage of a development have been extended to the extreme property lines of that development unless it can be demonstrated to the public works department that such extensions are impractical or infeasible or inappropriate; and

Applicant Comment: Estimated sanitary sewer load based upon the City of Coos Bay's prescribed methodology is 3.3 equivalent dwelling units, water use therefore is similar. Water & sanitary sewer are available in the public roadway fronting the site, as well as in

easements on the Bi-Mart property adjacent to the west. A public sanitary sewer easement exists across the Bi-mart property and the subject site(s). This easement was established for the adjoining property to the west. A proposed sanitary sewer extension, sized and graded in accordance with a previous sewer study for the adjoining property to the west is to be installed to the extent needed for this development, but not to the full extent of the property. The easement was dedicated for the adjoiner, as the subject property has direct access to public sewer. The proposed development does not affect the existing easement (no improvements proposed over the existing easement excepting a storm outfall crossing, and a public sanitary sewer extension which is what the easement is for).

- (i) Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development. [Ord. 473 § 3 (Exh. A), 2016].

Applicant Comment: The current proposal is for site preparation to begin in August-September 2016, including underground utility construction and building construction anticipated in October-November of 2016. Building shell completion is targeted for February 2017, and final completion is May 2017.

17.320.060 Conditional Use Permit Criteria

- (a) The characteristics of the site are suitable to accommodate the proposed use and necessary mitigation of potential adverse impacts considering size, shape, location, topography and natural features;

Applicant Comment: The proposed structure location has been designed to accommodate the existing topography, while preserving existing vegetated buffer areas protecting the west branch of Pony Creek and existing vegetative screening between it and other properties. The site and east building elevation are visible from a short section of Ocean Blvd., and this site distance would be more than 340 feet from Ocean Blvd. No currently developed residential properties will have direct views of the proposed structure due to substantial buffering provided by trees and distance off of Ocean Boulevard.

- (b) All required public facilities (i.e., water, sanitary waste, drainage and roads) have adequate capacity to serve the proposed use;

Applicant Comment: Will serve letters have been provided by the utilities, including water, sanitary sewer, power, and NW Natural gas. Existing drainage capacity is limited, however on-site mitigation is proposed (detention) which will not increase runoff from the property in its proposed condition.

- (c) The proposed use complies with the applicable requirements of the zone except as otherwise approved by variance or other means consistent with this title; and

Applicant Comment: To the best of our knowledge, with the allowances as specified within the cross agreement with TL 502, the only requirement not specifically met is the maximum of 1 foot candle of light spread across property lines. This project proposes to light its access developed on TL 502, which is allowed under the cross agreement. This improvement however does involve a light spread across property lines as potentially limited in 17.325.040 (2) (i), 17.362.040 (3).

- (d) The establishment, maintenance or operation of the proposed use will not, under the circumstances of the particular case, be significantly detrimental to the health, safety or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the city.

Applicant Comment: The proposed improvements as noted are moving an existing use approximately 800 feet to a contained, larger, more efficient facility. The proposed location has a safer access point on Ocean Blvd in relation to general traffic, however will slightly impact traffic interior traffic with an estimated 65 trips through Cascade Farm and Outdoor. Note however only 33 trips are generated during Cascade Outdoor normal hours of public operation which are 8 AM to 7 PM.

17.230.030 Commercial District – Development Standards

(2) Landscaping.

- (a) In commercial and mixed-use zoning districts, not less than 15 percent of the total lot area shall be landscaped.

Applicant Comment: Over 15% of area developed will be landscaped in new landscaping, and over 6 acres of native existing landscaping will be left undisturbed.

- (b) All heating and air equipment shall be appropriately screened from public view. This does not apply to roof-mounted equipment.

Applicant Comment: All heating and air equipment shall be interior mounted only, thus not visible from the exterior.

- (c) All storage and trash areas must be enclosed and screened from public view

Applicant Comment: The trash enclosure is proposed first on the south side of the structure which has no public view, and second will be contained within a fenced and screened enclosure.

(3) Development Standards
 (b) Lot Standards.

