



## STAFF REPORT Site Plan Review (Type III)

**REVIEWER:** Tom Dixon, Community Development Administrator

**DATE OF REPORT:** June 5, 2017

**DATE OF HEARING:** June 13, 2017

**APPLICANT:** Tim Novotny, Bay Cities Ambulance  
3505 Ocean Boulevard  
Coos Bay, Oregon

**OWNER:** Jehl, LLC  
5475 NE Dawson Creek Drive  
Hillsboro, Oregon

**LOCATION:** 3505 Ocean Boulevard  
T. 25S, R. 13W, S. 21CA, Tax Lot 5801

**SUBJECT:** **#187-ZON17-031 Site Plan Review for a new, two-story addition as a support structure to an existing ambulance service operation. The proposed addition will provide 9,400 square feet for office, light storage, and indoor parking garage uses.**

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### I. APPLICANT'S REQUEST

The applicants are requesting approval for a new, two-story addition as a support operations structure to an existing ambulance service operation. The proposed addition will provide 9,400 square feet for office, light storage, and indoor parking garage uses. The subject property is in the Commercial (C) district.

### II. BACKGROUND

The property is developed with a building, an attached garage, and surface parking for an ambulance service operation serving the Coos Bay area. These improvements are mostly oriented along or near Ocean Boulevard except for some parking which is behind the building. According to the Coos County Assessor's information, the main structure on the site was built in 1976.

The proposed addition would be constructed behind the existing Bay Cities Ambulance facility and

on a separate tax lot which is situated below Ocean Boulevard due to the topographic drop the property has. A gravel overflow parking area with a drainage catch basin already in place would become an improved (paved) parking area and fire truck turn around with any future development.

**III. APPLICABLE REGULATIONS**

Coos Bay Municipal Code Chapter 17.230 Commercial (C) and Mixed-Use Districts  
Coos Bay Municipal Code Chapter CBMC 17.320 Site Plan Review

**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-ZON2017-031 as found on pages 5 and 6 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:**

Ambulance services is a permitted use in the Commercial district. Therefore, the proposed building addition to support the existing use would be in satisfaction of this criterion.

**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 presented, this proposal satisfies all dimensional standards of the Commercial district which is in satisfaction of this criterion. The additional improvements to the ambulance service operation, under this review, would occur on a separate tax lot. Although the stand-alone new structure proposes to meet all development standards (setbacks, height, lot coverage, et cetera), parking areas will cross between the two tax lots. This will necessitate either a tax lot consolidation to merge the two lots into one or a cross access and parking easement agreement between the two properties.

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

**STATEMENTS OF FACT AND FINDINGS:**

Screening, buffering and landscape strip requirements under this chapter apply to commercial and industrial developments and/or to any project containing at least seven (7) parking spaces. The 15% landscaping standard is exceeded with landscaping and natural areas taking up more than 40% of the site. This criterion 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 the combined existing and proposed uses is 50 spaces. As proposed, 55 off-street parking spaces would be provided. This amount does not include areas within the existing and proposed garages although these spaces will generally be reserved for ambulance and other service vehicles. Also, two new spaces will be designated handicapped; there is already one handicapped space available. Two bicycle spaces will be added for the new addition; presently, there are none.

This criterion is satisfied based on the additions proposed.

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

**STATEMENTS OF FACT AND FINDINGS:**

A Site Development Permit is required in preparing the property for development. Temporary erosion control measures are necessary and shall be in place for the duration of any site work and/or development.

*Comments from the City of Coos Bay Fire Department were as follows:*

- 1) Access to proposed structure requires a 20-foot wide roadway.
- 2) Access roadway not to exceed 10% grade.
- 3) Access roadway to be built to withstand or support 60,000 lb. vehicles.
- 4) Proposed parking area required to allow fire truck turn around.
- 5) Is proposed structure to be equipped with Automatic Fire Sprinkler System?
- 6) 9,400-square foot structure requires 2,500 gallons per minute of fire flow.
- 7) Required fire flow needs to be within 225 feet of the structure.
- 8) Buildings in excess of 4,000 square feet are required to install a lock box.

In order for this criterion to be satisfied, a condition of approval (#3) is necessary to ensure that the above issues are addressed.

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

**STATEMENTS OF FACT AND FINDINGS:**

No outstanding conditions of approval from previous reviews were found to be deficient as applied to this property. Therefore, this criterion is met.

**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:**

It appears that previous development on the site provided for undergrounding of all new utility lines. If additional utility or service lines are needed for the proposed building, then they will need to be underground. The satisfaction of this criterion will occur when final building plans are submitted that depict the location of such facilities.

This criterion can be satisfied with a condition (#9) assuring compliance with this criterion.

**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; and**

**STATEMENTS OF FACT AND FINDINGS:**

The site is already served by necessary utilities and services relating to the existing ambulance service operation. Due to the topography of the site, which has a significant drop from Ocean Boulevard to the existing lower gravel parking lot, special attention is needed to ensure that the paving of this area will continue to drain into a catch basin which must be capable of capturing increased drainage due to an increase in impervious surfaces. If the proposed development will not maintain historic drainage conditions, detention will be required and the project must prove that there are no adverse impacts downstream.

Due to the project disturbing more than 1,000 square feet, permanent stormwater management/quality measures must be installed. This can include but is not limited to porous pavement, rain gardens, detention facilities, et cetera. If project is impacting downstream systems, the site shall be required to detain storm water runoff to pre-project flows for the 2 through 25 years, 24-hour storm event.

Adding to the sanitary sewer system in which the new development will tie into has been identified as being overcapacity. To connect to the sanitary sewer system, the applicant has one of two options.

Option 1:

Applicant shall make a payment-in-lieu. This payment will be based on methodology already established in the 2006 City report titled, *Wastewater Collection and Storm Drainage System Development Charge Study*. The payment-in-lieu shall be due prior to the issuance of building permits. The equivalent dwelling units (EDUs) calculation shall be per the approved methodology is this report and prepared by a licensed engineer. **The cost per equivalent dwelling unit is \$6,647.** Should the applicant not agree with the



approved methodology for calculating system development charges (SDCs), the applicant can follow the appeal process that is also outlined in the study.

Option 2:

The applicant will be required to conduct a sanitary sewer study to determine proposed project impacts. The City is currently working on a survey that is analyzing the system downstream of the proposed project. Upon completion of this survey segments of the City's sanitary sewer main line will be identified and prioritized to be replaced. The applicant can fund a repair equal to the proposed impact of the new project.

The Coos Bay-North Bend Water Board has indicated that adequate domestic water can continue to serve the site. This criterion is capable of being satisfied.

**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. 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" (Site Plan) and "B" (Landscape Plan), approve land use application #187-ZON17-031 subject to the following Conditions:*

1. The applicant shall secure all building and other applicable permits, as required, from the City of Coos Bay or the State of Oregon.
2. A tax lot consolidation to merge the two lots into one or a cross access and parking easement agreement between the two properties is required in the event that one or both properties were to be sold separately.
3. The applicant shall satisfy all fire safety and fire response issues referenced under Approval Criterion #5 in the staff review.
4. The project development shall occur in substantial conformance with the submitted site plan dated January, 2017 except as amended to address fire and safety needs.
5. The Site Development Permit must demonstrate that the project will not adversely impacting downstream properties and/or waterways. If project is impacting downstream systems, the site shall be required to detain storm water runoff to pre-project flows for the 2 through 25 years, 24-hour storm event.
6. Permanent stormwater management/quality measures must be installed. This can include but is not limited to porous pavement, rain gardens, detention facilities, or other interventions approved by engineering staff of the Department of Public Works and Community Development.

7. 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.
8. Due to the overcapacity status of the portion of the public sanitary sewer line that would be connected to, the development can choose one of the two options identified in this staff report, those being:
  - a. Option 1: Payment-in-lieu. This payment will be based on methodology already established in the 2006 City report titled, *Wastewater Collection and Storm Drainage System Development Charge Study*. The cost per equivalent dwelling unit is \$6,647.
  - b. Option 2: Conduct a sanitary sewer study to determine proposed project impacts and fund a repair equal to the proposed impact of the new project based on the City's survey of analyzing the sanitary sewer segments.
9. All utilities and services coming into the site shall be located underground.

**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.

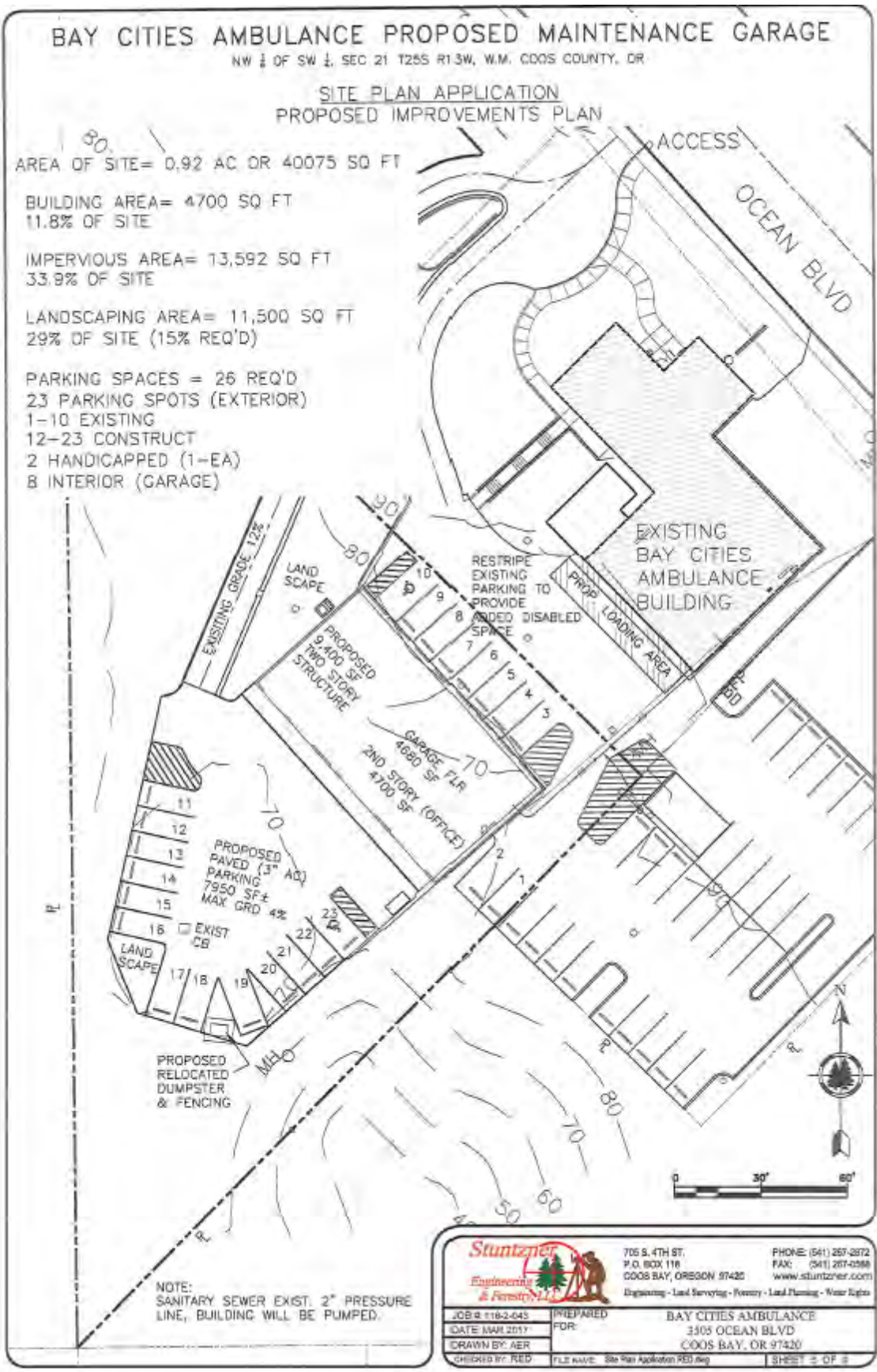


Tom Dixon, Community Development Administrator

DATE MAILED: June 5, 2017

cc: Tim Novotny, applicant

**Attachment A**









**Attachment B**

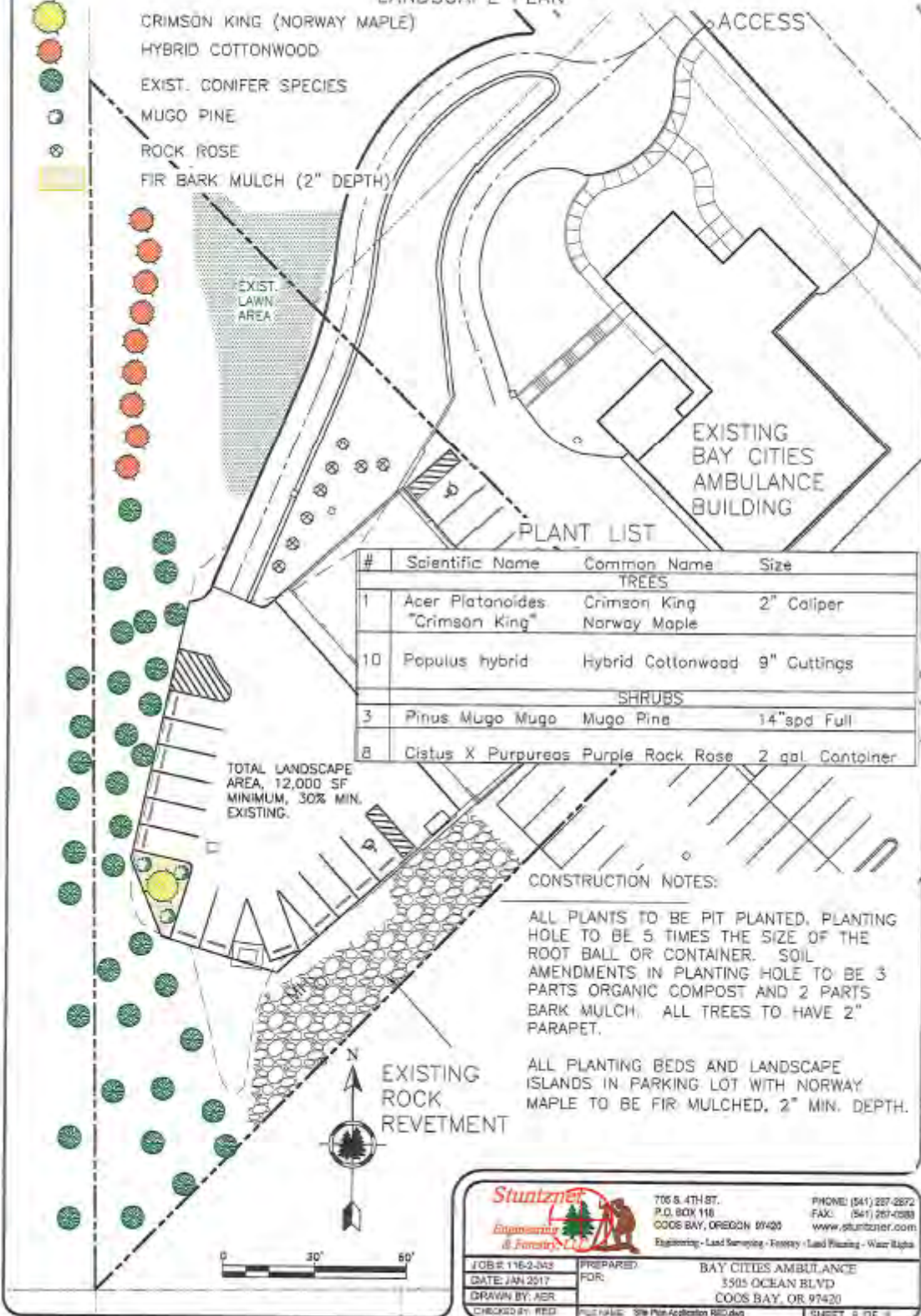
# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## LEGEND

-  CRIMSON KING (NORWAY MAPLE)
-  HYBRID COTTONWOOD
-  EXIST. CONIFER SPECIES
-  MUGO PINE
-  ROCK ROSE
-  FIR BARK MULCH (2" DEPTH)

## SITE PLAN APPLICATION LANDSCAPE PLAN



PLANT LIST

#	Scientific Name	Common Name	Size
TREES			
1	Acer Platanoides "Crimson King"	Crimson King Norway Maple	2" Caliper
10	Populus hybrid	Hybrid Cottonwood	9" Cuttings
SHRUBS			
3	Pinus Mugo Mugo	Mugo Pine	14" spd Full
8	Cistus X Purpureas	Purple Rock Rose	2 gal. Container

TOTAL LANDSCAPE AREA, 12,000 SF MINIMUM, 30% MIN. EXISTING.

