
FW: City of Bandon - Traffic Intersection / Impact Clarification

Brett Perkins <brett@perkdevelopmentgroup.com>

Mon, Oct 2, 2023 at 2:54 PM

To: Alex Atchison <AAtchison@parametrix.com>, Darren Sandeno <dsandeno@parametrix.com>, Sheri McGrath <cooscurry@gmail.com>, "cbell@dlrgroup.com" <cbell@dlrgroup.com>, "mgiles@dlrgroup.com" <mgiles@dlrgroup.com>, Matt Winkel <mattwinkel@outlook.com>

All,

See below and attached. This shows that 2021 was the highest year in recent memory.

BRETT PERKINS

Managing Member

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CA DRE LICENSE #02137607

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From: Brett Perkins**Sent:** Monday, October 2, 2023 2:52 PM**To:** HASKETT Brady <Brady.HASKETT@odot.oregon.gov>; WELLS David <David.WELLS@odot.oregon.gov>**Cc:** SCRUGGS Julee Y <Julee.Y.SCRUGGS@odot.oregon.gov>; BROOKS Aaron G <Aaron.G.BROOKS@odot.oregon.gov>; WANG Wei <Wei.WANG@odot.oregon.gov>; HOROWITZ Micah <Micah.HOROWITZ@odot.oregon.gov>**Subject:** RE: City of Bandon - Traffic Intersection / Impact Clarification

Brady & Dave,

Thank you. This information is extremely helpful and what I needed. I appreciate your explanation!

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From: HASKETT Brady <Brady.HASKETT@odot.oregon.gov>
Sent: Monday, October 2, 2023 2:35 PM
To: WELLS David <David.WELLS@odot.oregon.gov>; Brett Perkins <brett@perkdevelopmentgroup.com>
Cc: SCRUGGS Julee Y <Julee.Y.SCRUGGS@odot.oregon.gov>; BROOKS Aaron G <Aaron.G.BROOKS@odot.oregon.gov>; WANG Wei <Wei.WANG@odot.oregon.gov>; HOROWITZ Micah <Micah.HOROWITZ@odot.oregon.gov>
Subject: RE: City of Bandon - Traffic Intersection / Impact Clarification

Hi Brett/Dave,

We have an Automatic Traffic Recorder (ATR) located at MP 275.87, approximately a quarter mile south of Seabird Drive (MP 275.59), that can probably help shed some light on historic trends near this location. See below for a couple snips of information showcasing the 2022 ATR summary which includes the last 10 years of AADT as well as some other related information. The chart view shows the last 22 years of AADT as well. As you can see, 2020 was the year that was most effected by what was assumedly COVID. These snips actually show 2021 as being the highest year in recent memory as 2022 data dropped back down to similar numbers with 2018 & 2019. I cannot truly speak to what the traffic data is like on Seabird Drive itself from a historical trend standpoint, but this information can at least give you an idea of what is happening on the state highway in very close proximity to Seabird. I have also attached two turning movement intersection count diagrams at Seabird Dr for the only two count dates we have in the system for this location (9/13/2021 & 7/18/2022).

Location	US101; OREGON COAST HIGHWAY NO. 9; 1.02 miles south of 18th SW Street	Site Name	Bandon (06-004)
		Installed	September, 1954

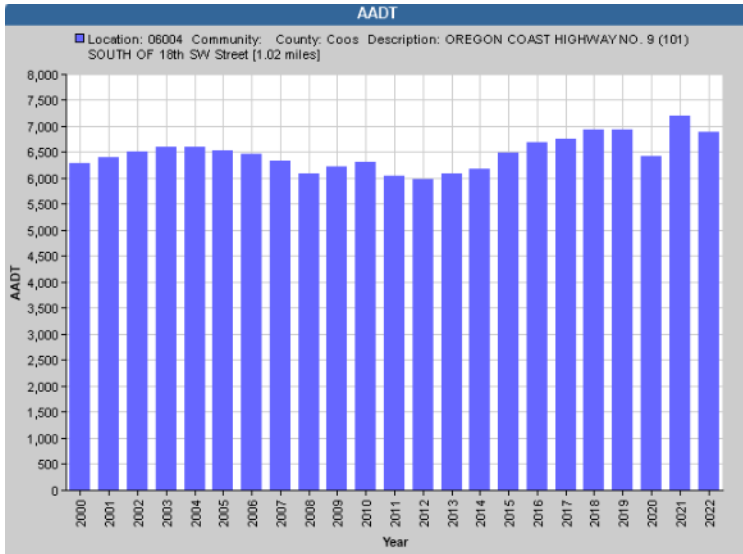
HISTORICAL ANNUAL TRAFFIC DATA						
Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
		2013	6078	146.8	13.5	12.7
2014	6180	170.7	15.2	13.4	12.9	12.6
2015	6494	185.1	16.6	15.1	13.6	12.9
2016	6700	172.2	17.1	14.6	13.0	12.2
2017	6755	145.5	13.6	12.6	12.4	12.3
2018	6939	142.4	12.8	12.4	12.2	12.1
2019	6925	147.5	13.0	12.3	12.0	11.8
2020	6414	143.0	14.4	13.2	12.7	12.5
2021	7190	141.1	13.0	12.2	12.1	11.9
2022	6899	137.6	12.5	12.0	11.8	11.6