Applicant Comment: Meets all Lot Standards

Standard	Commercial	Project
Minimum lot width	20 feet	100 feet
Minimum lot depth	60 feet	400 feet
Minimum lot area	1,400 sf	2.7 acres
Maximum lot area	N/A	
Maximum lot coverage	85%	36%
Maximum height	35 feet	29 feet
Minimum front setback	5 feet	79 feet
Minimum side setback	0 feet attached or 10 feet abutting single-family	0 feet
Minimum street side setback	0 feet	265 feet
Minimum rear setback	10 feet	738 feet

(b) Architecture --(i) Commercial Development (please see attached building elevations in Appendix)

- A) Blank walls facing public streets are discouraged
Comment: Standard met - the building is not visible from the public street along the SE corner of the street, or east elevation. However, the east elevation is our most varied and meets the criteria.
- B) Rooflines shall be a minimum of 4:12 for pitched roofs. Lower pitched roofs or parapet rooflines shall provide additional architectural detailing including but not limited to: cornice, cap, relief panels, bay windows, shade projections, rain protection, eaves, dormers, ledges or overhangs as approved by the director.
Comment: Standard met - the building, particularly the east elevation, provides many architectural details – including windows, large canopy, masonry base, doors and different base and trim colors
- C) Rain protection shall be located at the primary entrance that is effectively designed to provide a minimum of 50 square feet of rain protection. This protection may use a single or combination of techniques such as awning, eave, alcove, airlock, recessed entry or porte-cochere.

Comments: Standard met - the canopy over the primary entrance is 327.5 SF

D) Allows for metal building.

Comments: Standard met - metal buildings are permitted

E) Demonstrate that the building incorporates two distinct colors: base color and trim.

Comments: Standard met - the base color is SW 7019 "Gauntlet Gray" and the trim color is SW 7029 "Agreeable Gray". In all, four (4) colors will be used on the building.

17.362.030 Commercial District – Development Standards

Lighting :

The objective of a lighting code is to promote night sky and limit reflections and glare into a residential zone. In this case, in a few locations we narrowly exceed the 1 foot candle with a neighboring property that is zoned for commercial. We also have a cross access easement agreement with this neighbor and this agreement contemplates that there will be common improvements related to access such as access drives and lighting. In other words, property lines are less consequential as they relate to access and supporting lighting, particularly lighting used to promote safety.

Proposed Method of Construction & Schedule

The proposed method of construction is a selected general contractor managing both the building and site work.

The existing preliminary design team (Stuntzner Engineering, Cascadia Geotechnical) is expected to continue with construction management and observation services. Standard utility and agency (building codes) inspections of the system are also expected to occur.

Geotechnical Report Summary:

Cascadia Geotechnical Services has been retained to provide a geotechnical report to be utilized to develop design parameters for the utilities construction and general construction elements.