### CONSTRUCTION NOTES:

ALL PLANTS TO BE PIT PLANTED, PLANTING HOLE TO BE 5 TIMES THE SIZE OF THE ROOT BALL OR CONTAINER. SOIL AMENDMENTS IN PLANTING HOLE TO BE 3 PARTS ORGANIC COMPOST AND 2 PARTS BARK MULCH. ALL TREES TO HAVE 2" PARAPET.

ALL PLANTING BEDS AND LANDSCAPE ISLANDS IN PARKING LOT WITH NORWAY MAPLE TO BE FIR MULCHED, 2" MIN. DEPTH.



706 S. 4TH ST.  
P.O. BOX 118  
COOS BAY, OREGON 97420  
PHONE: (541) 267-2872  
FAX: (541) 267-0889  
www.stutzner.com  
Engineering - Land Surveying - Forestry - Land Planning - Water Rights

JOB #: 1162-343	PREPARED FOR:	BAY CITIES AMBULANCE
DATE: JAN 2017	FOR:	3505 OCEAN BLVD
DRAWN BY: AER		COOS BAY, OR 97420
CHECKED BY: RED	Plot Name: Site Plan Application R01.dwg	SHEET 2 OF 3





# 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                  | <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 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 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: 3025 OCEAN BLVD COOS BAY 97420	Assessor's Map No./Tax Lot(s): 25 13 21CA #5801
	Zoning: C
	Total Land Area: 0.92 AC

### Detailed Description of Proposal:

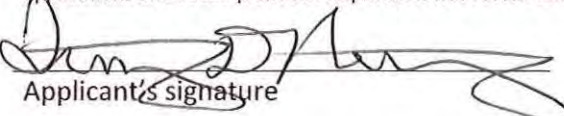
CONSTRUCT A 2 STORY 9400 SF STRUCTURE FOR USE BY AMBULANCE CO. & ASSOCIATED PARKING. SEE PLANNING NARRATIVE

Applicant/Owner Name: JEH <sup>L</sup> , LLC <small>(please print)</small>	Phone: 541 266-4355
Address: 5475 NE DAWSON CRK DR.	Email:
City State Zip: HILLSBORO, OR 97124	

Applicant's Representative: TIM MOUNTAIN, BAYCITIES AMBULANCE. <small>(please print)</small>	Phone: 541-404-7106
Address: 3505 OCEAN BLVD	Email:
City State Zip: COOS BAY OR 97420	

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. Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
4. Additional information: Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
5. Type II requires three (3) **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.
6. Type III requires **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.


Date
4/10/17
Owner's signature (required)
Date



# BAY CITIES AMBULANCE PLANNING NARRATIVE

## Introduction

This report is intended to address the Coos Bay Development Code's (CBDC) Site Plan Review requirements for a Type III submittal, regarding Bay Cities Ambulance's proposed building and parking lot. According to 17.320.050(2a) of the CBDC, a written narrative must be submitted as part of the application, that describes the uses, types of structures proposed, hours of operation, abutting properties, proposed access, frequency of deliveries, and construction phasing including project phasing, if known.

### 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:** The proposed use is a two story structure and additional parking improvement with the bottom floor consisting of 1,740 square feet (sf) of maintenance garage, and 2,940 sf of secured (indoor) parking, stairway and a restroom. The upper floor is proposed as a combination of office and light storage for disposable medical supplies (4,700 sf). Building total size is 9,400 square feet intended as a support structure to the main site use by Bay Cities Ambulance. "Ambulance Services" is a Permitted Use in the commercial districts, according to Table 17.230.020 of the CBDC. This is a supplemental use and structure to the main operations building sited on TL 5800.

An indoor parking garage will extend the lives of the ambulances by getting them out of the weather, as well as preventing vandalism.

A new mechanic shop will expand and improve the space for ambulance repairs, although existing space is similar in square footage, height of repair bays and depth of structure allows for ease of maintenance and additional repair equipment (hoist).

Additional offices will allow Bay Cities Ambulance to consolidate their office staff from other locations onto this one site, and will provide more space for storage of disposable medical supplies such as latex gloves, C-collars, and other one-time use materials common in emergency medical use.

Existing repair garage is anticipated to be utilized for storage of medical and repair supplies.



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

Required Standards:	Commercial Districts How Addressed	Complies (Y/N)
Minimum Lot Width:	Triangular Shape, 220 ft @ Structure	Yes (over 20 ft)
Minimum Lot Depth:	Triangular, 204 ft @cl of Structure	Yes (over 60 ft)
Minimum Lot Area:	Lot Area is 40,075 SF	Yes (1,400 min)
Maximum Lot Coverage:	Structure is 12%, Access 35%	Yes (85% max)
Min. Front Setback:	21.7 feet	Yes (5 feet)
Min. Garage Setback:	174 feet	Yes (20 feet)
Min. Side Setback:	20 feet	Yes (5 feet)
Min. Street Setback:	174 feet	Yes (0 feet)
Min Rear Setback:	85 feet	Yes (10 feet)
Max Bld Height:	34'-11"	Yes (35 feet)

**Applicant Comment:** This structure is setback from Ocean Blvd. by 170+ feet and partially screened by the existing Bay Cities structures. All sides include windows (no blank walls) however will appear as a single story building from Ocean Blvd. view. A parapet with a cap will be the roof view excepting to the south which is screened by a forest buffer. A minimum 50 square feet canopy is proposed over each entrance. The finished surface of the proposed building will match existing Bay City’s structure – Hardi-plank siding, Parapet with membrane roof (not visible). Colors to match existing which is Charcoal Accent (parapet), Gray siding with white trim. Landscaping and hardscaping is already in place on other Bay Cities Ambulance’s property to the north and east. .

c) *The proposal meets the screening, buffering, and landscape strip requirements, as set forth in Chapter 17.362 of the CBDC*

**Applicant Comment:** Properties to the north and east of the structure location are a part of the Bay Cities Ambulance facility with approximately 42% of the property currently landscaped. Southeast of the proposed structure is property owned by West Coast Fencing, steep and difficult to develop and is currently a forested drainage. West of the proposed development is residential development with an approximately 15 foot wide buffer well stocked with 20 year old douglas fir and miscellaneous conifer species. This forested strip is not proposed to be disturbed, however only encompasses approximately 2/3 of the west line, and turns to brush species in the northern 1/3. Note no disturbance is proposed west of the existing access road .

Nearly 40% of the site will be left undisturbed, which exceeds the 15% area required to be landscaped, according to 17.362.060 of the CBDC. A 320 square feet landscaping island is proposed to serve as a means to meet the landscaping requirement of 17.362.060(7b). Although landscaping (native and non-native brush species) exist along the west line, to further isolate the site from the residential neighborhood to the west, a row of trees is proposed to be installed along



the open section of the west line, and on the west side of the structure, slope proposed to be planted with rock rose species..

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

**Applicant Comment:**

Proposed Structure and Related Space

Breakdown of 17.340.010(A) CBDC	Min. Required
4700 SF office (1 space/250 SF)	19
1740 SF repair (1 space/250 SF)	7
2940 SF parking garage (no category)	0
<b>TOTAL</b>	<b>26</b>

Note that open area in the parking garage is 46 feet square, capable of easily parking 8 vehicles.

There are an existing 41 standard parking spaces and 1 disabled parking space already on site.

Existing Structures and Related Space

Breakdown of 17.340.010(A) CBDC	Min. Required
3960 SF office (1 space/250 SF)	16
3360 SF parking garage (no category)	0
1840 SF repair garage (1/250 SF)	8
<b>TOTAL</b>	<b>24</b>

The total required parking is 50 spaces. The existing repair garage (which includes a stairwell) will be converted to storage (2 spaces required instead of 8). A loading berth (currently 12x60) exists adjacent to this area, currently used to que vehicles in for maintenance. No bicycle parking exists, therefore a bike rack (2 bike minimum) is proposed to be added. Total vehicle parking combined as proposed is 55 spaces excluding available parking within the structures. Note specific to this individual property is an addition of 13 exterior spaces, 8 interior spaces and an additional 8 spaces currently exist. The new parking lot will include 2 disabled parking spaces, there is 1 existing disabled parking space at the northeast end of the Bay Cities Ambulance facility, to satisfy Table 11.06.1 of the Oregon Structural Specialty Code 2014 (OSSC).

e) *Improvement requirements are provided in accordance with the applicable sections of the CBDC*

**Applicant Comment:** To the best of our knowledge, yes. Utilities are stubbed to the property including potable water, sanitary sewer (will require pump), electrical and other cable utilities.

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



**Applicant Comment:** To our knowledge, yes. No non-compliance issues were identified in the pre-application conference.

*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:** Yes. Utilities are routed through TL 5900.

*h) Public water, sewer and storm water lines have been installed in conformance with the standards of the city code. Public water, sewer and storm water 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*

**Applicant Comment:** All utilities for use by this property excepting storm drainage are stubbed through TL 5900 and run along the east line of property to the proposed structure. A private storm system bisects the property from near the northwest corner to approximately the middle of the east line. Its closest proximity to the proposed structure is 22 feet from the southwest corner. Public storm drainage utilizes this private improvement to outfall at the west branch of Pony Creek which is piped under the Cascade Outdoor Parking lot. No extension of public utilities through the property (other than if the City of Coos Bay wants to accept the storm drainage system which is in place) is anticipated as all properties surrounding this parcel are currently served by existing public utilities, and a steep forested drainage exists between subject property and adjoiners to the south.

*i) Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development*

**Applicant Comment:** Anticipated completion of this project is less than one year after planning approval, no additional public infrastructure is anticipated.

#### **17.362.010 Supplemental Development Standards, Fences:**

**Applicant Comment:** Landscaping is anticipated as the primary screening with no additional fencing anticipated at this time other than screening around rubbish area. Fencing shall be 6 feet in height where installed.

#### **17.362.020 Supplemental Development Standards, Solid Waste:**

**Applicant Comment:** A 3 cy dumpster exists, primarily out of site behind the existing offices, it is not screened and would be directly in front of the proposed office area. Therefore a screened area for this dumpster is added to the lower parking lot area to relocate and properly handle the solid waste.



**17.362.040 Supplemental Development Standards, Lighting:**

**Applicant Comment:** Anticipated lighting is shown on sheet 8 of the attached plans. Lighting complies with Section 17.362.040 with a minor exception. Wall mounted site lighting exceeds one foot candle for seven crossing the east property line at the north side of the structure. Lighting may be modified if required, however east property line of this parcel is adjacent to the current vehicle parking lot serving this and the main office structure, and provides for safety and security of the overall project. In other words, although crossing a specific parcel line, it is part of the project complex. For property lines with other ownerships, no lighting exceeding 0.1 foot candle crosses the property lines. Lighting other than noted above complies with Section 17.362.040

**17.362.050 Supplemental Development Standards, Noise:**

**Applicant Comment:** Noise levels would be based upon an expanded use, as no new functions are proposed as part of the development. Expansion is primarily office and storage, therefore presumed to meet the noise requirements as no specific noise level change would be included.

**17.362.060 Supplemental Development Standards, Landscaping:**

**Applicant Comment:** As noted above, and as shown on sheet 9 of the attached plans, proposed landscaping complies with Section 17.362.060.

Minimum requirement is 15% of each new development must be landscaped. Including natural landscaping, and ignoring a portion of the existing parcel which is currently covered in native brush, over 11,500 square feet (29%) of the parcel will be covered in landscaped areas consisting partially of native forest, and the remainder in lawn or tree/shrub landscaping. Existing lawn and forest landscaping to remain undisturbed exceeds 9,100 square feet. Proposed new landscaping includes an island in the parking area, planting of popular tree species to screen one visible existing residential structure, and shrubs on the slope between the road and structure encompassing an additional 2,400 square feet of landscaping. The island includes (tree requirement no longer listed as a standard however) a minimum of one 2" caliper tree as previously included in the prior landscaping requirements. Island size is 320 square feet which exceeds the 25 square foot minimum (7b).



**Pre-Application Requirements:**

a) Traffic Impact Analysis (TIA)

**Applicant Comment:** A TIA is required if a development exceeds 20,000 square feet, according to Appendix B of the Coos Bay Engineering Standards. The combination of the existing Bay Cities Ambulance facility and the new building does not exceed 18,000 square feet, therefore a TIA is not required by the CBDC. This code requirement was confirmed by Jennifer Wirsing through email correspondence with Tom Dixon.

b) Storm water report

**Applicant Comment:** A storm water conveyance analysis is attached to this document. A very minor increase in peak runoff is generated by the proposed improvements. Based upon the size of the existing private storm system, size of the connected basin, and location in relation to downstream public improvements, it is our opinion the improvement has no real effect on the public system. This is primarily based on its proximity to the public system in relation to the overall basin runoff characteristics. Although a runoff increase is demonstrated, the flow generated will exit the basin and the City storm system prior to the peak runoff generated by the rest of the basin, therefore having no real impact. As this increase is very minor however, the applicant is willing to provide detention to emulate this portion of the basin's existing runoff should it be required. Anticipated resolution if required would consist of a roof runoff rain garden installed near the SW corner of the structure. Note however the basin characteristics have a peak runoff after this property would normally drain away in most events. Retention would delay runoff from this site which, dependent upon the specific storm, could actually serve to increase the overall basin peak instead of reducing it. This is based solely on its proximity to the basin outlet.

c) Demolition, grading, and site preparation permits

**Applicant Comment:** The site was previously graded in preparation of this project and no fills over 6 inches in depth, nor excavation other than for the structure footings is anticipated. Site drainage was also constructed under a prior project in preparation for the installation of this structure. Preapplication notes indicate the permit application should be submitted with this application.

As the site is already roughed in to subgrade, this request appears to be premature, as the changes to the actual site will consist of striping and paving, with likely some very minor adjustments based upon planning review comments. An application for site development is included, however, although final site development plans will be based upon adopted planning conditions. Quantities of excavation and fill are listed in the site development application as limited change could occur to these quantities.



After recording, return to:  
Fuiten West Partnership, LP  
PO BOX 1635  
Hillsboro, OR 97123

RECORDED BY  
FIRST AMERICAN TITLE  
902983PB

### WARRANTY DEED

BAY CITIES BUILDING COMPANY, INC., an Oregon corporation, "Grantor", conveys and warrants to FUITEN WEST PARTNERSHIP, LIMITED PARTNERSHIP, an Oregon limited partnership, "Grantee", the following described real property free of encumbrances except as specifically set forth herein:

See Exhibit "A" attached hereto and by this reference made a part hereof.

The true and actual consideration for this conveyance is the sum of \$1,270,000.00.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

Until a change is requested send tax statements to: Fuiten West Partnership, Limited Partnership, P.O. Box 1635, Hillsboro, Oregon, 97123.

DATED this 6<sup>th</sup> day of October, 2006.

Bay Cities Building Company, Inc.,  
an Oregon corporation

By:   
Bruce Latta, President

COOS COUNTY CLERK, OREGON TOTAL \$46.00  
TERRI L. TURI, CCC, COUNTY CLERK

10/10/2006 #2006-13691  
03:17PM 1 OF 5

STATE OF OREGON     )  
  ) ss.  
County of Coos         )

October 6, 2006

Personally appeared before me the above named Bruce Latta who being first duly sworn did say: That he is the President of Bay Cities Building Company, Inc., an Oregon corporation; that he is authorized by the Board of Directors of said corporation to execute the foregoing instrument; and, he acknowledged the foregoing instrument to be the voluntary act and deed of said corporation.