2022 SEASONAL TRAFFIC DATA				
Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	6308	91	5879	85
February	6728	98	6309	91
March	7009	102	6523	95
April	7249	105	6791	98
May	7424	108	6940	101
June	8014	116	7500	109
July	8750	127	8357	121
August	8652	125	8265	120
September	8119	118	7730	112
October	7365	107	6878	100
November	6371	92	5975	87
December	6145	89	5646	82

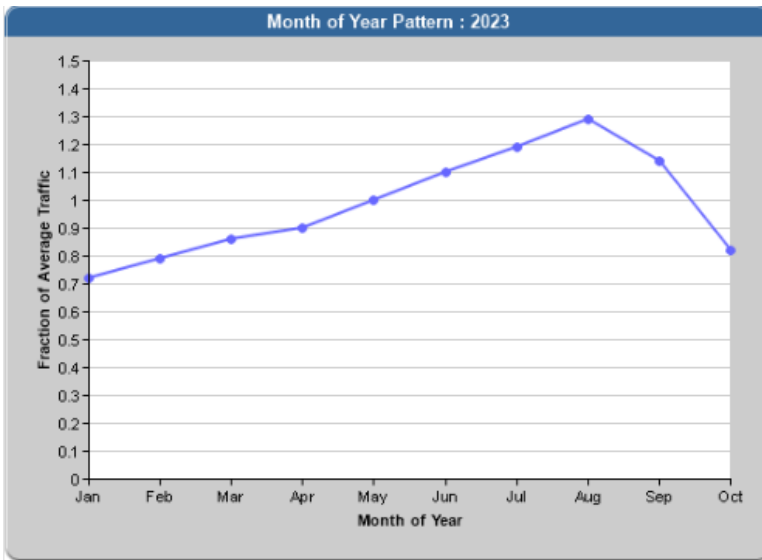
Highest Hour					
Date	Day	Hours of Day	Rank	Volume	% AADT
08/05/2022	Friday	0:00 - 1:00 pm	1	860	12.5
08/19/2022	Friday	3:00 - 4:00 pm	10	830	12.0
07/27/2022	Wednesday	3:00 - 4:00 pm	20	812	11.8
07/28/2022	Thursday	0:00 - 1:00 pm	30	802	11.6
09/08/2022	Thursday	3:00 - 4:00 pm	40	794	11.5
06/30/2022	Thursday	3:00 - 4:00 pm	50	787	11.4

Highest Day			
Date	Day	Volume	% AADT
08/05/2022	Friday	8436	131.6

Comments:



Hope this all helps! Data for 2023 is ongoing and we do not have an official AADT yet, but I have attached another snip below showing average traffic data from a monthly standpoint in 2023 as well for reference.



Month of Year	Average	Fraction
January	5,190	0.72
February	5,663	0.79
March	6,185	0.88
April	6,483	0.90
May	7,169	1.00
June	7,898	1.10
July	8,588	1.19
August	9,275	1.29
September	8,193	1.14
October	5,888	0.82

Let me know if I can do anything else for you.