Permit Status

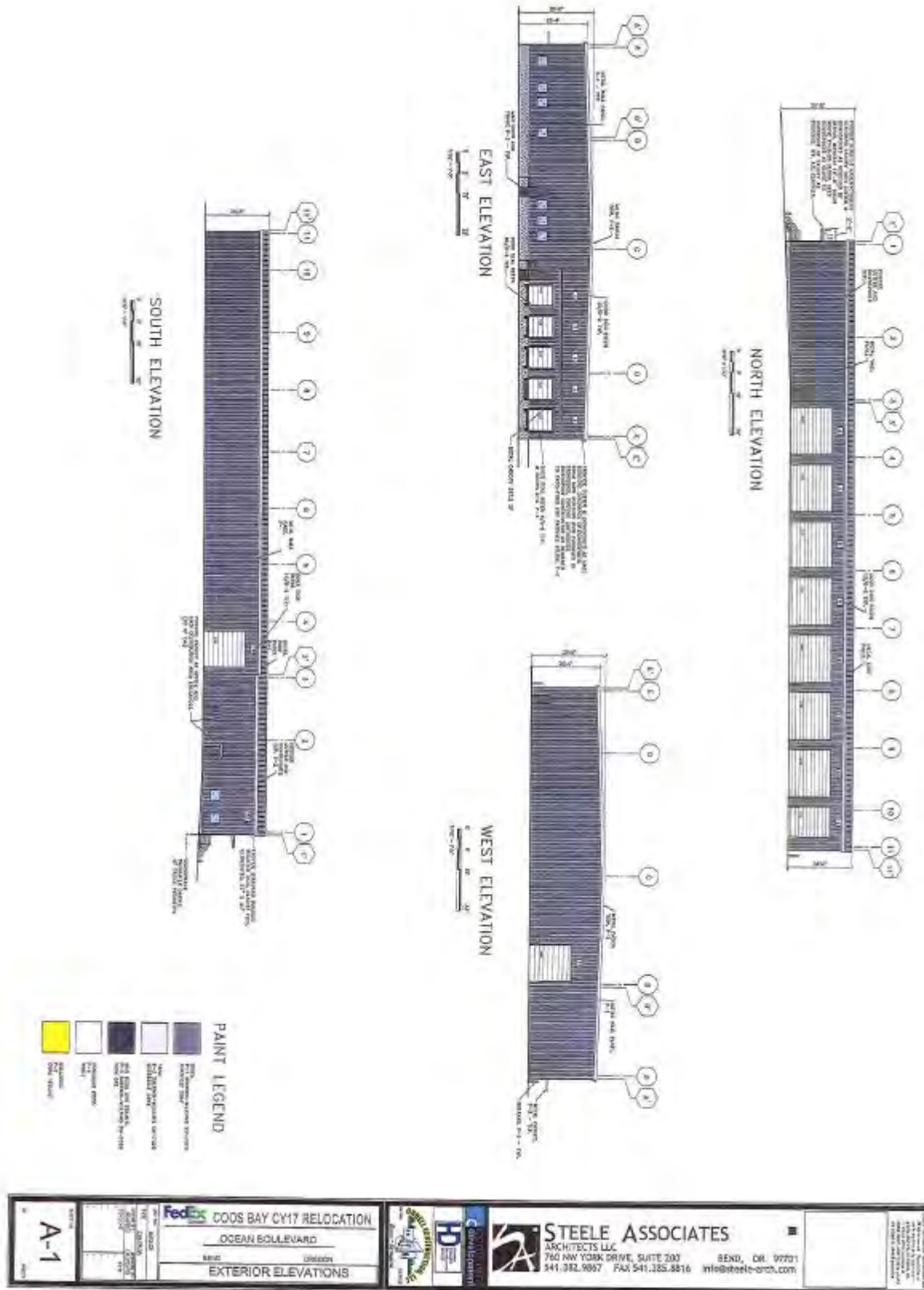
The Project will be reviewed and permitted through City of Coos Bay, Oregon Building Codes Dept., and Oregon DEQ. Additional permits may be required, as identified in the land use process, however the primary agencies are noted above.