Cindy L Garcia  
Notary Public for Oregon  
My Commission Expires: Oct 19, 2008



COOS COUNTY CLERK, OREGON     TOTAL \$46.00  
TERRI L. TURI, CCC, COUNTY CLERK

10/10/2006     #2006-13691  
03:17PM         2 OF 5



EXHIBIT "A"

PARCEL I:

All that portion of the Northeast quarter of the Southwest quarter of Section 21, Township 25 South, Range 13 West of the Willamette Meridian, Coos County, Oregon, described as follows:

Beginning at the Southwest corner of the Northeast quarter of the Southwest quarter of said Section 21 and run thence North 45° East to a point 100 feet South 45° West of Ocean Boulevard; thence South 45° East 75 feet; thence North 45° East 100 feet to the intersection of said Ocean Boulevard; thence Southeasterly along Ocean Boulevard to the intersection of the South boundary of said Northeast quarter of Southwest quarter of said Section 21; thence West along said South boundary to the place of beginning.

ALSO: Starting at a point of intersection of the South side of Ocean Boulevard where a straight line running North by 45° East from the Southwest corner of the Northeast quarter of the Southwest quarter of Section 21, Township 25 South, Range 13 West of the Willamette Meridian, Coos County, Oregon; thence run Easterly on the South side of Ocean Boulevard 75 feet; thence run South 45° West 100 feet; thence run West 45° North 75 feet; thence run North 45° East 100 feet to the point of beginning.

SAVE AND EXCEPT THEREFROM the following described parcel; All that portion of the Northeast quarter of the Southwest quarter of Section 21, Township 25 South, Range 13 West of the Willamette Meridian, Coos County, Oregon, described as follows:

Beginning at the Southwest corner of the Northeast quarter of the Southwest quarter of said Section 21 and running thence North 45° East to a point 200 feet South 45° West of Ocean Boulevard; thence South 45° East 100 feet; thence North 45° East 200 feet, more or less, to the South boundary of Ocean Boulevard; thence Southeasterly along said Ocean Boulevard to the intersection of the South boundary of the Northeast quarter of the Southwest quarter of said Section 21; thence West along the South boundary to the place of beginning.

(Account No. 3515.04)

EXHIBIT "A"  
PAGE 1 OF 3 PAGES

COOS COUNTY CLERK, OREGON      TOTAL \$46.00  
TERRI L. TURI, CCC, COUNTY CLERK

10/10/2006    #2006-13691  
03:17PM      3 OF 5

PARCEL II:

A parcel of land in the Northeast quarter of the Southwest quarter of Section Twenty-one, Township Twenty-five South, Range Thirteen West of the Willamette Meridian, Coos County, Oregon, described as follows:

Beginning at the Southwest corner of the Northeast quarter of the Southwest quarter of said Section Twenty-one; thence North 1° 01' 06" West 400.84 feet along the 1/16th line; thence South 45° 00' East 107.33 feet to an iron rod and the true point of beginning; thence North 45° 00' East 144.00 feet to a State Highway right-of-way pin at Engineers Station 45+52.72; thence Southeasterly along the South boundary of the State Highway to its intersection with the East boundary of that parcel described in Microfilm No. 76-3-4168, Deed Records of Coos County, Oregon; thence South 45° 00' West along said East boundary 126 feet, more or less, to a point that bears South 45° 00' East from the true point of beginning; thence North 45° 00' West 181 feet, more or less, to the true point of beginning.

(Account No. 3515.73)

Also;

A parcel of land in the Northeast quarter (NE 1/4) of the Southwest quarter (SW 1/4) of Section 21, Township 25 South, Range 13 West of the Willamette Meridian, Coos County, Oregon, described as follows:

Beginning at the Southwest corner of the Northeast quarter (NE 1/4) of the Southwest quarter (SW 1/4) of said Section 21; thence North 1° 01' 06" West 400.84 feet along the 1/16th line to an iron rod; thence South 45° 00' East 213.05 feet to an iron rod; thence South 45° 00' East 75.38 feet more or less, to the East boundary of that parcel described in Microfilm No. 76-3-4168, Deed Records of Coos County, Oregon; thence South 45° 00' West along said East boundary of 278.36 feet, more or less, to the point of beginning.

(Account No. 3515.96)

Also;

A parcel of land in the Northeast quarter of the Southwest quarter of Section Twenty-one, Township Twenty-five South, Range Thirteen West of the Willamette Meridian, Coos County, Oregon, described as follows:

EXHIBIT "A"  
PAGE 2 OF 3 PAGES

COOS COUNTY CLERK, OREGON      TOTAL \$46.00  
TERRI L. TURI, CCC, COUNTY CLERK

10/10/2006    #2006-13691  
03:17PM      4 OF 5



Beginning at an iron rod which is North 1° 01' 06" West 400.84 feet from the Southwest corner of said Northeast quarter of the Southwest quarter, said iron rod also being on the 1/16th line; thence along the 1/16th line North 1° 01' 06" West 108.78 feet to an iron rod on the South Boundary of the State Highway; thence along the South boundary of the State Highway North 72° 16' 19" East 78.76 feet to a right-of-way pin at Engineers Station 44+00; thence South 44° 24' 43" East 149.53 feet to a right-of-way pin at Engineers Station 45+52.72; thence leaving the South boundary of the State Highway South 45° 00' West 144.00 feet to an iron rod; thence North 45° 00' West 107.33 feet to the point of beginning.

(Account No. 3515.03)

SUBJECT TO AND EXCEPTING:

1. Real property taxes for tax year 2006-2007, a lien due, but not yet payable.
2. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
3. Easement, including the terms and provisions contained therein, recorded in Book 207, Page 745, Deed Records of Coos County, Oregon, in favor of Mountain States Power Company. (Affects Parcel I)
4. Easement, including the terms and provisions thereof, for slopes, cuts or fills conveyed to State of Oregon, as set forth in final judgment filed December 5, 1972, in Circuit Court Case No. 31861, State of Oregon vs. Knox. (Affects Parcel I)
5. The right, title or interest of National Advertising Co., as disclosed by an instrument entitled Coos County Oregon Tax Assessment Rolls. (Affects Parcel I, Improvements Only, Account No. 3515.06)

EXHIBIT "A"  
PAGE 3 OF 3 PAGES

COOS COUNTY CLERK, OREGON      TOTAL \$46.00  
TERRI L. TURI, CCC, COUNTY CLERK

10/10/2006 #2006-13691  
03:17PM      5 OF 5



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

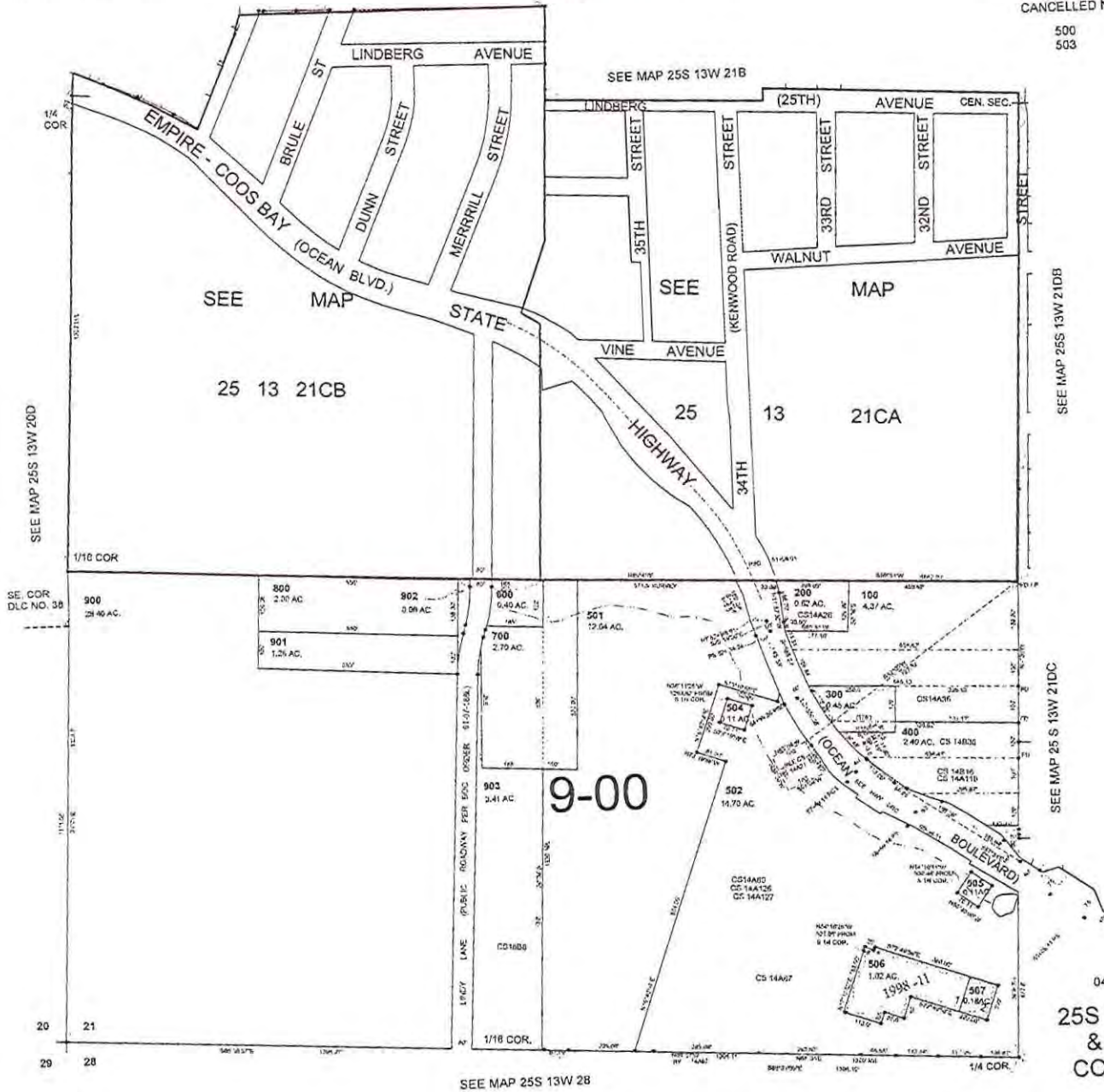
SW1/4 SEC.21 T25S R13W W.M.  
COOS COUNTY

1" = 200'

25S 13W 21C  
& INDEX  
COOS BAY

CANCELLED NO.

500  
503



SEE MAP 25S 13W 21DB

SEE MAP 25 S 13W 21DC

SEE MAP 25S 13W 28

04-10-2008  
25S 13W 21C  
& INDEX  
COOS BAY

25 13 21CB  
COOS BAY

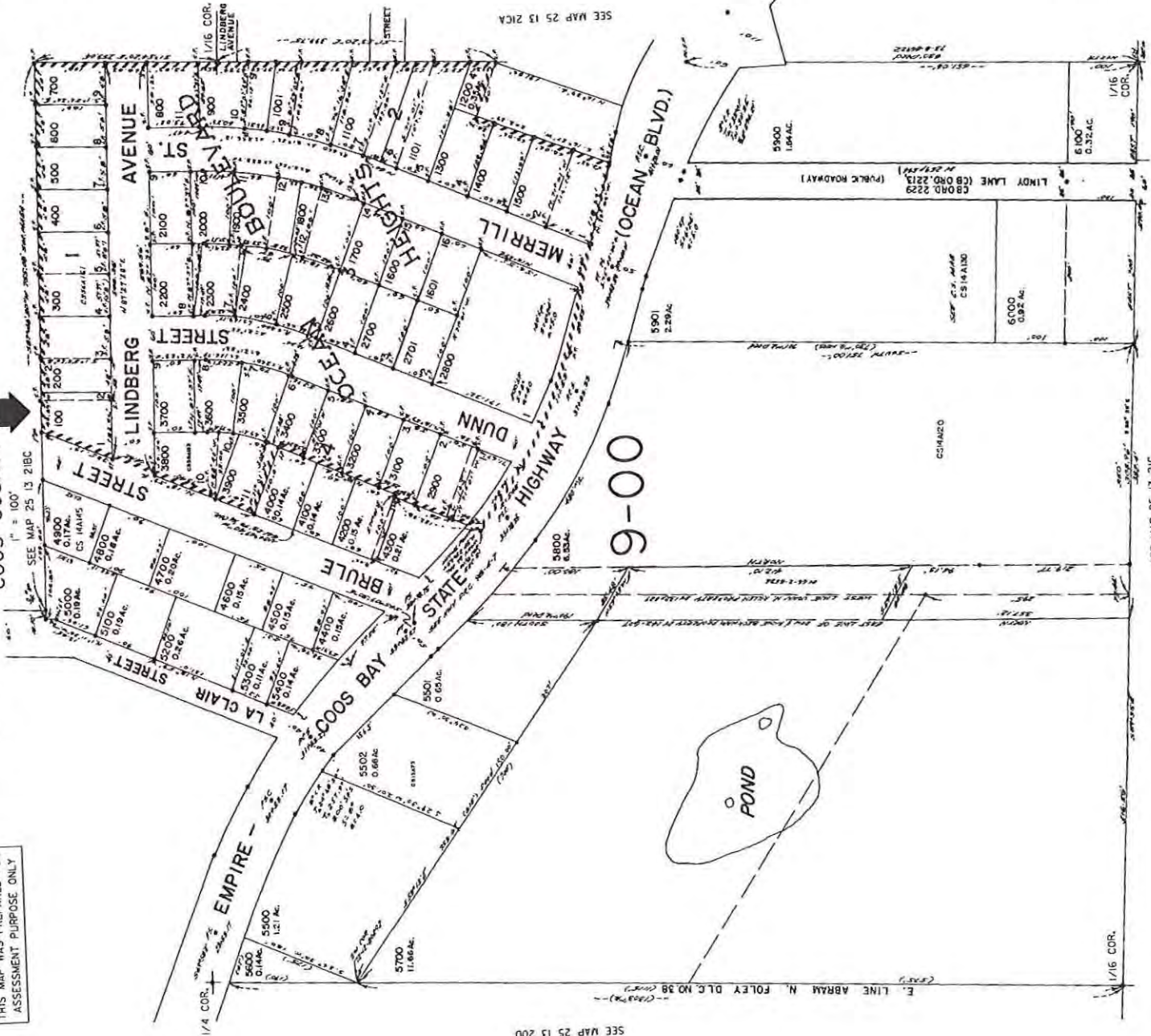
CANCELLED  
4301  
2301  
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NW 1/4 SW 1/4 SEC. 21 T.25S. R.13W. W.M.  
COOS COUNTY

THIS MAP WAS PREPARED FOR  
ASSESSMENT PURPOSE ONLY

1" = 100'

SEE MAP 25 13 21CB



SEE MAP 25 13 21CA

SEE MAP 25 13 200

SDATES

25 13 21CB  
COOS BAY

SEE MAP 25 13 21C



Coos Bay FXG, LLC  
2240 Blake St, 200  
Denver, CO 80205

Melissa R. Emerson  
639 Lindy Ln  
Coos Bay, OR 97420

Marjory A. Langley  
640 Lindy Ln  
Coos Bay, OR 97420





THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

NE1/4 SW1/4 SEC. 21 T25S R13W W.M. COOS COUNTY

25S 13W 21CA  
COOS BAY

1" = 100'

CANCELLED NO.

- 1301
- 2700
- 501
- 6001
- 5702
- 6403
- 6400L
- 6000
- 6200
- 6300
- 4002



SEE MAP 25S 13W 21BD

SEE MAP 25S 13W 21CB

SEE MAP 25S 13W 21BD

SEE MAP 25S 13W 21C

4-27-2010  
25S 13W 21CA  
COOS BAY

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C

James E. McKee Trust  
915 S 1<sup>st</sup> St  
Coos Bay, OR 97420

RIS-RENTS, LLC  
806 SW Westwood Dr  
Portland, OR 97239

Pacific Cove Humane Society  
P.O. Box 361  
North Bend, OR 97459

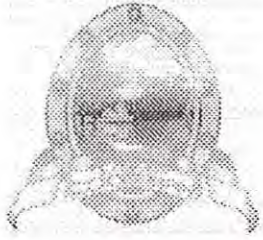
John & Maria Theresa Chaplin  
3532 Ocean Blvd SE  
Coos Bay, OR 97420

B.J. & H. Enterprises, Inc.  
3440 Ocean Blvd  
Coos Bay, OR 97420

Glen K. & Frankie M. Redding  
835 Seabreeze Terrace  
Coos Bay, OR 97420

Ocean Grove, LLC  
3140 Juanipero Way, 201  
Medford, OR 97504

Marjory A. Langley  
640 Lindy Ln  
Coos Bay, OR 97420



## PRE-APPLICATION CONFERENCE NOTES

CASE FILE#: 187-ZON16-062  
LOCATION: 3025 Ocean Boulevard  
TYPE: Site Plan Review  
DATE OF PRE-AP: 17 November 2016  
COORDINATOR: Tom Dixon, Planning Admin  
DATE: 30 November 2016  
MEETING STAFF: Tom Dixon, Eric Day, Jennifer Wirsing,  
Jason Vinyard, and Tonya Davis

All Coos Bay code chapters referenced in this report are available on the City's website at <http://www.codepublishing.com/or/coosbay/>.