Thanks,

Brady Haskett, PE

Interim District 7 Traffic Operations Engineer

Region 3: 3500 NW Stewart Parkway

Roseburg, OR 97470

Ph. (541) 315-0621

From: WELLS David <David.WELLS@odot.oregon.gov>
Sent: Monday, October 2, 2023 1:52 PM
To: brett@perkdevelopmentgroup.com
Cc: SCRUGGS Julee Y <Julee.Y.SCRUGGS@odot.oregon.gov>; HASKETT Brady <Brady.HASKETT@odot.oregon.gov>; BROOKS Aaron G <Aaron.G.BROOKS@odot.oregon.gov>; WANG Wei <Wei.WANG@odot.oregon.gov>; HOROWITZ Micah <Micah.HOROWITZ@odot.oregon.gov>
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Brett,

I am going to pass this on to an ODOT traffic engineer who will be better able to answer the questions.

It looks like the question is, How much traffic increase has there been at Seabird and 101 and would the 26% increase address additional traffic since the 2021 TIS. Is this correct?

Dave Wells

ODOT District 7A

Permit Specialist

Work Phone: 541-957-3588

Cell: 541-680-8785

From: Brett Perkins <brett@perkdevelopmentgroup.com>
Sent: Saturday, September 30, 2023 1:12 PM
To: LATHAM Dan <Dan.Latham@odot.oregon.gov>
Subject: City of Bandon - Traffic Intersection / Impact Clarification

You don't often get email from brett@perkdevelopmentgroup.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hi Dan,

I wanted to reach out and introduce myself. I am a developer that is currently working on a submittal within the City of Bandon for a Hotel project named "Gravel Point" on Beach Loop Road (Off of Seabird Drive). We have hired a traffic engineer to conduct a traffic assessment, even though not required for this specific development from the City of Bandon. We are also underway on a full Traffic Impact Analysis for an adjacent site in which this is required for purposes of annexation. Both parcels will ultimately become part of the same project.

We recently presented our project to the City Planning Commission on Thursday, 9/28. We have received a little pushback from residents on the validity of our traffic engineer's assessment. Our traffic engineering consultant has pulled information from the 2009/2010 Bandon Transportation System Refinement Plan which have traffic projections/thresholds to 2030, and information from a [2021 Seabird Drive](#) Multifamily TIA. Our Traffic Engineering Consultant has also spoken to the City and cross-referenced ODOT and City LOS Standards, and we are well within the all standards. I have attached her assessment for your viewing.

Some of the community comments that have arisen have implied that 2021 was a COVID year and any traffic information that has been conducted during COVID is not a true representation of actual traffic patterns. In your professional opinion, has ODOT seen any change in the current street standards & traffic impacts based on ODOT's own standards and thresholds post COVID for these intersections (or any intersections in the City of Bandon)? We have adjusted our projections +26% to account for Post-COVID traffic impacts (and still fit within standard).

We seem to think that much of the resident's comments are implied based on viewing traffic from their homes rather than understanding the actual data. Any insight from you would be greatly appreciated and helpful from what you have seen and/are seeing on the Oregon Coast, specifically Bandon.

I look forward to hearing back from you.

BRETT *PERKINS*

Managing Member

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 [TMC][Summary]IntersectionDiagram.pdf
88K