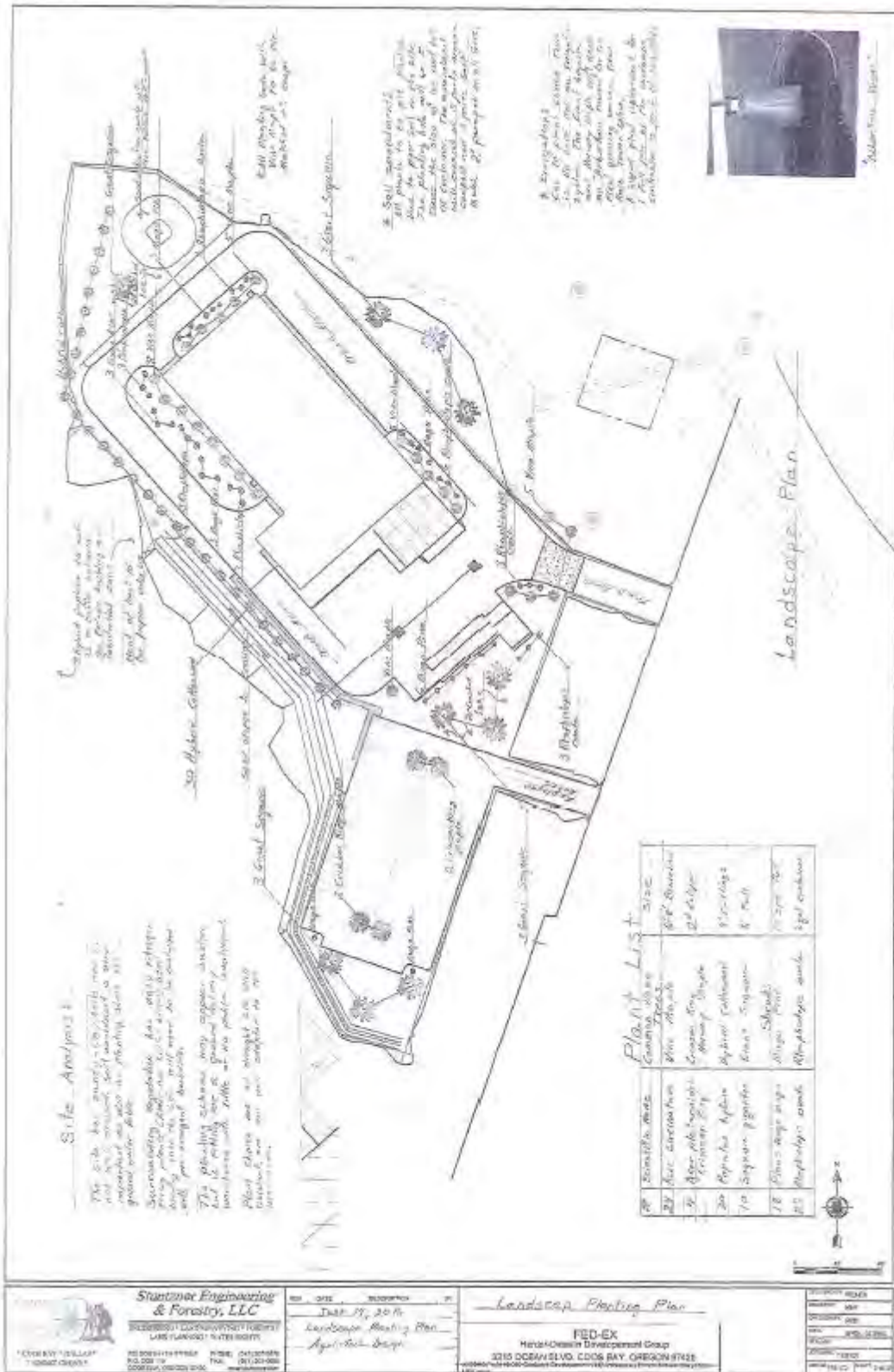
The following is a list of permits anticipated:

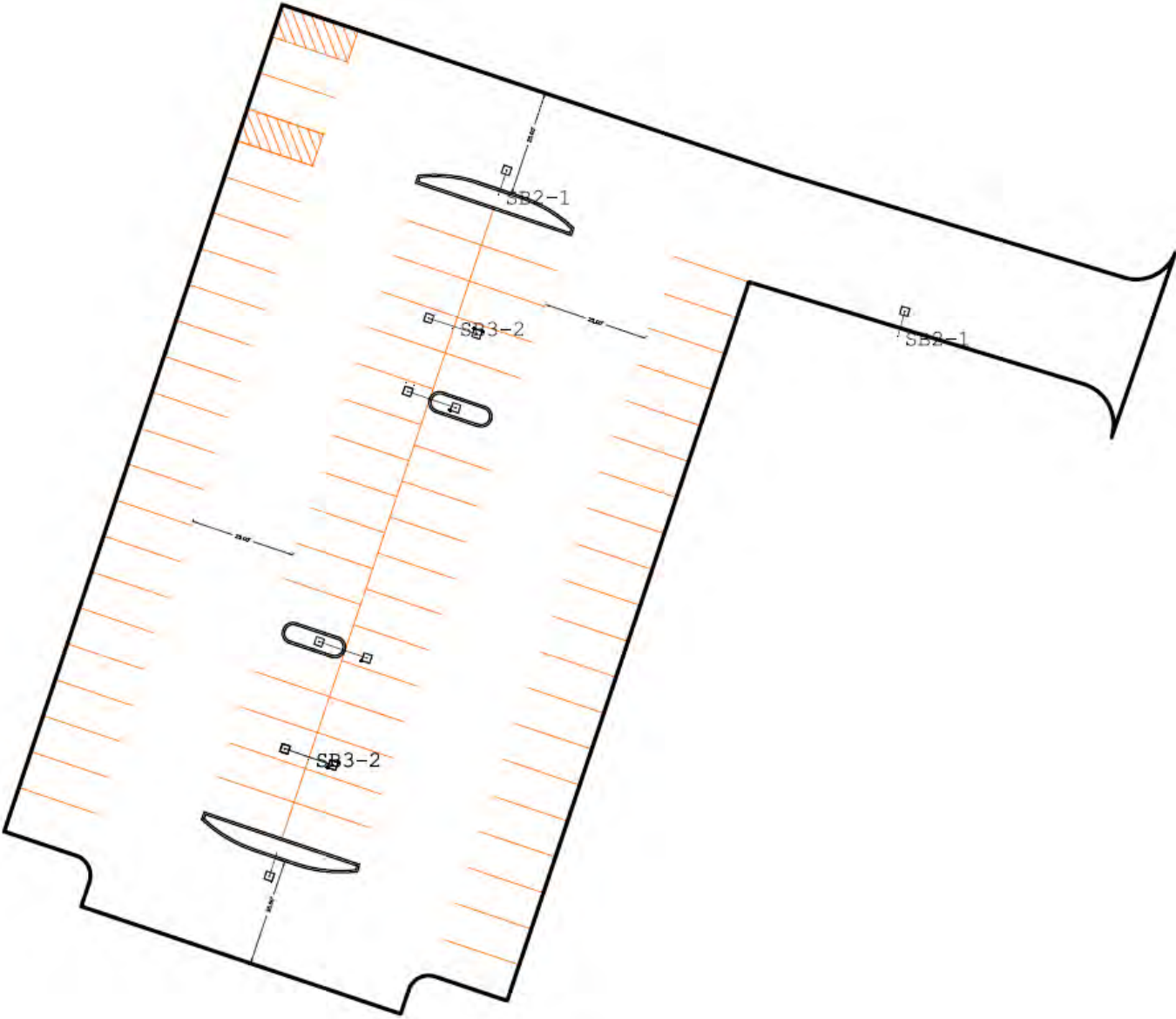
Permit Required	Approval/Received/Pending/Required
City of Coos Bay Land Use Approval Permit	
OR DEQ Wastewater Construction review	
OR DEQ 1200C (NPDES)	
City of Coos Bay Grading Permit	
Oregon Building Codes, Electrical, Plumbing and Building Permits/ City of Coos Bay	
City of Coos Bay Street Cut Permit (water line)	