### 1. TYPE OF APPLICATION

Site Plan Review (SPR) per CBMC 17.320.

### 2. PROCESS SUMMARY AND HISTORY

The applicant will submit a SPR application which is a Type III review. The hearing body will be the Planning Commission. The background of the use is as follows:

75-019 – Planning Commission made a determination through a Classification Use Not Listed process that "Ambulance and Medical Equipment Services" fell into the category of Uses Permitted Outright within the Highway Commercial (C-3) Zone District.

Under the currently adopted Development Code, Ambulance Services are a permitted land use.

SPR submittal process:

- Pre-application conference (completed)
- Application submittal
- Staff review for completeness (allowed up to 30 days)
- When application is determined to be technically complete, the applicant is vested
- Public notices are mailed and a hearing date is set before the Planning Commission
- Staff report is prepared and made available to the applicant at least seven days before the date



- of the Planning Commission public hearing
- The Planning Commission will make a decision for approval or denial based upon the staff recommendation and the criteria found in the CBMC

### 3. COMMUNITY DEVELOPMENT CODE

The applicant must address the applicable criteria found in the CBMC. These include:

- SPR submittal requirements per CBMC 17.320.050
- SPR approval criteria per CBMC 17.320.060
- Off-Street Parking per CBMC Table 17.340.010
- Supplementary Development Standards CBMC 17.362

The following is a general summary of zone requirements and standards:

Setbacks: Setback requirements, as determined by Table 17.230.030, are:

Front: 5 feet

Side: 0 feet

Rear: 10

Height: Building height limited to 35 feet.

Lot area: Minimum lot area in the Commercial District is 1,400 square feet.

Maximum lot coverage: 85% defined as the area covered by structures.

Landscaping: In the Commercial District, not less than 15% of total lot area shall be landscaped. In addition, there are additional landscaping requirements for parking lots under Supplementary Development Standards, CBMC Chapter 17.362.060.

Solid waste: All waste collection, storage, and trash areas must be enclosed and screened from public view per CBMC Chapter 17.362.030.

Lighting: On-site, exterior lighting requirements is covered under CBMC Chapter 17.362.040.

Signs: Sign allowance is covered under CBMC Chapter 17.337. The allowed amount is based on one square foot of sign face for each linear foot of lot frontage or one and one-half square feet for each linear foot of building frontage. The allotment excludes wall-mounted signs.

### 4. DEVELOPMENT STANDARDS

A Traffic Impact Analysis (TIA) was discussed at the meeting.

Water Quality: The City encourages post construction best management practices such as bio-swales and rain gardens.

Storm Water: A storm water report will be required.

Grading and Clearing: The applicant must apply for demolition, grading, and site preparation permits as part of their application submittal.

5. DOCUMENTATION REQUIRED FOR A COMPLETE APPLICATION

The following items are required to be submitted in ten collated sets in addition to a digital a copy:

- Application form signed by the owner or applicant,
- Proof of ownership, such as a deed or title report,
- Documentation by the owner allowing the given representative to act on their behalf
- Application maps and narrative information as stipulated per CBMC 17.345.030, 17.345.050, and 17.350.040.
- A lighting plan, and
- A storm water report

5. APPLICATION FEES

SPR -	\$525.00+\$0.00357 per sf. of the building square footage and all additional impervious surfaces
-------	--

6. TIME FRAME FOR REVIEW PROCESS

Staff has 30 days to review the application submittal for completeness. If incomplete, the applicant will have 180 days from the date of incomplete letter to submit additional information. If complete, the review shall not exceed 120 days for a final decision, including appeals to the City Council. Appeals to the State of Oregon Land Use Board of Appeals (LUBA) fall outside the 120 day review process.

NOTICE TO APPLICANTS:

The standards noted in this checklist are those which staff believes may be applicable to your proposal. Additional standards may also be determined applicable at the time of a development submittal. The burden is upon the applicant to review all applicable City documents and address all the relevant standards. The applicant should verify the fees prior to submitting application.

7. DEPARTMENT/AGENCY COMMENTS

Coos Bay Engineering

SITE DEVELOPMENT

Site Development Permit will be required at the time building permits are issued. This can be obtained while applicant is obtaining land use approvals, but be advised, while it is not anticipated, land use approvals may be denied or appealed so any site work performed prior to land use approvals are done so at applicant’s risk.

Temporary erosion and sediment control measures shall be in place throughout project duration.

Due to the impervious area of the property being increased permanent post construction water quality measures will be required.

DRAINAGE

Project must show that it is not adversely impacting downstream properties and/or waterways. If project is impacting downstream systems, site shall be required to detain storm water runoff to pre-project flows for the 2 through 25 year, 24 hour storm event.



If project proposes a connection to the public sewer, a permit will be required at the time building permits are issued.

This system in which the project is tying into has been identified as being over capacity. To connect to the sanitary sewer system, applicant has 1 of 2 options.

Option 1: Applicant shall make a payment in lieu. This payment will be based on methodology already established in the 2006 City report titled, Wastewater Collection and Storm Drainage System Development Charge Study. The payment in lieu shall be due prior to issuance of building permit. The EDU calculation shall be per the approved methodology in this report and prepared by a licensed engineer. Should applicant not agree with the approved methodology for calculating SDCs, the applicant can follow the appeal process that is also located in the study.

Option 2: The applicant will be required to conduct a sanitary sewer study to determine proposed project impacts. The City is currently working on a survey that is analyzing the system downstream of the proposed project. Upon completion of this survey segments of the City's sanitary sewer main line will be identified and prioritized to be replaced. The applicant can fund a repair equal to the proposed impact of the new project.

#### Coos Bay Fire

The nearest fire hydrant to serve the site is located on Vine Avenue approximately 260 feet north of the north corner of the existing ambulance service building. The applicant/representative should contact Mark Anderson, the City of Coos Bay's Fire Chief to confirm the adequacy of service for the proposed building addition to the site.

#### Coos Bay-North Bend Water Board

No comments were received by the WB on this proposal.

#### Pacific Power

This applicant hasn't contacted Pacific Power about their power needs. When they are ready to do that, they will need to call Pacific Power's business center to get a local person involved. That call will get a Pacific Power request number assigned to their project. Business center ph.# 888-221-7070.

#### NW Natural Gas

A representative attended the pre-application meeting but no follow-up information has been provided as was requested. The applicant/representative should contact NW Natural Gas directly to discuss future tie-in to a proposed gas line extension along Ocean Boulevard.



TELEPHONE (541) 267-2872  
FAX (541) 267-0588  
ralphdunham@stuntzner.com

705 SO. 4<sup>TH</sup>, P.O. BOX 118  
COOS BAY, OREGON 97420

COOS BAY - DALLAS - FOREST GROVE

## INTRODUCTION

### OBJECTIVE AND SCOPE

As part of a development plan for the Bay Cities Ambulance (JellInc.), Stuntzner Engineering & Forestry, LLC was authorized to provide an evaluation of existing storm water systems and design requirements related to the conversion of approximately 0.3 acres of property from an existing gravel parking area to commercial structure development. This property is located in Sections 21, Township 25 South, Range 13 West, W.M., just west of the existing K-Mart shopping center at 3025 Ocean Boulevard and east of Lindy Lane in Coos Bay, Oregon. The property is currently proposed to be developed into with a 2 story commercial structure encompassing just less than 9,500 square feet with appropriate access and parking. Note that 0.2 acres of the site is already developed in parking area or access, anticipated required drainage was installed in a prior project, and the remaining area proposed to be developed was rocked to near subgrade elevation. The overall evaluation of the drainage, this conversion has limited measurable effect due to the project's limited change in landscape. The objective of this drainage study is as follows:

- A. Provide a drainage study consistent with the City of Coos Bay's requirements.
- B. Review the City of Coos Bay's Storm Water Master Plan, Dated March 2006 and the improvement's effect on any listed or recommended improvement.
- C. Evaluate potential storm water flows, and if Best Management Practices (BMP's) may adequately control storm water and meet goals for providing minimal storm water impact.

### AUTHORIZATION

This investigation and limited scope of review were made in accordance with a standard services agreement with Jell Inc.

### SITE DESCRIPTION

#### LOCATION AND DESCRIPTION OF SITE:

The proposed development is located 150 feet south of Ocean Blvd and approximately 225 feet east of Lindy Lane. In accordance with the City's Master Plan, this property is primarily in Drainage Basin L. The property is accessed by an existing paved access road



through developed segments of Jell Inc.'s property. Existing drainage system includes both private and public storm sewer, with the public system draining includes a public connection draining approximately 26 acres of mixed residential and commercial property, which was discharged on the subject property. The prior ownership piped this discharge through the developed segment of property which outfalls near the south line of this property. This outfall then follows a natural drainage for approximately 130 feet ending up in the west branch of Pony Creek drainage above Cascade Outdoor at which point it re-enters the public system to cross Ocean Blvd. .

The subject property has improved (non-vegetated) area of just over ½ the existing 0.92 acres (0.5 improved) with the remainder a combination of undisturbed natural vegetation and landscaped areas consisting of grass and scattered trees. Improved use as noted above is 0.2 acres of asphalt paved parking area, and 0.3 acres of graveled surfaces.

Soils are predominantly silty sand soils (class B) within the site.

Storm water improvements do exist on site, consisting of a network of CPP piping, apparently installed in the late early 1990's providing drainage from the City's sputfalls on the subject property and improvements made on adjoining properties owned by Jell Inc. The two city discharge points are a 12" and an 18" outfall that discharge into the private drainage system to the headwaters of the West branch of Pony Creek on the south side of Ocean Blvd. The private drainage system utilizes a 24" CPP culvert to convey the City and site runoff to the point of discharge. No known issues have been identified with this system in the Master Plan.

This entire branch of Pony Creek flows through approximately 1,200 feet of 42" CMP through the K-mart property and across Ocean Blvd to the primarily unconfined west branch of Pony Creek stream channel. This specific segment of storm system is listed as requiring improvement in the City of Coos Bay's Storm Water Master Plan, dated 2006. In fact, 190 feet of this system crossing Ocean Blvd was listed as the No. 2 overall priority improvement in the entire City system. According to the Master Plan, the top 6 priority improvements were to take place within the five years following the issuance of the Master Plan. To my knowledge, this improvement has not taken place, although it has been 10 years since the issuance of the Master Plan. In addition, the remaining 1,000 feet of the 42" system was listed as No. 19 in priority. The proposed improvement is to increase the size of the system to 60" diameter piping. This simply indicates that the downstream system is undersized for anticipated future flow and since SDC's are not currently being implemented, property owner's creating improvements which increase flows should be required to limit their system discharge to existing peak runoff flows or pay for required public improvements. In this specific instance, the anticipated surface flow runoff is much more economically dealt with on site.

## **SITE EVALUATION**

The primary review of the existing site was related to existing constraints to provide storm water conveyance systems to the proposed development, and evaluation of the existing system capacity. Note that for this specific project, detention of flow was anticipated at the beginning, to negate the impact of the development.



## STORM WATER SYSTEM:

The State of Oregon has several requirements related to storm water management. The first, based upon state law, is that drainage direction must be maintained unless agreements are made to relocate storm water drainage with downstream affected parties. This in essence is related to flooding of downstream properties, and in general, although peak instantaneous flow may increase due to changes in impervious surface, the key element is if drainage currently enters one drainage way, it must not change unless specifically approved otherwise. In the case of the Jell Inc. property, the modeling only encompassed the improvement area for two reasons:

- A. No known issue exists with the system, and the point of connection is 20 feet upstream of the existing private outfall (limited potential effect on the system due to depth of drainage and ability to overflow down a rip rapped bank if overflow should occur). This is further mitigated with the magnitude of flow increase being less than 0.02% of the culvert capacity.
- B. Remainder of the basin is currently 99% developed (only one marginal existing lot currently undeveloped). Reasonably anticipated system flow changes, including future development are basically limited to the proposed development.

Attached are storm water calculations utilizing Win TR55 (the new version of Win TR-20 utilized in the Master Plan) for the developed and undeveloped scenarios in each drainage (North and South). Calculations were performed for 2 year, 10 year and 25 year storm events. The 2 year is the specified detention design standard, and the 10 year is the hydraulic capacity standard specified in the City of Coos Bay's Development Standards for private development, 25 year for public improvement development .

As would be anticipated, the analysis projects an increase in storm water runoff from the undisturbed condition to the nearly 100% impervious surface proposed in the development area, although the existing condition is very close to the finished as there is not a lot of difference in runoff from compacted gravel to paved surfaces. The primary reason for this is the existing ground has a relatively high runoff factor, and the developed condition includes a combination of impervious surface and minor landscaped areas.

Calculations show the existing condition of the 0.3 acres developed within the 0.92 acre site, plus appurtenant property which drains across the Jell Inc. property to the south producing a peak runoff of 25.52 cubic feet per second on a 25 year storm event. The graded and developed conditions produce an increase, as noted both are very similar, with the peak runoff happening during the developed condition graded, un-vegetated condition at 25.65 cfs (without detention). All of these are based upon a Type 1A, 25 year storm event. Note the on-site 24" culvert capacity was calculated at 32.0 cfs (un-surcharged). This system is however evaluated for a 10 year storm, although public improvements are included in the system flow, unless the City of Coos Bay is willing to accept the system, it is still considered private. This system discharges however to the 42" CMP culvert running through the Cascade lot, and through the Ocean Blvd drainage system, which has been determined to have limited capacity; therefore detention even for the minor increase is assumed.



Both the existing system and developed condition produce short duration peak runoff. In general, quickly peaking runoff is well suited to control by detention systems. Detention systems fill, and then distribute the peak flow at a controlled rate. Flows projected above do not consider detention, but actual peak runoff flows generated, and the overall increase in surface runoff in total generated.

The City's adopted requirements for Storm Water Drainage (Chapter 5) suggest that the Rational Method be utilized for drainage basins under 200 acres. 200 acres is the absolute maximum typically considered for a Rational Method Analysis. Most references suggest its utilization for 20 acres or less, some (i.e. County of Los Angeles Hydrology Manual) suggest as high as 40 acre drainage basins, but limit it to a 40 acre maximum and suggest one of many Modified Rational Method, Campbell Method or others for larger drainage basins. Most commonly available software solutions utilize Modified Rational Methods with a unit hydrograph as a check. As the subject basin affecting this outfall is in excess of 20 acres, I utilized the Win TR-55 analysis as a base, with a specific site check using the rational method (0.92 acre site).

Detention requirements are based upon the difference peak flow based upon existing and developed conditions. While flow rates are easily calculated by the Rational Method a hydrograph (total and time values of runoff produced by a storm event) between the existing conditions and fully developed conditions for the drainage are needed to calculate volume difference for total detention storage. Although detention is normally based upon a 2 year storm event (in excess of the City detention standard), the City Standard notes detention shall be "based upon a 2-year through 25-year, 24-hour return storm." which also indicates a hydrograph is required, not peak instantaneous flows typically generated by the Rational Method (thus the reason for use of a modified method). Further noted is overflow of detention basins based upon a 100-year event should be considered.

