

**CITY OF BANDON, OREGON
MINUTES**



**Planning Commission Special Meeting, November 2, 2023
City Hall Council Chambers, 555 Highway 101, Bandon, OR 97411
Livestreamed via Zoom Meetings and on Facebook**

COMMISSIONERS PRESENT:

Bill Frey, Commissioner
Sally Jurkowski, Vice Chair
Gordon Norman, Commissioner
Tom Orsi, Commissioner
Catherine Scobby, Commissioner
Gerald "Bear" Slothower, Chair
Donald Starbuck, Commissioner

STAFF PRESENT:

Torrey Contreras, City Manager
Shala Kudlac, City Attorney
June Hinojosa, City Recorder
Dana Nichols, Planning Director
Nicolette Cline, Planning Assistant
Richard Taylor, Minutes Clerk

1.0 CALL TO ORDER/ROLL CALL

Slothower called the meeting to order at 7:00 p.m. Roll Call was taken as indicated above.

2.0 HEARINGS

2.1 DELIBERATION & DECISION: 23-045, Request for approval of a Conditional Use Permit to construct a new resort - 110 room hotel, two restaurant spaces, meeting rooms, and spa, as well as 32 villas/suites; request for approval of a variance to certain height restrictions and plan review for commercial design standards, parking, and signage.

Regarding the height of buildings on the Gravel Point development, Orsi found very few public comments that voiced concerns. Only one letter opposed the variance for the main hotel's height. Orsi favored granting approval and recognized that the hotel's flat "green roof" contributed to the potential LEED (Leadership in Energy and Environmental Design) gold certification.

Scobby, Jurkowski, and Norman concurred. Frey agreed with the height variance in spite of elevator overruns that he felt pushed the height to 40 feet. Starbuck approved and noted that the flat roof might fare better in high winds than a 3:12 pitch. Slothower pointed out that the requested height variance was to accommodate parking under the hotel, reducing pavement on the property.

Regarding lights on the property Slothower thought the applicant had addressed concerns by lowering them and ensuring they faced downward. Nichols stated that the applicant proposed a dark-sky compliant illumination plan. Starbuck suggested softer off-white lighting.

Addressing the RV (recreational vehicle) parking requirement, Frey was comfortable with the applicant's proposal to use regular parking spaces as overflow for RVs with only two dedicated RV spaces. Norman thought the need for RV spaces would be hard to determine, but he favored requiring four or five. Jurkowski accepted the applicant's solution but understood the concerns. Scobby agreed but noted there had been discussion of a lease for overflow parking at a nearby church. Orsi was confident the development could handle its parking needs.

Frey wondered if the City might consider "No Parking" signs along parts of Carter Avenue and Lincoln Avenue where visitors to Gravel Point might try to park RVs. Nichols indicated there were streets in Old Town where RV parking was prohibited. The Staff Report included a condition that called for increasing the number of regular spaces to enable the required eight RV stalls.

Since local residents worried that vehicles would enter Gravel Point from Carter Avenue and Lincoln Avenue, causing excess traffic in the residential neighborhood, Orsi wondered if those concerns could be addressed by posting signage. A report from Parametrix had explained that GPS (global positioning system) driving directions would not send people onto Lincoln and Carter.

Norman understood that the City had requested Carter Avenue to be open for emergency access. Jurkowski felt it would be safer to have more than one access point. Nichols stated that the section of Carter Avenue at the entrance to the project on Beach Loop Drive might be renamed when the existing platted streets were vacated.

Focusing on the volume of traffic, Frey disagreed with the Parametrix traffic study, believing it underestimated the impact of the project on Beach Loop Drive, considering the potential number of guests, diners, employees, conferencegoers, delivery and service vehicles, and visitors on any day.

Starbuck already saw a lot of construction traffic on Beach Loop Drive, Seabird Drive, 11th Street, and elsewhere, due to residential construction as vacant parcels were developed. He saw Beach Loop as providing the best access for Gravel Point. He noted that by clearing the gorse, PERK Development had shown there was a lot of good real estate north of Carter Avenue.

Orsi observed from his experience that single-family homes created more traffic than resort developments. Frey countered that guests at Gravel Point were likely to come and go in their vehicles to enjoy Old Town, golf, and destinations up and down the coast, creating more traffic. To Norman, it did not make sense that Beach Loop Drive could handle the increased traffic.

Scobby was concerned about the pedestrian/vehicle interactions on Beach Loop, especially with the lack of sidewalks and bike paths. She thought the traffic analysis missed local nuances such as Circles in the Sand.

Nichols noted that Staff had recommended a condition of approval requiring the applicant to submit a construction traffic mitigation plan. Scobby wondered if there would be mitigation for construction dust, especially with the project's sandy location.

Slothower pointed out that there were regulations everywhere requiring construction crews to mitigate mud and dust, and from experience he knew that big projects were conducted more responsibly than individual home construction.

Nichols informed the Commissioners of several conditions normally included in the Zoning Compliance process that had been added to the Conditional Use approval for this project, including erosion control and measures to prevent tracking of soil and debris and to keep City streets clean.

Scobby wanted the developer to install sidewalks along the project's portion of Beach Loop Drive. Nichols said there was a condition requiring the applicant to sign a non-remonstrance agreement regarding a future Local Improvement District (LID), and the City was formulating a pathway project for Beach Loop Drive, so sidewalk development should wait for the City's plans.

Frey believed the Commission had the authority to deny this CUP (Conditional Use Permit) if it did not think the public streets had adequate capacity for the proposed development. This was confirmed by Nichols.

Norman stated that Gravel Point would be a wonderful project if the applicant followed through with all of the goals and promises, but he thought it was in the wrong location.

Nichols pointed out that Staff had included a condition of approval that required all streets with vehicular access in the project that were on City rights-of-way to remain open to the public and built to full City standards, unless modified by the City Council.

Frey agreed that roads should be public unless they were specific to maintenance requirements. Jurkowski, Slothower, Orsi, Scobby, and Norman voiced agreement.

Based on the Commission's deliberations, Nichols recommended additional language requiring a photometric study to be conducted to ensure lighting would address the impact on adjacent properties and requiring all lighting to be dark sky compliant. It was also advised that the height variance be conditioned on the gold LEED certification.

Starbuck moved to approve Conditional Use Permit Application 23-05 with the conditions of approval as written and amended. Jurkowski seconded the motion, which carried by roll call vote (4:2):

- AYES: Jurkowski, Orsi, Scobby, Starbuck
- NAYS: Frey, Norman
- NOT VOTING: Slothower
- ABSENT: None

3.0 ADJOURN

Slothower adjourned the meeting at 7:56 p.m.