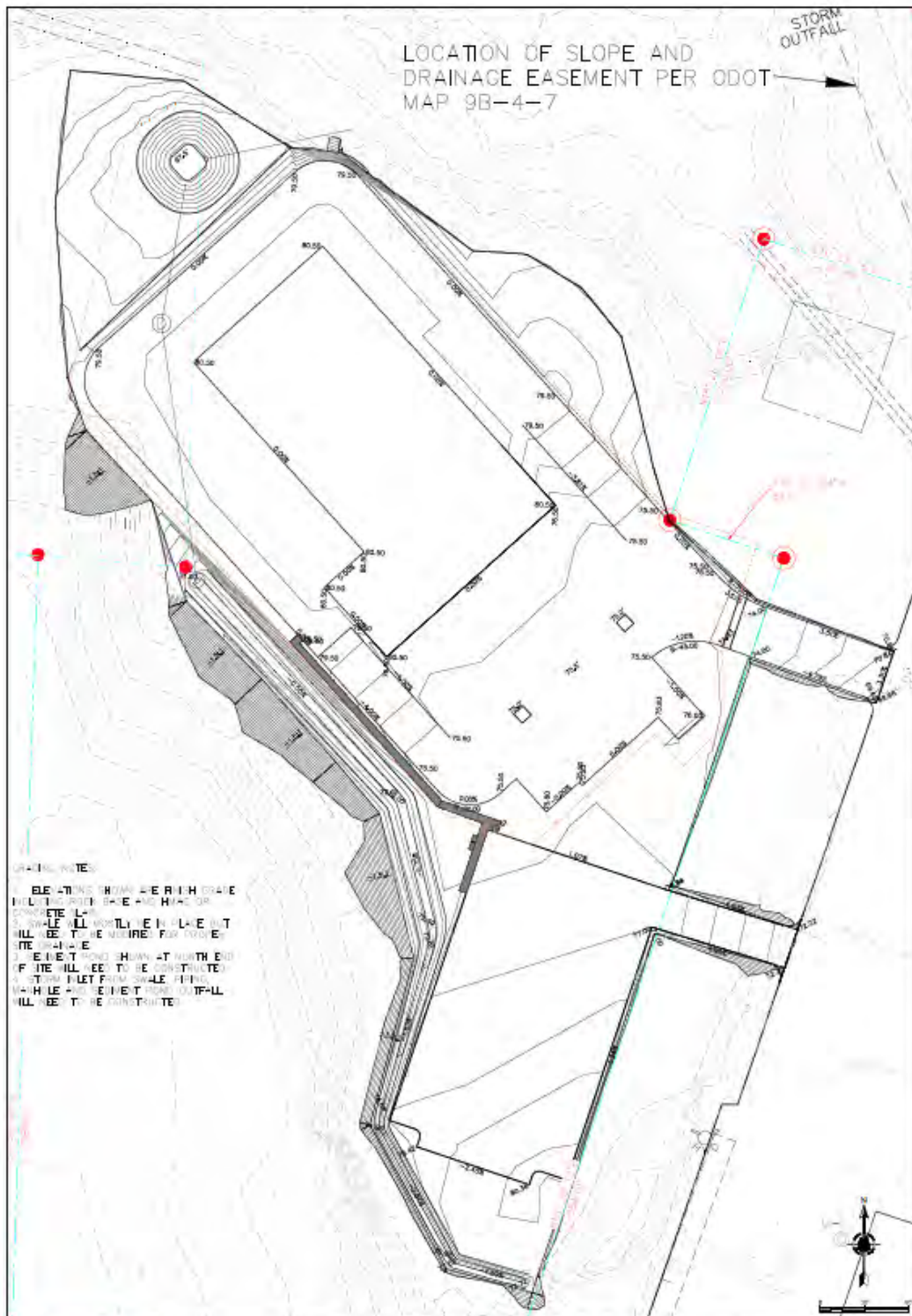
<p>Stuntzner Engineering & Forestry, LLC</p>	<p>Stuntzner Engineering & Forestry, LLC</p> <p>ENGINEERING * LAND SURVEYING * FORESTRY LAND PLANNING * WATER RIGHTS</p>	<p>705 SOUTH 4TH STREET P.O. BOX 118 COOS BAY, OREGON 97420</p> <p>PHONE: (541) 267-2872 FAX: (541) 267-0588 www.stuntzner.com</p>	<p>ENTRANCE TURN</p>	
			<p>JOB NAME: FED-EX GROUND DATE: Aug 9, 2016</p>	<p>JOB NO: 116-080 PAGE: 1 OF 1</p>