Based upon the unit hydrograph for the improved model, the flow exceeds existing system peak flow for 7 minutes on a 25 year type IA storm event. Exceedance is by 0.13 cfs. As the hydrograph at this scale is difficult to use, a simple triangle was used to calculate the storage amount which equates to a detention basin sized for 28 cubic feet. As the duration is very short, and the amount as noted is 0.5% of the overall peak flow from this mini-basin, a BMP of utilizing the planter with subsurface drainage or a rain garden would be the standard method for addressing the increase in runoff.

Detention in this specific case however is counter productive. This specific site is near the outlet of its mini-basin, and the outlet of the entire basin L consisting of over 250 acres. The peak runoff from this developed site will both be in front of the main flow from its mini-basin of 26 acres (peak discharge is prior to full basin peak, although it does increase the mini-basin peak), however the entire basin which affects the 42" CMP is much larger with a slower (delayed) peak. As this site is at the very downstream end of the basin, peak flow from this area has dissipated prior to the basin peak approaching the outlet. Detention will actually delay flows from the site- potentially adding to the delayed peak from the basin. While this is not the normal effect of detention, it is when the area you are detaining is small in relation to the overall basin and very near the point of discharge.



## SUMMARY

Attached are calculations demonstrating the expected flow rates for different conditions expected to be encountered during the development of the Jell Inc. Property. Also attached are the applicable sections of the City of Coos Bay's Storm Water Master Plan evaluating the specific drainage basin including this proposed development.


The existing drainage system is capable of handling the small increase in flow from the Jell Inc., property. The Storm Water Master Plan however notes the downstream restriction for the large basin (L) which includes this site. As noted above while my professional opinion for this specific project is that detention is counterproductive, we have no issue in providing a small detention basin based upon the effect to the minor partial basin the site is in. I do however, prior to designing (likely a rain garden or roof drain detention basin) and requiring a detention system as indicated in the City of Coos Bay's Design Standards, the actual physical effect on Basin L that providing detention does. I will also note however that based upon the size of Basin L, any effect either way is likely unmeasurable.

Based upon the information provided in the Jell Inc. analysis however, detention systems should be sized for a minimum of 28 cubic feet of detention, which can easily be accomplished if required. The most effective method would be to detain the roof drain system in this specific project. While this does not eliminate the fact the existing system is currently undersized under existing conditions, it does not exacerbate the extent of the current problem.

In summary, a simple detention system may be designed, should it be deemed necessary, in the site storm system to limit the site runoff to existing conditions based upon the proposed development.

Respectfully submitted:

Stuntzner Engineering & Forestry, LLC



Ralph Dunham, PE

Project Engineer.



WinTR-55 Current Data Description

--- Identification Data ---

User: Ralph D. Date: 3/16/2017  
 Project: Bay Cities Units: English  
 SubTitle: Garage/Office Areal Units: Acres  
 State: Oregon  
 County: Coos  
 Filename: C:\Users\Ralph\AppData\Roaming\WinTR-55\baycities total exist.w55

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
City Drain	Mixed Com/REs N	Bay City	26	83	.118
Existing B	Existing Bay Cities Dev.	Outlet	2.16	84	0.1

Total area: 28.16 (ac)

--- Storm Data ---

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	1-Yr (in)
3.5	4.3	4.8	5.4	6.0	6.5	1.75

Storm Data Source: User-provided custom storm data  
 Rainfall Distribution Type: Type IA  
 Dimensionless Unit Hydrograph: <standard>

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Storm Data

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	1-Yr (in)
3.5	4.3	4.8	5.4	6.0	6.5	1.75

Storm Data Source: User-provided custom storm data  
Rainfall Distribution Type: Type IA  
Dimensionless Unit Hydrograph: <standard>



Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period		
	2-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)
-----			
SUBAREAS			
City Drain	11.62	19.65	23.50
Existing B	1.02	1.70	2.03
REACHES			
Bay City	11.62	19.65	23.50
Down	11.62	19.65	23.49
OUTLET	12.64	21.35	25.52

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period		
	2-Yr (cfs) (hr)	10-Yr (cfs) (hr)	25-Yr (cfs) (hr)
-----			
SUBAREAS			
City Drain	11.62 7.95	19.65 7.94	23.50 7.94
Existing B	1.02 7.93	1.70 7.93	2.03 7.92
REACHES			
Bay City	11.62 7.95	19.65 7.94	23.50 7.94
Down	11.62 7.96	19.65 7.94	23.49 7.94
OUTLET	12.64	21.35	25.52

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
City Drain	26.00	0.118	83	Bay City	Mixed Com/REs N
Existing B	2.16	0.100	84	Outlet	Existing Bay Cities Dev.
Total Area:	28.16 (ac)				



Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Reach Summary Table

Reach Identifier	Receiving Reach Identifier	Reach Length (ft)	Routing Method
Bay City	Outlet	480	CHANNEL

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
-----							
City Drain							
SHEET	50	0.0300	0.150				0.076
SHALLOW	150	0.0200	0.025				0.014
CHANNEL	915	0.0520	0.013	0.78	3.00	10.590	0.024
CHANNEL	250	0.0480	0.017	3.00	3.50	17.361	0.004
						Time of Concentration	.118
							=====
Existing B							
SHEET	25	0.0600	0.240				0.048
SHALLOW	125	0.0600	0.025				0.007
CHANNEL	100	0.0500	0.013	0.78	3.00	9.259	0.003
						Time of Concentration	0.1
							=====

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Sub-Area Land Use and Curve Number Details

Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number
City Drain	Commercial & business	B	6	92
	Residential districts (1/8 acre)	B	10	85
	Residential districts (1/4 acre)	B	10	75
	Total Area / Weighted Curve Number		26	83
			==	==
Existing B	Open space; grass cover 50% to 75% (fair)	B	.4	69
	Open space; grass cover > 75% (good)	B	.39	61
	Paved parking lots, roofs, driveways	B	1.07	98
	Gravel (w/ right-of-way)	B	.3	85
	Total Area / Weighted Curve Number		2.16	84
			====	==



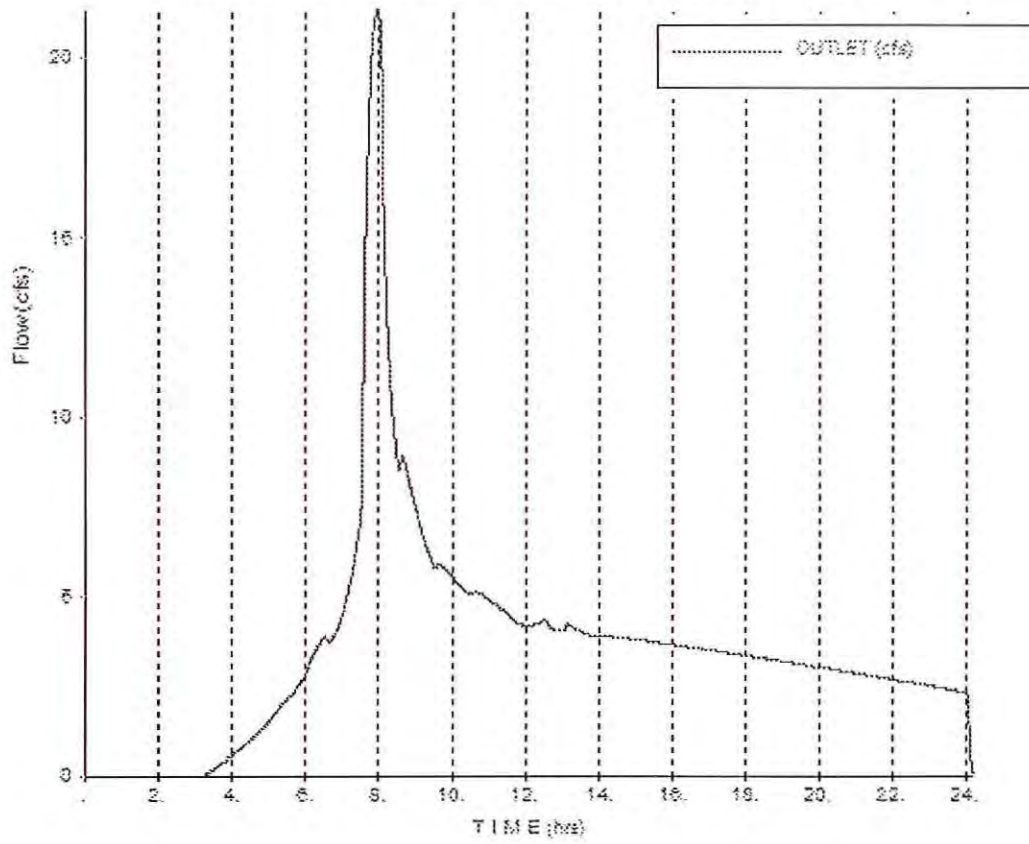
Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Reach Channel Rating Details

Reach Identifier	Reach Length (ft)	Reach Manning's n	Friction Slope (ft/ft)	Bottom Width (ft)	Side Slope
Bay City	480	0.013	0.04	1	1 :1

Reach Identifier	Stage (ft)	Flow (cfs)	End Area (sq ft)	Top Width (ft)	Friction Slope (ft/ft)
Bay City	0.0	0.000	0	1	0.04
	0.5	7.865	0.8	2	
	1.0	29.658	2	3	
	2.0	127.991	6	5	
	5.0	1081.889	30	11	
	10.0	6076.735	110	21	
	20.0	36118.589	420	41	





WinTR-55 Current Data Description

--- Identification Data ---

User: Ralph D. Date: 3/16/2017  
Project: Bay Cities Units: English  
SubTitle: Garage/Office Areal Units: Acres  
State: Oregon  
County: Coos  
Filename: C:\Users\Ralph\AppData\Roaming\WinTR-55\baycities total proposed.w55

--- Sub-Area Data ---

Name	Description	Reach	Area (ac)	RCN	Tc
City Drain	Mixed Com/REs N	Bay City	26	83	.118
Prop. BC	Existing Bay Cities Dev. Outlet		2.16	86	0.1

Total area: 28.16 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	1-Yr (in)
3.5	4.3	4.8	5.4	6.0	6.5	1.75

Storm Data Source: User-provided custom storm data  
Rainfall Distribution Type: Type IA  
Dimensionless Unit Hydrograph: <standard>

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Storm Data

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	1-Yr (in)
3.5	4.3	4.8	5.4	6.0	6.5	1.75

Storm Data Source: User-provided custom storm data  
Rainfall Distribution Type: Type IA  
Dimensionless Unit Hydrograph: <standard>



Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Watershed Peak Table

Sub-Area or Reach Identifier	Peak Flow by Rainfall Return Period		
	2-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)
-----			
SUBAREAS			
City Drain	11.62	19.65	23.50
Prop. BC	1.14	1.83	2.16
REACHES			
Bay City	11.62	19.65	23.50
Down	11.62	19.65	23.49
OUTLET	12.75	21.47	25.65

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Hydrograph Peak/Peak Time Table

Sub-Area or Reach Identifier	Peak Flow and Peak Time (hr) by Rainfall Return Period		
	2-Yr (cfs) (hr)	10-Yr (cfs) (hr)	25-Yr (cfs) (hr)
-----			
SUBAREAS			
City Drain	11.62 7.95	19.65 7.94	23.50 7.94
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Bay City	11.62 7.95	19.65 7.94	23.50 7.94
Down	11.62 7.96	19.65 7.94	23.49 7.94
OUTLET	12.75	21.47	25.65

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Sub-Area Summary Table

Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
City Drain	26.00	0.118	83	Bay City	Mixed Com/REs N
Prop. BC	2.16	0.100	86	Outlet	Existing Bay Cities Dev.
Total Area:	28.16 (ac)				



Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Reach Summary Table

Reach Identifier	Receiving Reach Identifier	Reach Length (ft)	Routing Method
Bay City	Outlet	480	CHANNEL

Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Sub-Area Time of Concentration Details

Sub-Area Identifier/	Flow Length (ft)	Slope (ft/ft)	Mannings's n	End Area (sq ft)	Wetted Perimeter (ft)	Velocity (ft/sec)	Travel Time (hr)
-----							
City Drain							
SHEET	50	0.0300	0.150				0.076
SHALLOW	150	0.0200	0.025				0.014
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Bay Cities  
Garage/Office  
Coos County, Oregon

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	Residential districts (1/8 acre)	B	10	85
	Residential districts (1/4 acre)	B	10	75
	Total Area / Weighted Curve Number		26	83
			==	==
Prop. BC	Open space; grass cover 50% to 75% (fair)	B	.4	69
	Open space; grass cover > 75% (good)	B	.39	61
	Paved parking lots, roofs, driveways	B	1.37	98
	Total Area / Weighted Curve Number		2.16	86
			====	==



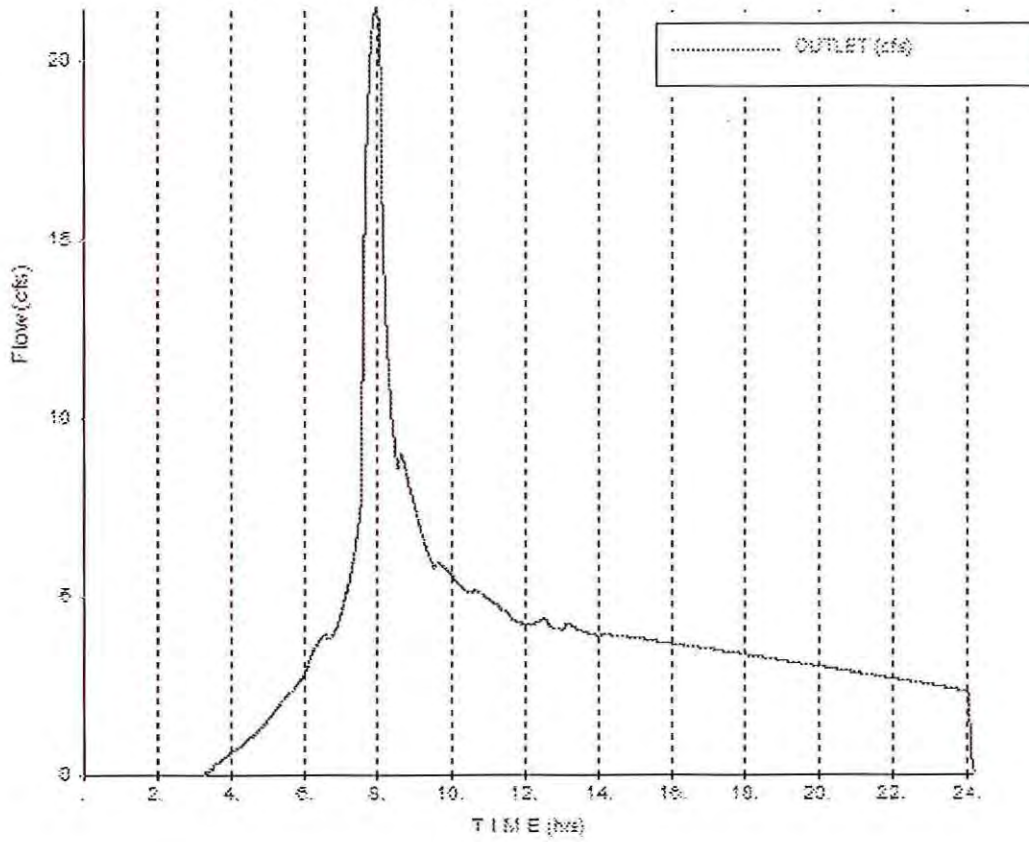
Ralph D.