**Intersection Diagram
10/1/2013 Through 10/2/2023**

Intersection ID: 999110117

Date: 9/13/2021

County: Coos

Hour: 6:00 AM - 10:00 PM

City: -

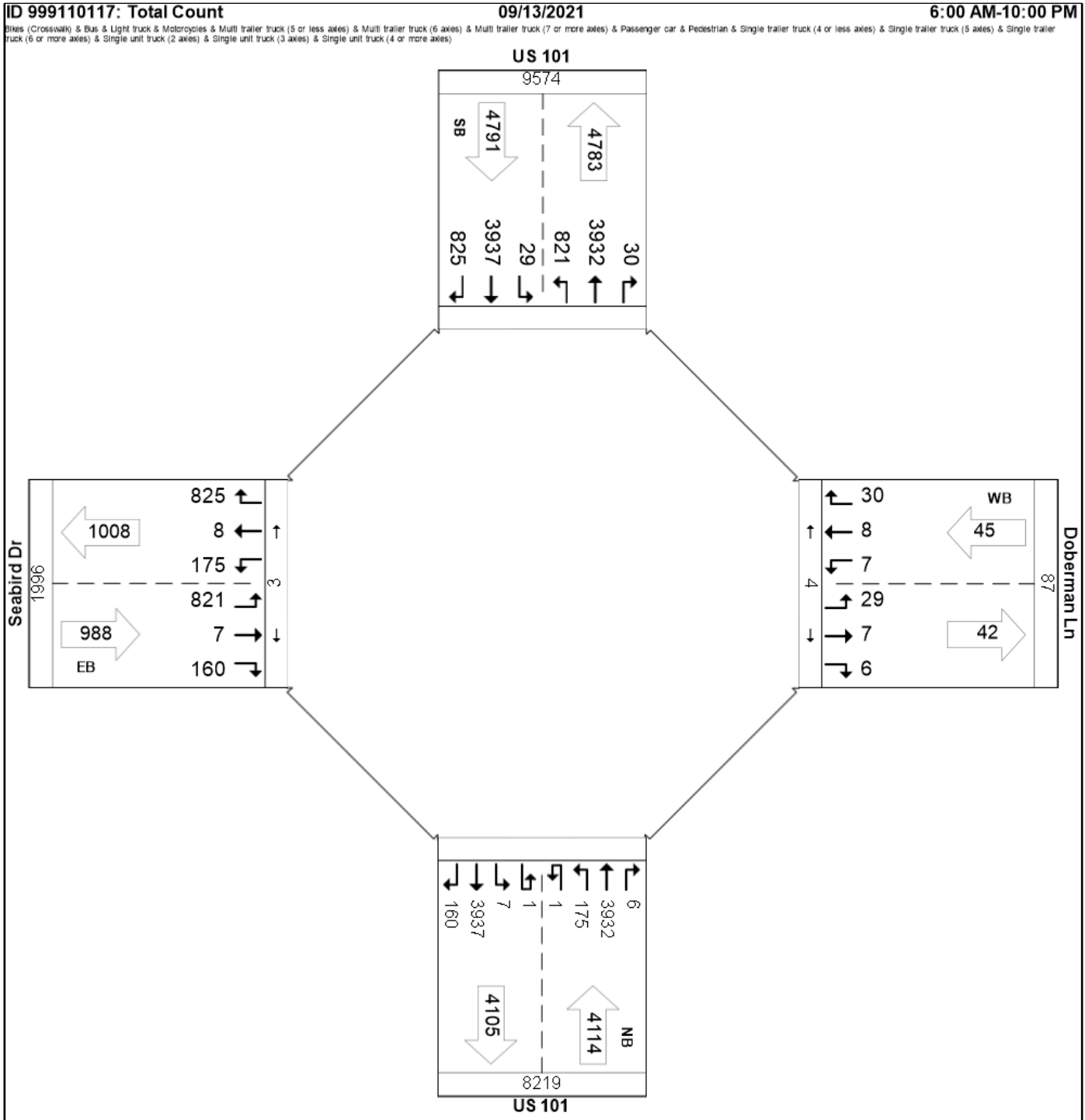
Legs: US 101 (NB), US 101 (SB), Seabird Dr (EB), Doberman Ln (WB)

LRS ID: 00900100

Location: US 101 at Seabird Dr and Doberman Ln

LRS Location Point: 275.5900000

Notes:



**Intersection Diagram
10/1/2013 Through 10/2/2023**

Intersection ID: 999110117

Date: 7/18/2022

County: Coos

Hour: 6:00 AM - 10:00 PM

City: -

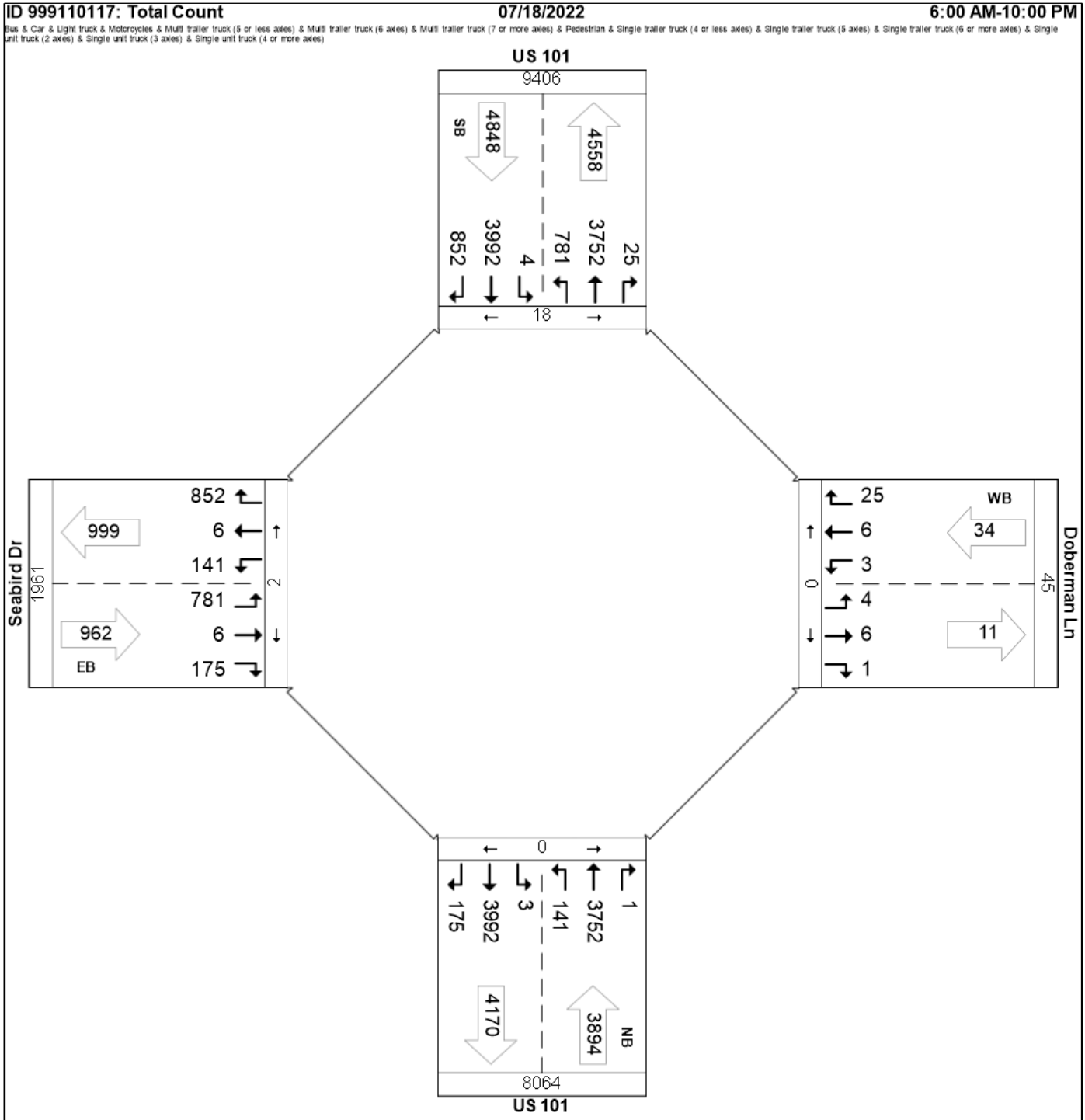
Legs: US 101 (NB), US 101 (SB), Seabird Dr (EB), Doberman Ln (WB)

LRS ID: 00900100

Location: US 101 at Seabird Dr and Doberman Ln

LRS Location Point: 275.5900000

Notes:



9-28-23 Applicant's Response to Public Testimony

Lynn Christensen 9-20-23:

1. We know that at that peak tourist season, a few weeks in the summer, the hotel rooms around here are filled up. However, the rest of the year, especially in the winter, stores and hotels are mostly empty. Some restaurants shut down for over a month in the slow season.
2. The Gravel Point business model is not well thought out and that's a bad thing for those of us who live here year-round.

Applicant's Response: While it may be true that some businesses close down for a partial year, it is untrue that Hotels remain empty. There is a known shortage of rentals in Bandon.

The Business Model is extremely well thought out and includes hours of operation, a No Noise/No Party policy, has workforce development included and provides the City with what they want- a 250,000 water reservoir, extended utilities, opportunity to expand East to Hwy 101 per their TSP, walking and cycling trails and a Community Swimming Pool.

Edith Schwirian 9-20-23:

1. The vacated street "Matilda" was planned next to our property on Carter. What happens to that and can we get a conditional use permit for that area?
2. Does the property line start at the edge of our property or at the edge of the vacated street?
3. What will be the access to this resort? Through our little neighborhood?
4. Down Seabird and the Lincoln to Carter. Lincoln and Seabird is a blind corner. How will that work out?