Attachment F



	Stantzer Engineering & Forestry, LLC ENGINEERING • LAND SURVEYING • FORESTRY LAND PLANNING • WATER RESOURCES	708 SOUTH 4TH STREET P.O. BOX 118 COOS BAY, OREGON 97420	PHONE: (541) 337-2872 FAX: (541) 337-4888 WWW.STANTZER.COM	FED-EX PROPOSED SITE AND C.U.P. GRADING PLAN FED-EX Heider-Chester Development Group 3215 OCEAN BLVD. COOS BAY, OREGON 97420	DRAWN BY: JES/BJE CHECKED BY: MDC DATE: JAN 10, 2016 SCALE: AS SHOWN SHEET: 1 OF 1
	REV. DATE DESCRIPTION BY				



KELLER
associates

707 13th Street SE, Suite 280 • Salem, OR 97301
503.364.2002 phone • 503.364.2801 fax • www.kellerassociates.com

September 6, 2016

Confluent Development
2240 Blake St. Suite 200
Denver, CO 80205

**RE: FedEx Ground (FXG) Facility - Coos Bay, OR
Entrance Access Alternatives / Traffic Analysis**



To Whom It May Concern:

This letter is being provided to document Keller Associates' involvement and review of access alternatives for the FXG facility located off Ocean Boulevard in Coos Bay, OR. Our firm was originally contracted to conduct an STAA analysis of the routes leading to the site. As we are traffic engineers familiar with the project, Confluent Development recently consulted with us regarding proposed access improvements for FXG trucks to access and travel through the Cascade Farm & Outdoor parking lot, and to confirm that we support the August 16, 2016 letter regarding the east entrance plan for FXG double-trailer trucks and parking lot restriping plan to accommodate non-truck traffic to the FXG site.

During our efforts, we were provided vehicle-swept-path analyses that illustrated encroachment onto existing curbs by proposed FXG truck traffic at the signalized west entrance to the Cascade parking lot. The non-signalized east entrance has similar curb radii, but off-tracking would not impact signal pole locations. The following items summarize our understanding of the alternative selected by the project team:

Parking Lot Restriping

The proposed parking lot striping improvements (per 8/16/16 letter) near the west (signalized) entrance, and curb radius improvements on the east entrance are an acceptable access alternative to the FXG site, with the following comments:

- a) The reasons for striping improvement are three-fold:
 - i) Accommodate all vehicles accessing the FXG site, except for double-trailer trucks.
 - ii) Improve lane alignment for east-west traffic flow across the parking lot at this location,
 - iii) Resolve egress turn radius issues for trucks leaving the FXG site and making a left turn to access the west (signalized) intersection from the parking lot.
- b) The striping improvements are not to resolve ingress double-trailer truck traffic from the signalized intersection.
- c) We understand the approved and preferred FXG truck route to be to the west along Ocean Blvd and continuing on LaClair Street and Newmark Avenue. Therefore, all egress truck traffic is expected to be left turns only, which are not anticipated to have encroachment or turn radius issues at either exit; drivers would be provided instruction for left turns only.

215109/16-353

Engineering Solutions, Satisfied Clients
Clarkston • Idaho Falls • Meridian • Pocatello • Rock Springs • Roseville • Salem

East Entrance Improvements to Accommodate FXG Trucks

The proposed curb radius improvements (per 8/16/16 letter) on the east entrance are an acceptable access alternative to the FXG site, with the following comments:

- a) FXG double-trailer truck drivers accessing the site would be instructed by FXG to utilize the second (east) entrance.
- b) It is our understanding that signage has been requested to direct FXG traffic to the second (east) entrance. We find this unnecessary, as FXG will instruct drivers of FXG double-trailer trucks to use the east entrance for ingress and west entrance for egress.

In summary, we support the design recommendations to accommodate access into the FXG site per the 8/16/16 Stuntzner letter. If there are further questions, we will be happy to provide input or clarification.

Respectfully,

KELLER ASSOCIATES, INC.



Stephen J. Lewis, P.E., PTOE
Senior Transportation Engineer

cc: (all digital copies unless noted otherwise)
Greg Meeter - Confluent Development
John Bauknight - Confluent Development
Ralph Dunham - Stuntzner Engineering & Forestry
Walt Harder - Harder-Diesslin Development Group
Kye Kreusel, Project Engineer - Keller Associates
File