Bay Cities  
Garage/Office  
Coos County, Oregon

Reach Channel Rating Details

Reach Identifier	Reach Length (ft)	Reach Manning's n	Friction Slope (ft/ft)	Bottom Width (ft)	Side Slope
Bay City	480	0.013	0.04	1	1 :1

Reach Identifier	Stage (ft)	Flow (cfs)	End Area (sq ft)	Top Width (ft)	Friction Slope (ft/ft)
Bay City	0.0	0.000	0	1	0.04
	0.5	7.865	0.8	2	
	1.0	29.658	2	3	
	2.0	127.991	6	5	
	5.0	1081.889	30	11	
	10.0	6076.735	110	21	
	20.0	36118.589	420	41	



**SITE DEVELOPMENT APPLICATION**

APPLICANT/AGENT shall provide the following information: (Please Print)

**Type of Application** (Please check all that apply):

<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Resurfacing	<input type="checkbox"/> Clearing/Grubbing
<input type="checkbox"/> Fill	<input checked="" type="checkbox"/> Paving	<input type="checkbox"/> Other _____	

1. 3025 OCEAN BLVD 251321CA TL 5801 C  
 Address Lot/Parcel # Current Zoning

2. BAY CITIES AMB. 3505 OCEAN BLVD 541-266-4300  
 Applicant Address Phone Email

**Check if Applicant is Property Owner**  
 (if applicant is not property owner provide proof that applicant is the duly authorized representative)

3. JEHL, INC DBA BAY CITIES  
 Property Owner (if different) Address Phone Email

4. \_\_\_\_\_  
 Contractor (if applicable) Address Phone Email CCB#

5. STURTENER ENG 701 S. 4TH COOS BAY 267-2872 ralph.helms@sturtener.com  
 Engineer (if applicable) Address Phone Email

**Detailed Description**

Include specific location, materials, and size/dimensions. Attach additional page if needed.

SITE WILL INCLUDE EXCAVATION FOR FOOTINGS, AND EXTENSION  
OF UTILITIES. SITE WAS PREVIOUSLY GRADED, LEFT ± 6" LOW OF  
FINAL GRADES, THEREFORE ROCK, CONCRETE, AC ARE "FILL"  
PLUS ± 5CY OF IMPORTED TOPSOIL & BARK FOR LANDSCAPING.

**Project Site Plan**

Attach additional page with the project site plan. Plan must be drawn to scale and include the following:

<input type="checkbox"/> north arrow	<input type="checkbox"/> property lines	<input type="checkbox"/> structures	<input type="checkbox"/> sewer lines
<input type="checkbox"/> topography/contour lines	<input type="checkbox"/> erosion control (temporary)	<input type="checkbox"/> erosion control (permanent)	<input type="checkbox"/> drainage
<input type="checkbox"/> limits of grading	<input type="checkbox"/> cross-section(s)	<input type="checkbox"/> project limits	

**Grading/Paving/Resurfacing**

Material Type/Composition ASPHALTIC CONCRETE Quantity 76 CY

**Excavation**

Volume of Excavation 22 cubic yards Maximum Depth 8" feet / inches

Will all material be redistributed on the property?  YES  NO

If no, site receiving excavated material \_\_\_\_\_

Route to site receiving excavated material. Attach map if needed. A heavy haul permit may be required, including a bond listing the City of Coos Bay as the recipient. \_\_\_\_\_



Fill

Volume of Fill 158 cubic yards      Maximum Depth 5'' feet / inches  
Any fill over 12" in depth requires a Geotechnical Engineering report prior to approval of permit application.

Type of Fill AGG IMPORT

Start Date UPON PLANNING APPROVAL      Expected Completion Date \_\_\_\_\_

Site providing fill material KOOSTOME ROCK QUARRY

Route from site providing fill material. Attach map if needed. A heavy haul permit may be required, including a bond listing the City of Coos Bay as the recipient.

ROUTE IS KENTUCK LN TO EASTBAY DR, TO U.S. 101, TO HIGHWAY 240,  
TO OCEAN BLVD TO SITE.

Floodplain

Are any of the above sites located in the floodplain?  YES  NO. If yes, the project must comply with Coos Bay Municipal Code Chapter 17.195, Flood Damage Prevention. A pre-elevation certificate is required prior to placing any fill material, and a post-elevation certification is required prior to the final inspection. Elevation certifications may also be required during construction.

**EXCAVATION, GRADING, AND FILL REQUIREMENTS**

The following conditions must be adhered to:

CONDITIONS:

Each application for a grading permit shall be accompanied by a plan in sufficient clarity to indicate the nature and extent of the work.

1. Any proposed change in the approved plans for the excavation and fill must be reviewed and approved by the Public Works and Development Department prior to implementation.
2. All fill slopes must be maintained so as not to exceed one unit vertical in two units horizontal (2:1). The toe of a fill must be setback from property boundaries at least one-half the height of the fill with a minimum of 2 feet and a maximum of 20 feet. Where a fill slope is to be located near the site boundary and the adjacent off-site property is developed, special precautions shall be incorporated in the work as the Public Works Director deems necessary to protect the adjoining property from damage as a result of such grading. These precautions may include but are not limited to: a) Additional setbacks, b) Provision for retaining or slough walls, c) Mechanical or chemical treatment of the fill slope surface to minimize erosion, and d) Provisions for the control of stormwater runoff.
3. All cut slopes shall be no steeper than 1 unit vertical in 2 units horizontal (50% slope) unless a geotechnical engineering report is submitted which justifies a steeper slope can be safely constructed and will not create a hazard to adjoining public or private property. The top of cut slopes shall not be made nearer to a site boundary line than one fifth of the vertical height of cut with a minimum of 2 feet and a maximum of 10 feet. The setback may need to be increased for any required interceptor drains.
4. Surface vegetation and topsoil must be grubbed to a depth of approximately six inches (6") prior to placement of fill material.
5. All existing vegetation must be removed from areas designated to receive fill prior to placing the fill.
6. All material used as fill shall be free of organic material in an amount which could be detrimental to the stability of the fill. The fill material must also be free of any rock or similar irreducible material with a maximum dimension greater than twelve inches (12").
7. The fill material shall be graded and compacted to at least 90% of maximum density as determined by the ASTM D1557 (Modified Proctor) test method in lifts which do not exceed one foot in depth.
8. The disturbed area shall be stabilized to prevent erosion of the site once the project is completed. Stabilization of the disturbed area can be accomplished by utilizing vegetative plantings, seeding, or other city approved measures. The planting or seeding shall be completed within 30 days from the date the filling is finished. Said stabilization must be approved by the City and 75% established as part of the final inspection.
9. Temporary stabilization measures are required prior to the final inspection until permanent stabilization measures are established.
10. In order to avoid creating unreasonable noise in the residential zone, work may only be done between the hours of 7:00 a.m. and 6:00 p.m.; however, at no time should noise be allowed to unreasonably annoy, disturb, injure, or endanger the comfort, repose, health, safety or peace of others.



11. It is the responsibility of the applicant to obtain all required environmental permits from the appropriate regulatory agency prior to commencement of construction. City approval of the site development permit does not authorize applicant to proceed forward with permitted actively without regulatory approval. Regulatory agency approval can include but is not limited to Department of State Lands, Department of Environmental Quality, Army Corps of Engineers, Fish and Wildlife, etc..
12. A heavy hauling permit will / will not be required. **If a heavy hauling permit will be required, a bond listing the City of Coos Bay as the recipient is required. The amount of bond required for this project BEFORE work is permitted to begin is \$\_\_\_\_\_.** The bond is to cover any damage to the existing infrastructure in the right of way.
13. This permit does not include or authorizes any work performed in the right of way. A separate permit and prior approval is required before work can be performed in the right of way.

**RESPONSIBILITY**

This permit becomes null and void if work or construction authorized is not commenced within 180 days, or if construction or work is suspended or abandoned for a period of 180 days at any time after work is commenced.

I/We hereby certify that I/we have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be complied with whether specified herein or not. The granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction. The undersigned agrees to execute the work in conformity to the above description of work, the accompanying plans, Engineering standards and specifications, of the City of Coos Bay, Oregon.

As the owner/authorized agent, I state that I have read and understand the conditions for this permit. I further agree to comply with the City's standards and ordinance requirements. I further state that this permit is for the purpose stated and no other. I understand that I am responsible for the quality of work and the liability resulting for said work.

  
 \_\_\_\_\_  
 SIGNATURE of OWNER/ AUTHORIZED AGENT

4/10/17  
 \_\_\_\_\_  
 DATE

RALPH DUNHAM  
 \_\_\_\_\_  
 PRINT NAME

**\*\*Owner/authorized agent must sign that the conditions and requirements have been read and understood.**

**FEE CALCULATION**

		<b>Permit Fee</b>	
_____ total cubic yards		50 cu yd or less	\$25.58
		51 -100 cu yd	\$64.11
		101 -1,000 cu yd	\$77.07 for the first 100 cu yd + \$18.07 for each additional 100 cu yd or fraction thereof
Permit fee	\$ _____	1,001 -10,000 cu yd	\$239.70 for the first 1,000 cu yd + \$15.35 for each additional 1,000 cu yd or fraction thereof
Plan check fee (65% of permit fee)	\$ _____	10,001 - 100,000 cu yd	\$377.85 for the first 10,000 cu yd + \$49.79 for each additional 10,000 cu yd or fraction thereof
Technology fee (5%)	\$ _____	More than 100,000 cu yd	\$825.96 for the first 100,000 cu yd + \$4.27 for each additional 100,000 cu yd or fraction thereof
TOTAL	\$ _____		

Per City of Coos Bay Resolution 17-03, a 5% Technology Fee will be assessed on all permit and plan review fees.



# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

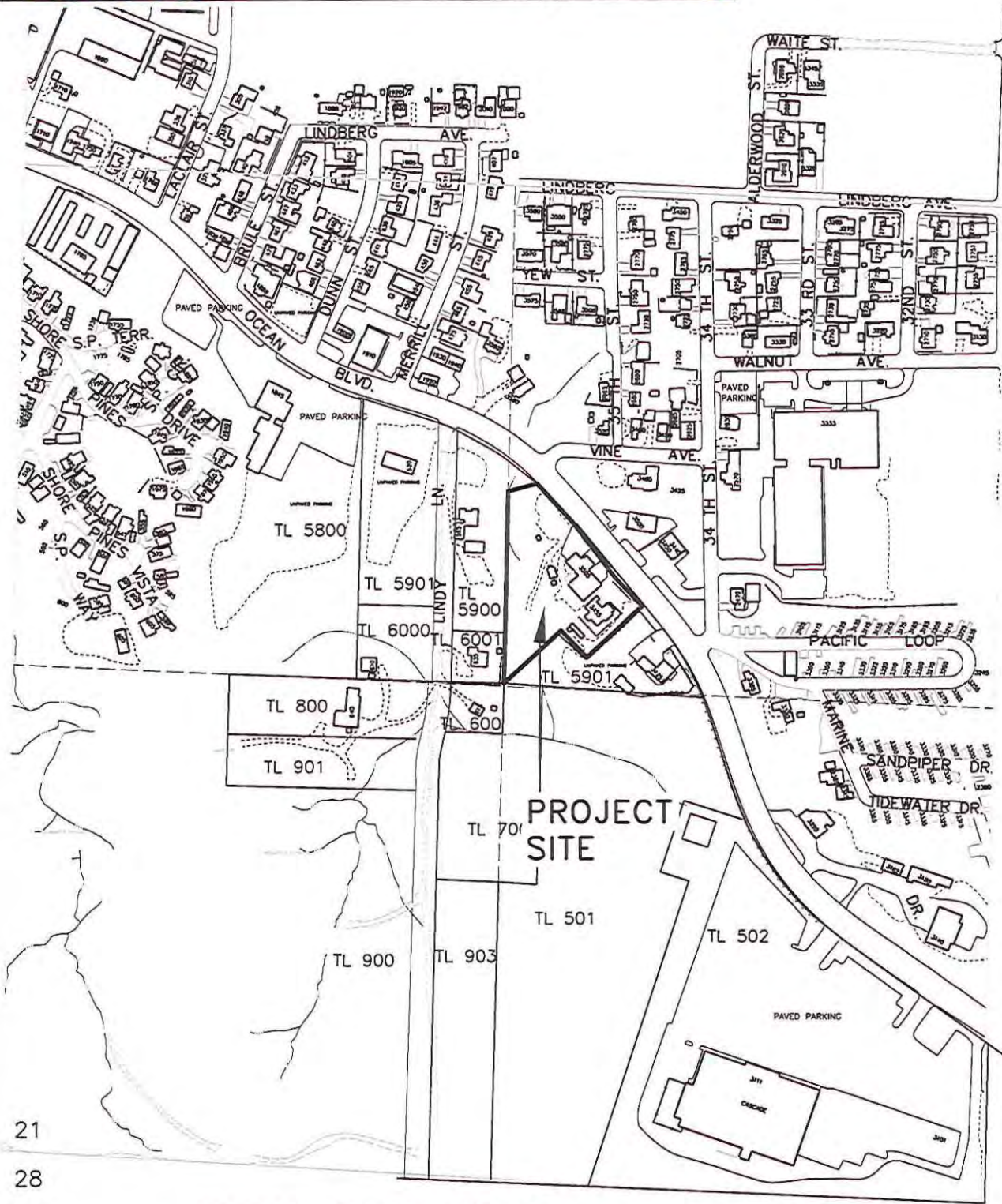
NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR



## SITE PLAN APPLICATION

3505 OCEAN BLVD SE, COOS BAY, OR. 97420

OWNER:  
JEHL LLC  
5474 NE DAWSON CREEK RD  
HILLSBORO, OR 97124  
(541) 266-4355



### SHEET INDEX

- 1- TITLE/VICINITY
- 2- PROPERTY BOUNDARIES
- 3- EXISTING SITE PLAN
- 4- EXISTING UTILITY PLAN
- 5- SITE DEVELOPMENT PLAN
- 6- NORTH/SOUTH ELEVATIONS
- 7- EAST/WEST ELEVATIONS
- 8- LIGHTING PLAN
- 9- LANDSCAPING PLAN

PROPOSED PROJECT LOCATED  
ON TL 5801  
PROPERTY INCLUDES:  
TL 5800, 5801, 5802 & 5900  
T25S, R13W, SECTION 21 CA



705 S. 4TH ST.  
P.O. BOX 118  
COOS BAY, OREGON 97420  
PHONE: (541) 267-2872  
FAX: (541) 267-0588  
www.stuntzner.com  
Engineering - Land Surveying - Forestry - Land Planning - Water Rights

JOB #: 116-2-043	PREPARED FOR:	BAY CITIES AMBULANCE
DATE: JAN 2017		3505 OCEAN BLVD
DRAWN BY: AER		COOS BAY, OR 97420
CHECKED BY: RED	FILE NAME: Site Plan Application RED.dwg	SHEET 1 OF 9



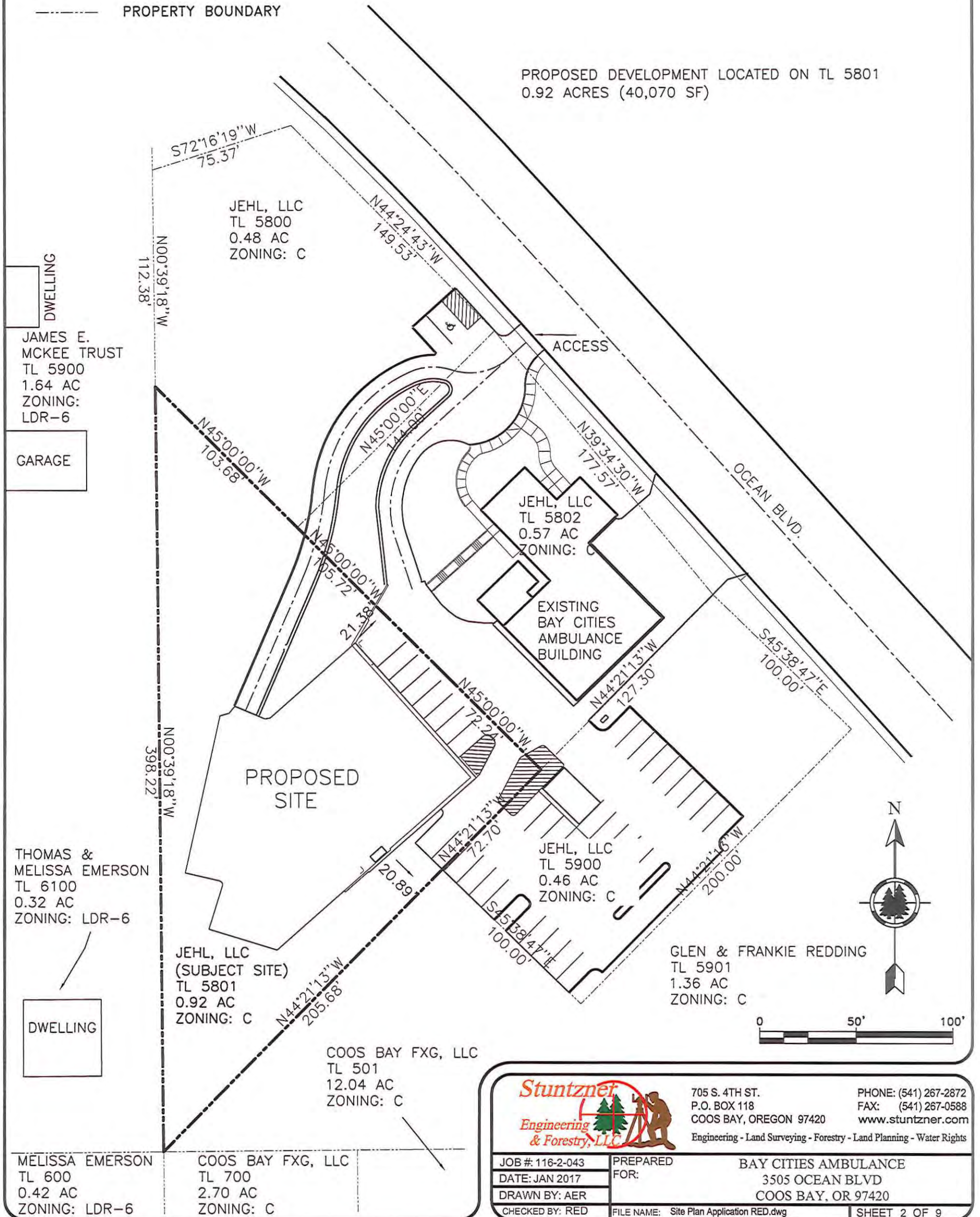
# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION PROPERTY BOUNDARY EXHIBIT