Bandon Municipal Code #16.12.020 G, H, I, J, K and M have not been met in the proposed plans.

Applicant's Response: 16.12.020 G, H, I, J, K and M have been addressed in the application and have met the criterion as follows and provided on pages 60-63 of the Findings.

G. Limiting the number, size and location of signs;

Applicant's Response: The proposal has limited the number of signs to three- one at each street frontage. The main entrance is on Beach Loop Drive and a pedestrian path entrance is at Carter Street and Face Rock Drive. Directional signage is permitted by 17.90 and the applicant does not intend on exceeding the 2sf size restriction.

H. Requiring diking, fencing, screening or landscaping to protect adjacent or nearby property;

Applicant's Response: The design team is proposing landscape hedges because fencing is already installed along the residential properties. Sunset Motel has a similar hedging in lieu of fencing for reference. Generally speaking, hedging will outlive fencing and will provide a visual and noise buffer superior to wood fencing materials.

Added 9-28-23: The enclosed plans show the screening requirements, and the Planning Department has agreed that the BMC definition for screening and fencing are the same and include Any Type of material.

I. Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and dust;

Applicant's Response: The commission has the authority to require design features that minimize environmental impacts, and the design team believes that they have achieved this by providing Green Roofs, minimal impervious surfaces and low impact development.

A Green Roof can reduce the flow of stormwater by up to 65%. Additionally, a Green Roof meets the criteria listed in (I) by providing a design feature that reduces noise, vibration, glare and dust due to the vegetation. According to the US Environmental Pollution Agency Green Roofs reduce air pollution and greenhouse gas emissions (Using Green Roofs to Reduce Heat Islands | US EPA).

J. Limiting the hours, days, place and manner of operations;

Applicant's Response: The proposed hotel strives to make the well-being of its guests a high priority. The hotel operator will have a strict, no exceptions “No Noise/No Party Policy.”

Regardless of the time of day, all noise complaints which result in compensation to guests disturbed will be charged to the guest room or suite whose noise caused the complaint. For the comfort and convenience of all guests, the hotel will have “Quiet

Time” between the hours of 10pm and 7am. All deposits will be forfeited upon any conviction.

The maximum number of guests allowed in a room or suite will be in accordance with the number of sleeping areas and as listed on the guest registration. If occupancy numbers are exceeded, a fee will be charged and the guests will be subject to eviction. The hotel operator will not hesitate to call local authorities and criminal charges could be applied for any complaint- from guests or neighbors.

The restaurants, bars and spa are planned to be in operation 7 days per week with hours determined by OLCC as well as specific operating hours that the City may adopt through a local ordinance. The No Noise/No Party policy will apply to all hospitality offerings in both Lodges, all Villas/Suites and all outdoor offerings.

K. Limiting or setting standards for the location and intensity of outdoor lighting;

Applicant's Response: Lighting will be low wattage and downward facing. The plans show the proposed locations and lighting was addressed earlier in this document.

L. Setting requirements on the number, size, location, height and lighting of signs;

Applicant's Response: Signage was addressed earlier in this document.

Applicant's Response Page 13: The proposed signs have been designed to be identifiable for the business activity while taking into account pedestrian and vehicular traffic and the overall scale of the neighborhood in which it is proposed.

The main entrance sign structure is 4'-6" in height and the total length is 40'. The 40' dimension includes a series of angled monuments that give views of the natural landscape of the development. The actual sign area is 20' in length and 2' in height. The sign contains natural finishes that preserve the views of the natural landscape and enhance the visual character of the City.

The proposed sign structures at Face Rock Drive and Carter Streets are 3'-0" in height and the total length is 10'-6". The 10'-6" dimension includes a series of angled monuments that give views of the natural landscape of the development. The actual sign area is less than 5'-6" in length and less than 2' in height. The sign contains natural finishes that preserve the views of the natural landscape and enhance the visual character of the City. The sign area square footage is 3.75sf in total.

Added 9-27-23: The street frontage on Face Rock Drive is 370.04' and 719' along Beach Loop Drive. That results in a total sign size of 360sf of signage allowance on Beach Loop Drive and 185sf on Face Rock Drive. The proposed signs are

significantly smaller than the equation allows. The signs are smaller than the maximum allowed size of 48sf. No exceptions are being requested.

M. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas and drainage areas.

Applicant's Response: The design took into consideration the Protection, Restoration, Enhancement and Maintenance of the natural landscape when proposing the enclosed development plan. The intentional design is intended to preserve the natural environment.

BMC 17.102 Starts on Page 43 of the Findings: A wetland delineation and mitigation plan have been submitted to the Department of State Lands. The State of Oregon requires compliance with these standards over and beyond the City requirements.

Applicant's Response Findings Page 57: The developer will employ best management practices when breaking ground on construction including, but not exclusive of, silt fencing, fiber coils, straw and other erosion control measures recommended by the geotechnical engineer and environmental consultants. Galli Group provided an erosion control plan as shown below and specific to the site conditions.

George Schwirian 9-20-23:

1. First and foremost is the absence of my residence on any plans, maps, aerial photographs or descriptions of the proposed project. 1087 Carter is adjacent to the southeast property boundary of the project. I request that these plans be updated to include good neighbor protections for my home that are provided for the other adjacent property owners, ie; fencing and screening, increased distance from light poles, traffic impacts, noise abatement, etc.

Applicant's Response: The home located at 1087 Carter Ave was completed in June of 2023. The ALTA survey was conducted in 2022- before construction started. Even at the time of application to the City of Bandon, the property does not appear on any maps. This is an honest oversight and to be expected with newer development. However, the developer is required to provide screening along that side of the project as shown on the enclosed plans.

2. Street lights. Where in the surrounding neighborhoods are there street lights? Our night skies are not diminished by any light pollution and we strenuously

object to the placement of said streetlight directly next to our home near the Carter St. access point.

Applicant's Response : The City determines if street lights need to be installed. The Electric Department informed the applicant that a 20' tall concrete or wood pole with a cobra head lighting fixture is the standard in Bandon. These types of street lights are not dark sky compliant. We are proposing something more aesthetically pleasing with less glare that ensures a dark sky.



3. This project should be a truly good neighbor and please find a way to mitigate this “light bomb” they are intending to drop in the middle of our community.

Applicant’s Response: The applicant has provided an alternative to the City standard. It is up to the Planning Commission to approve the proposed type of lighting, or task the Staff to review the final standards during Zoning Compliance and Public Works Permit reviews.

4. The Traffic assessment attached to the plan does not consider any impacts through the Carter St. access to our neighborhood though it is identified as a Public Road in the plans. I request the traffic assessment be updated to address the expected increase, if any, to our neighborhood and the project plan to be updated to identify protections for the residents of the community.

Applicant’s Response: The traffic assessment was based on factual information and studies by ODOT and the City of Bandon. Further assessment of the local streets is not required.

“Finally, and in closing I wish to say that I am appreciative of the efforts exhibited by the developers of this project and I believe that these oversights are unintentional. I look forward to the Gravel Point Resort becoming pleasant and considerate neighbors and join our community as full partners in our future.”

Applicant’s Response: In turn, we look forward to being your neighbor.

Kathleen Friedland 9-20-23:

1. Concern about construction traffic on these streets while the Gravel Point project is underway. Heavy construction vehicles will be needed and are too big and too heavy for these residential streets.
2. The Gravel Point resort should have direct access to Beach Loop Drive from its parking lots and not have access to Carter Street. If access to Carter Street is approved for the resort, then Lincoln Avenue and Spinnaker Drive should dead end where they now join Carter Street. Carter Street would still have access to Seabird Drive via Harrison, Cascara, and Franklin Avenues connecting to Rogers Place.

Applicant’s Response: Earlier responses are relevant here. A traffic study has been conducted and additional information will be provided for the record on 10-5-23 at the hearing.

The Haider’s 9-20-23:

Concerns

1. We were told by the city that the property behind our home would be zoned mixed use (both residential and commercial). Why is it now all commercial with no residential?

Applicant’s Response: The City of Bandon designates zoning districts and determined several years ago that the CD-1 zoning district is intended to allow for a mix of commercial and residential uses. The CD-1 zone consists primarily of residential development, thus creating an imbalance of uses. The proposed use meets the intention of the CD-1 zone and upholds the Comprehensive Plan’s desired outcome for tourist related facilities along Beach Loop Drive.