- STM — STORMWATER
- H2O — WATERLINE
- CB □ CATCH BASIN
- PP ○ POWER POLE
- WM □ WATER METER
- BFP □ BACKFLOW PREVENTER
- MH ○ MANHOLE
- ROAD CENTERLINE
- PROPERTY BOUNDARY

PROPOSED DEVELOPMENT LOCATED ON TL 5801  
0.92 ACRES (40,070 SF)



705 S. 4TH ST.  
P.O. BOX 118  
COOS BAY, OREGON 97420  
PHONE: (541) 267-2872  
FAX: (541) 267-0588  
www.stuntzner.com  
Engineering - Land Surveying - Forestry - Land Planning - Water Rights

JOB #: 116-2-043	PREPARED FOR:	BAY CITIES AMBULANCE
DATE: JAN 2017		3505 OCEAN BLVD
DRAWN BY: AER		COOS BAY, OR 97420
CHECKED BY: RED	FILE NAME: Site Plan Application RED.dwg	SHEET 2 OF 9



# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION EXISTING SITE

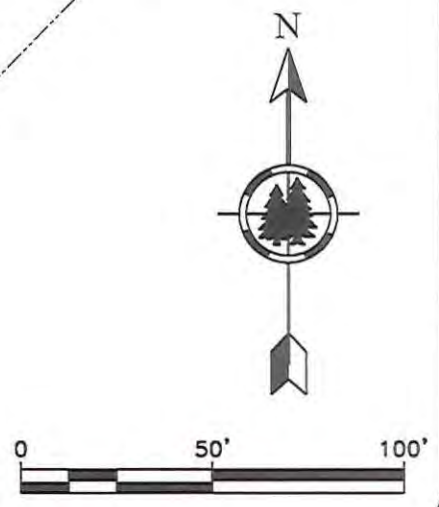
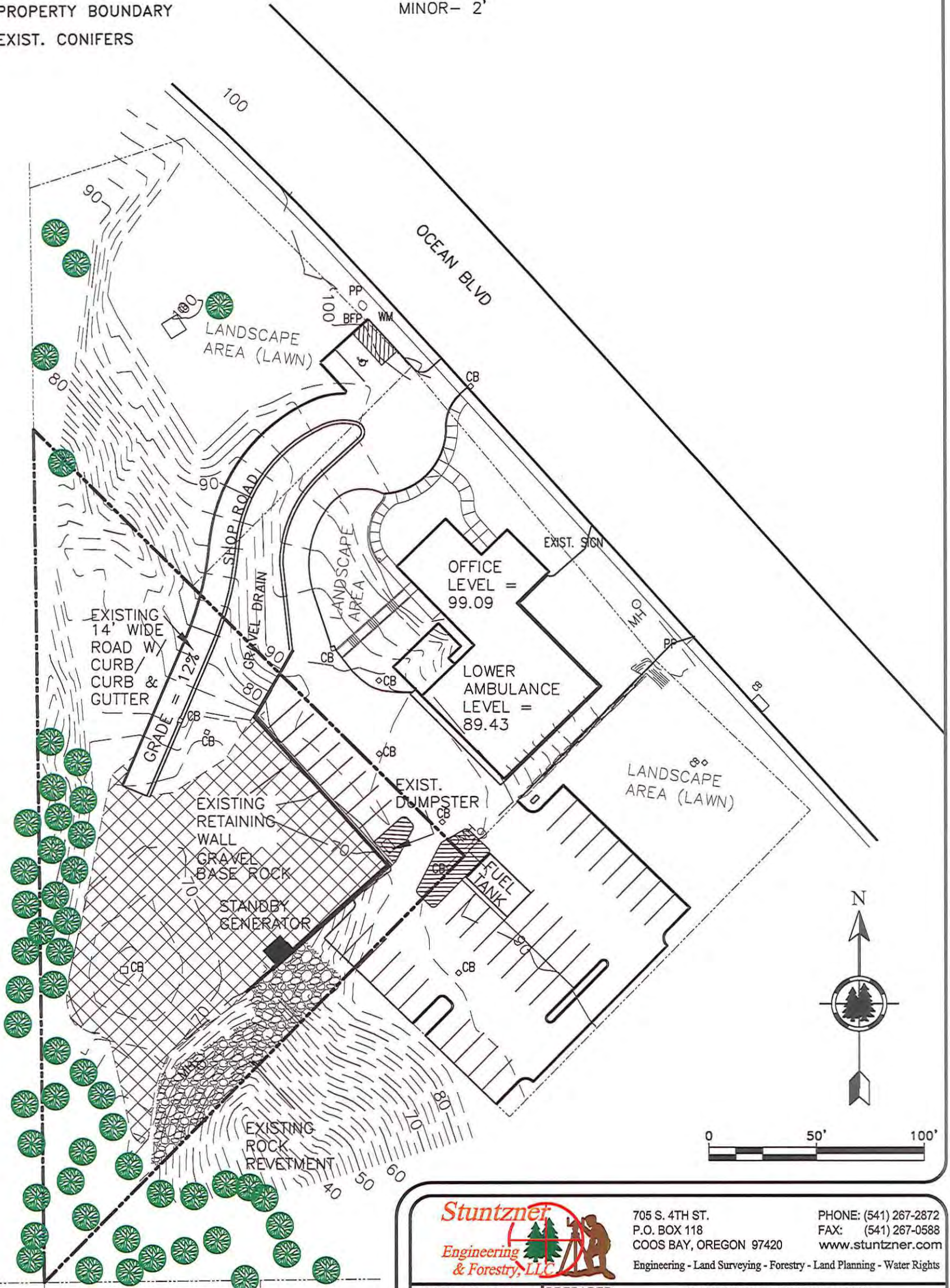
TOTAL SITE AREA= 40075 SQ. FT

TOTAL LANDSCAPING= 10158 SQ. FT

AREA OF SITE= 0.92 AC OR 40075 SQ. FT

CONTOUR INTERVALS:  
MAJOR- 10'  
MINOR- 2'

- STM — STORMWATER
- H2O — WATERLINE
- CB □ CATCH BASIN
- PP ○ POWER POLE
- WM □ WATER METER
- BFP □ BACKFLOW PREVENTER
- MH ○ MANHOLE
- ROAD CENTERLINE
- PROPERTY BOUNDARY
- 🌲 EXIST. CONIFERS



		705 S. 4TH ST. P.O. BOX 118 COOS BAY, OREGON 97420 Engineering - Land Surveying - Forestry - Land Planning - Water Rights	PHONE: (541) 267-2872 FAX: (541) 267-0588 www.stuntzner.com
JOB #: 116-2-043 DATE: JAN 2017 DRAWN BY: AER CHECKED BY: RED	PREPARED FOR: BAY CITIES AMBULANCE 3505 OCEAN BLVD COOS BAY, OR 97420	FILE NAME: Site Plan Application RED.dwg SHEET 3 OF 9	



# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION EXISTING/PROPOSED UTILITIES PLAN

- STM — STORMWATER
- H2O — WATERLINE
- CB □ CATCH BASIN
- PP ○ POWER POLE
- WM □ WATER METER
- BFP □ BACKFLOW PREVENTER
- MH ○ MANHOLE
- - - ROAD CENTERLINE
- - - PROPERTY BOUNDARY

NOTE:  
ALL NECESSARY UTILITIES EXIST ON SITE.  
WASTEWATER SHALL BE PUMPED (2" EXIST FM)  
ROOF DRAINS TO BE PIPED TO EXISTING STORM  
ELECTRICAL, CATV & FUEL EXISTS TO SITE  
WATER EXISTS TO SITE.  
3 FIRE HYDRANTS WITHIN 500 FEET OF SITE (N.W.E)  
CLOSEST FIRE HYDRANT 360 FEET FROM PROP. STR.  
LAY-IN LENGTHS HOWEVER 500-650'.

TIES TO  
18" PUBLIC

TIES TO  
15" PUBLIC

24" HDPE STORM SEWER PIPE

ACCESS

OCEAN BLVD

EXISTING  
BAY CITIES  
AMBULANCE  
BUILDING



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# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION PROPOSED IMPROVEMENTS PLAN

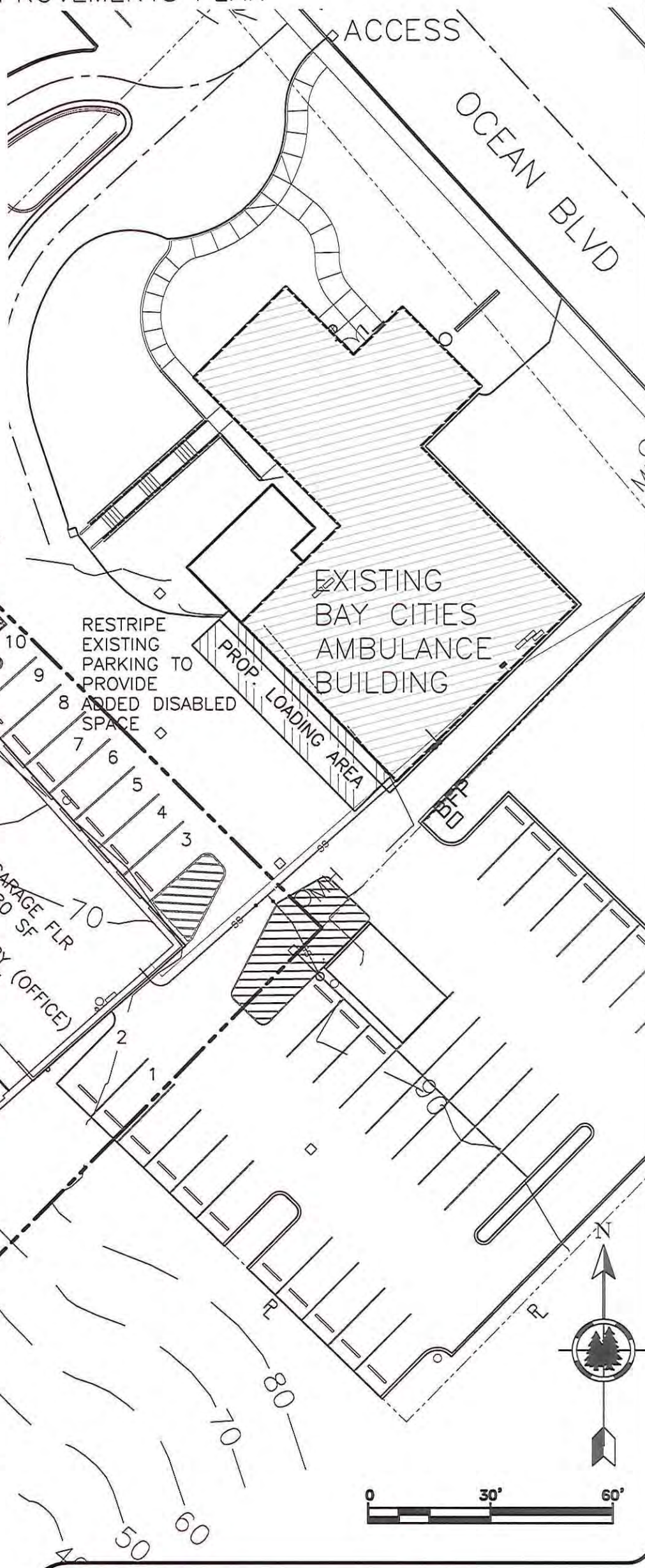
80'  
AREA OF SITE = 0.92 AC OR 40075 SQ FT

BUILDING AREA = 4700 SQ FT  
11.8% OF SITE

IMPERVIOUS AREA = 13,592 SQ FT  
33.9% OF SITE

LANDSCAPING AREA = 11,500 SQ FT  
29% OF SITE (15% REQ'D)

PARKING SPACES = 26 REQ'D  
23 PARKING SPOTS (EXTERIOR)  
1-10 EXISTING  
12-23 CONSTRUCT  
2 HANDICAPPED (1-EA)  
8 INTERIOR (GARAGE)



NOTE:  
SANITARY SEWER EXIST. 2" PRESSURE  
LINE, BUILDING WILL BE PUMPED.



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JOB #: 116-2-043

DATE: MAR 2017

DRAWN BY: AER

CHECKED BY: RED

PREPARED FOR:

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3505 OCEAN BLVD  
COOS BAY, OR 97420

FILE NAME: Site Plan Application RED.dwg

SHEET 5 OF 9



# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

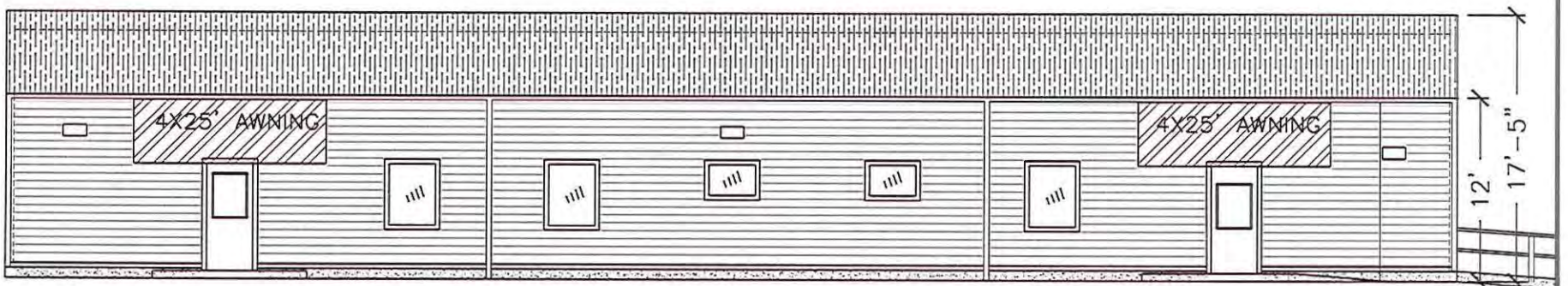
NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION



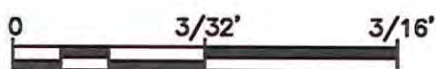
### SOUTH ELEVATION

STRUCTURE COLORS:  
 MANSARD: CHARCOAL  
 MAIN BODY: LIGHT GRAY  
 TRIM: WHITE  
 MATCHES EXIST STRUCTURE



### NORTH ELEVATION

GENERAL EXTERIOR MATERIALS:  
 MANSARD: METAL CAP & VERT. SIDING  
 MAIN WALLS: HARDI-PLANK  
 TRIM: 4" & 6" CEDAR OR MAN. CEDAR IMITATION.  
 WINDOWS: WHITE VINYL, MIXTURE OF SINGLE HUNG, FIXED AND CASEMENT. CASEMENT ON SOUTH EXPOSURE.  
 ROOF: SINGLE PLY MEMBRANE.



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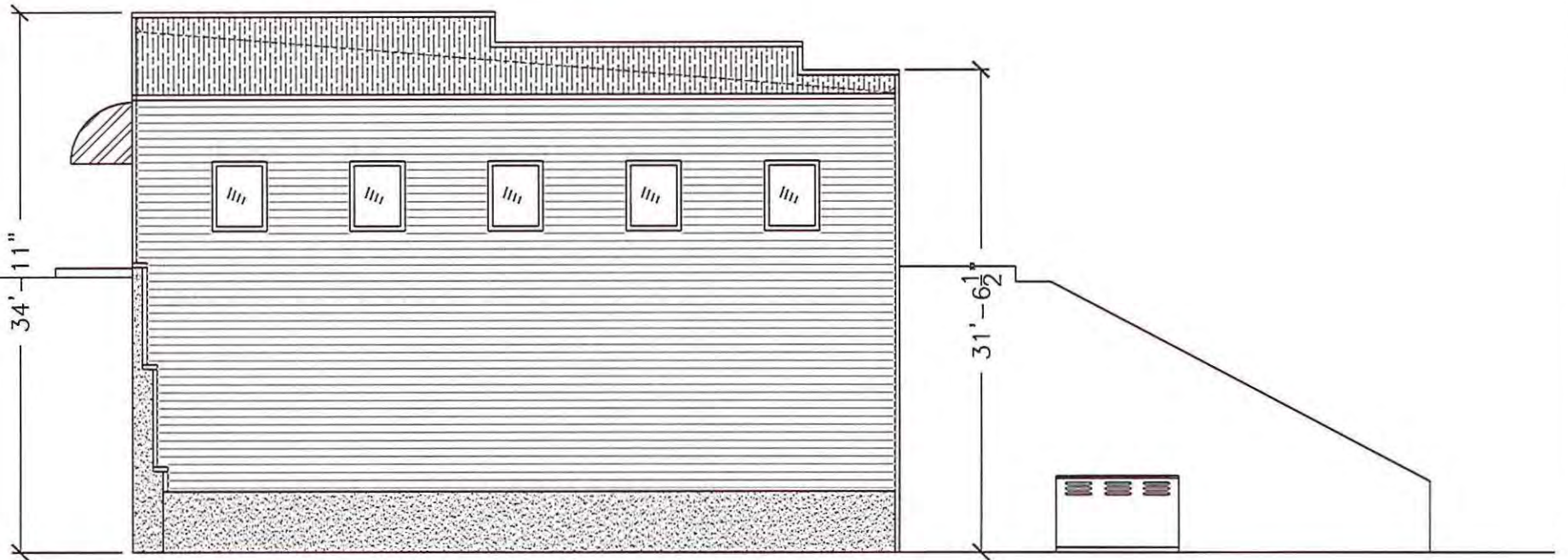
JOB #: 116-2-043	PREPARED FOR:	BAY CITIES AMBULANCE
DATE: FEB. 2017		3505 OCEAN BLVD
DRAWN BY: AER		COOS BAY, OR 97420
CHECKED BY: RED	FILE NAME: ELEVATIONS.dwg	SHEET 6 OF 9



# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

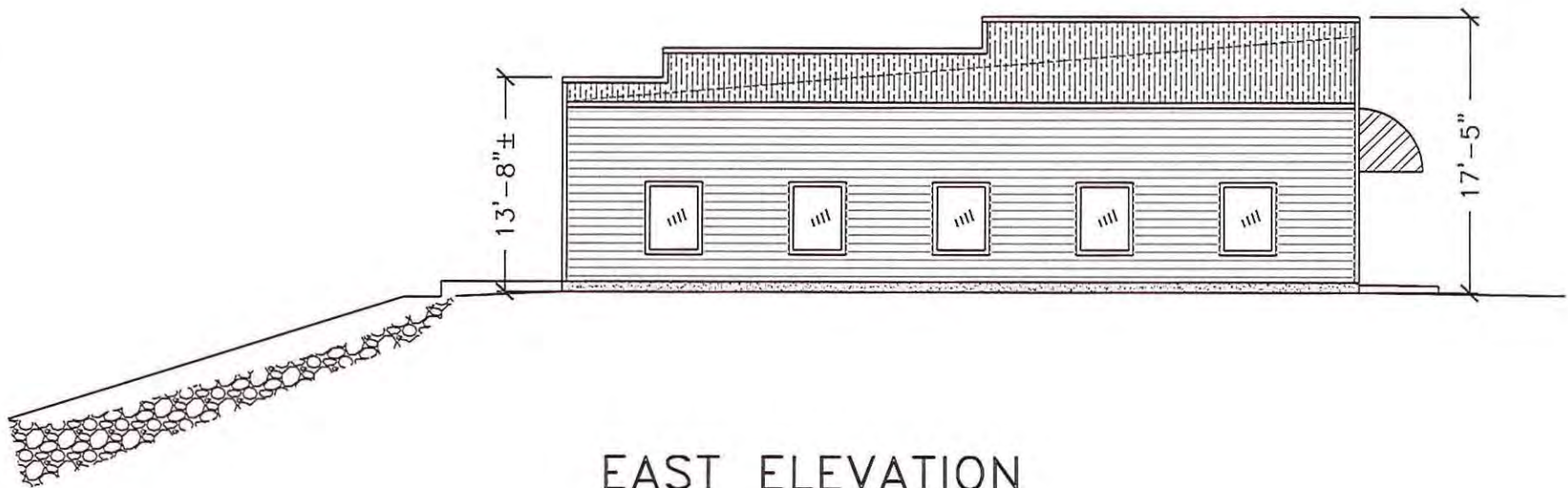
NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION



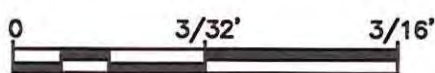
### WEST ELEVATION

STRUCTURE COLORS:  
 MANSARD: CHARCOAL  
 MAIN BODY: LIGHT GRAY  
 TRIM: WHITE  
 MATCHES EXIST STRUCTURE



### EAST ELEVATION

GENERAL EXTERIOR MATERIALS:  
 MANSARD: METAL CAP & VERT. SIDING  
 MAIN WALLS: HARDI-PLANK  
 TRIM: 4" & 6" CEDAR OR MAN. CEDAR IMITATION.  
 WINDOWS: WHITE VINYL, MIXTURE OF SINGLE HUNG, FIXED AND CASEMENT.  
 CASEMENT ON SOUTH EXPOSURE.



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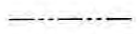
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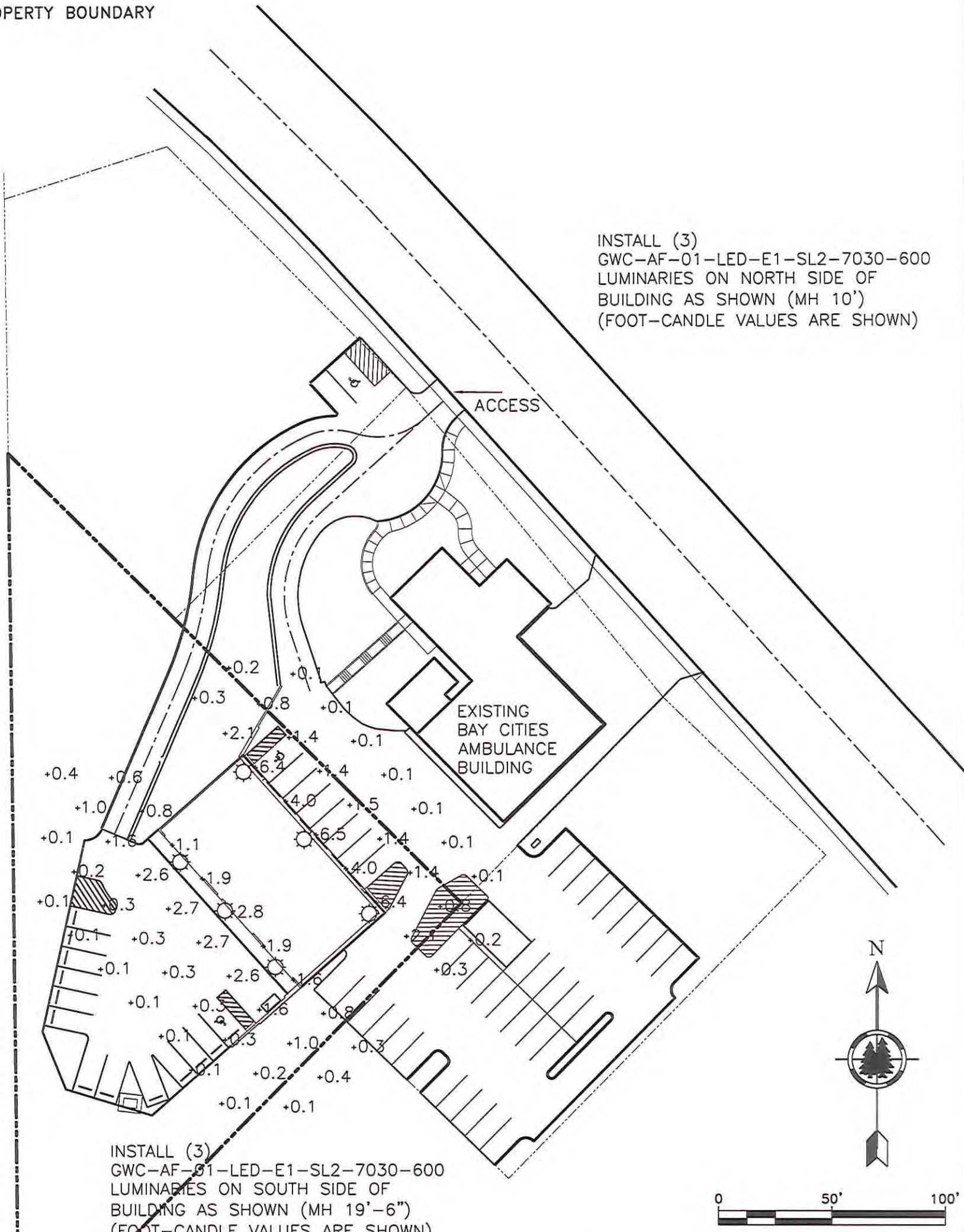


# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## SITE PLAN APPLICATION SITE PHOTOMETRICS (LIGHTING)

-  LUMINARY
-  ROAD CENTERLINE
-  PROPERTY BOUNDARY



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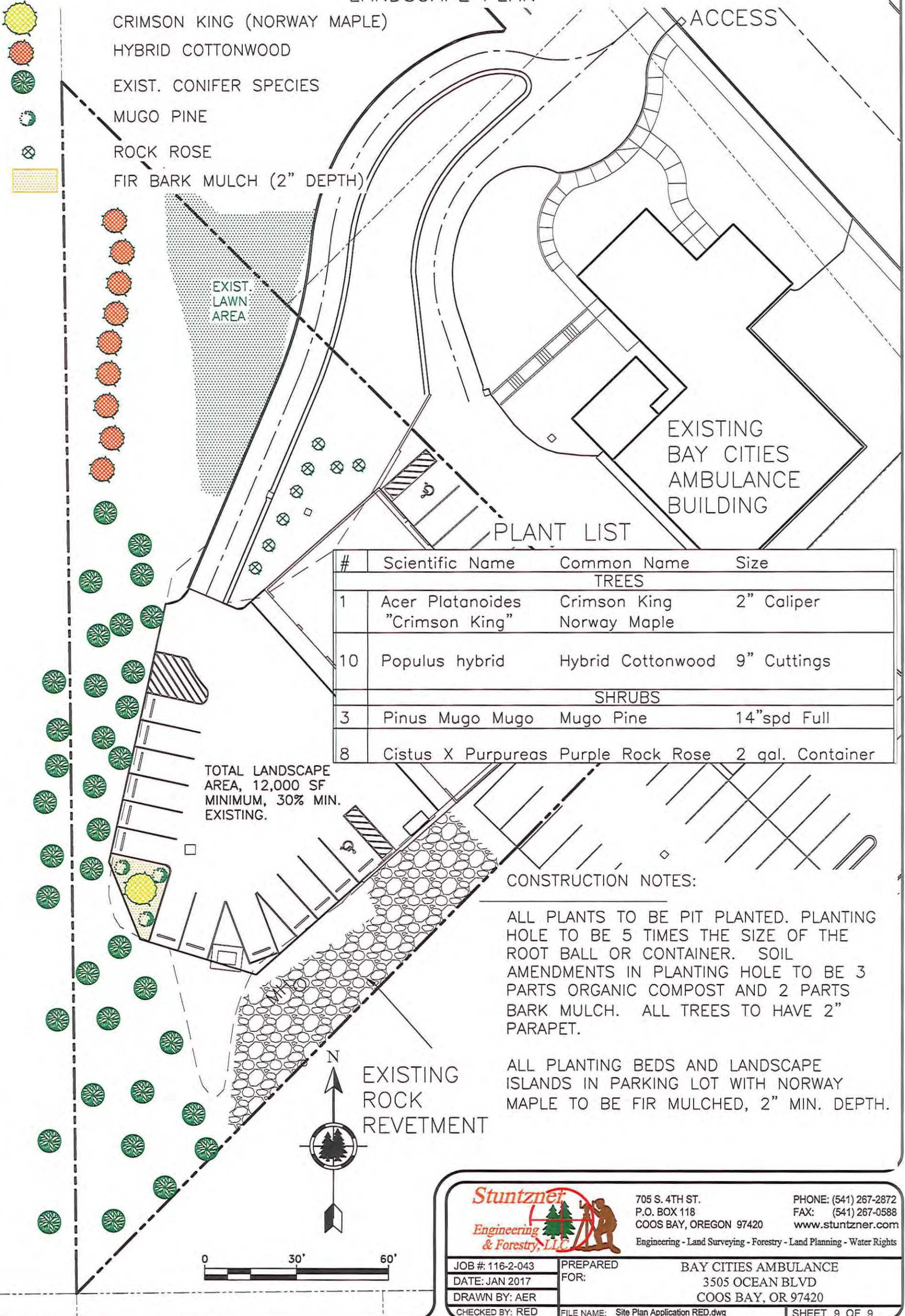
# BAY CITIES AMBULANCE PROPOSED MAINTENANCE GARAGE

NW 1/4 OF SW 1/4, SEC 21 T25S R13W, W.M. COOS COUNTY, OR

## LEGEND

-  CRIMSON KING (NORWAY MAPLE)
-  HYBRID COTTONWOOD
-  EXIST. CONIFER SPECIES
-  MUGO PINE
-  ROCK ROSE
-  FIR BARK MULCH (2" DEPTH)

## SITE PLAN APPLICATION LANDSCAPE PLAN



EXIST. LAWN AREA

EXISTING BAY CITIES AMBULANCE BUILDING

### PLANT LIST

#	Scientific Name	Common Name	Size
TREES			
1	Acer Platanoides "Crimson King"	Crimson King Norway Maple	2" Caliper
10	Populus hybrid	Hybrid Cottonwood	9" Cuttings
SHRUBS			
3	Pinus Mugo Mugo	Mugo Pine	14"spd Full
8	Cistus X Purpureas	Purple Rock Rose	2 gal. Container

TOTAL LANDSCAPE AREA, 12,000 SF  
MINIMUM, 30% MIN. EXISTING.

### CONSTRUCTION NOTES:

ALL PLANTS TO BE PIT PLANTED. PLANTING HOLE TO BE 5 TIMES THE SIZE OF THE ROOT BALL OR CONTAINER. SOIL AMENDMENTS IN PLANTING HOLE TO BE 3 PARTS ORGANIC COMPOST AND 2 PARTS BARK MULCH. ALL TREES TO HAVE 2" PARAPET.

ALL PLANTING BEDS AND LANDSCAPE ISLANDS IN PARKING LOT WITH NORWAY MAPLE TO BE FIR MULCHED, 2" MIN. DEPTH.

EXISTING ROCK REVETMENT



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