Applicant’s Findings: Findings are found on pages 8, 9, 10, 71, 84, 95 and 96.

2. We are concerned that the significant increase in road traffic behind our home will prevent safe pedestrian and dog walking, as well as bike riding, along Beach Loop Road.

Applicant's Response: Beach Loop Drive is a substandard road created and maintained by the City of Bandon. The applicant has no control over the lack of sidewalks or accessible facilities that exist in Bandon. The developer has made it clear on the enclosed plans and findings that new sidewalks, pedestrian crossings and paths are proposed. The proposal provides an alternate route for walkers that will allow them to avoid Beach Loop Drive while providing safer access to the beaches and City Park.

3. We are concerned that the posted speed limits will not be recognized and adhered to, causing more safety concerns.

Applicant's Response: The proposed development will provide approximately \$1.6 million of Transient Occupancy Tax the first year of opening. TOT contributes to the payment of the Police Force. Without TOT payments, the City cannot afford to hire additional personnel.

4. This added transient road traffic will also cause an increase in unwanted noise (drowning our sound of the ocean with the noise of revving engines, horn honking, and screeching brakes/tires from which we cannot escape).

Applicant's Response: Traffic along Beach Loop Drive will have unwanted noise regardless of whether new development occurs. The proposed development has made concessions for Shuttle Service to and from the airport and around town. When compared to a 200 home sub-division, the proposed uses will generate less traffic than a residential home.

5. Along with this added road traffic, we will likely see a decrease in the beautiful wildlife.

Applicant's Response: This statement is true with all development, though the proposal takes into account all wildlife. When reviewing the plans, findings and gorse management plan, you will see that overall lot coverage and green roofs create additional wildlife refuge. The proposed development enhances the wetlands, maintains them and provides additional space for wildlife.

6. We will have an unwanted, approximately 40-foot-long by 5-foot-high sign polluting the view out our windows. It is unknown whether this signage will be illuminated all night long (which would create added concerns).

Applicant's Response: The sign on Beach Loop Drive is 40sf in size. The monument structure/sculpture is not considered signage by the City of Bandon. It is proposed to provide a screening into the property.

7. Proposed, we are concerned that the amount of lighting needed onsite will drown out our view of the night sky and star gazing, current qualities that make the area unique and beautiful.

Applicant's Response: The proposal provides dark sky compliant lighting fixtures that are downward cast and appropriate for meeting the lighting requirements of the City and State. The alternative option is to comply with the City standard for a 20' tall concrete pole with a cobra head light which is not dark sky compliant.

8. With a shortage of skilled labor workers in the area for this enormous build, we are concerned that this construction project will take several years to complete and thus presents a higher risk to an on-time completion and quality build.

Applicant's Response: It is in the best interest of the developer to have a high quality build on the Oregon Coast. Whereas there may be a shortage of residential contractors, this project provides opportunity for commercial contractors to work and benefit financially from the proposed project. It is the problem of the developer to identify and retain the workforce needed for construction, and to meet the time limits on all permits for completion or progress.

Proposed Changes

1. Limiting the size of the commercial development by including single family homes in this parcel's development.

Applicant's Response: Providing Single Family Homes to this parcel will create increased traffic, noise, drawn out construction, light pollution and loss of wildlife. The alternative to a Commercial Use is upwards of 200 new homes.

2. Moving the Beach Loop Road entrance to an entrance off Caryll Court (a current intersection of traffic) and moving the main entrance to Face Rock Drive.

Applicant's Response: Providing access off of Face Rock Drive is not an option due to topography, wetlands and known wildlife habitat. The location on Beach Loop Drive has been determined by the City as a safe approach to an open street.

3. Significantly reducing the size of the currently proposed signage on Beach Loop Road. If the currently posted speed limit is appropriate for this small, 2-lane road, there is no need for such a large sign. The speed of travel and proximity to the road doesn't warrant it.

Applicant's Response: The sign is 40sf in size which is less than the 48sf permitted by the Bandon Municipal Code.

4. Adding sidewalks to the east side of Beach Loop Road (along the proposed development side of Beach Loop Road).

Applicant's Response: The Planning Commission can consider the addition of sidewalks along Beach Loop for the proposed project. However, the City will need to determine what happens when the sidewalks along the property boundary end. Where will people walk then?

City Staff has already recommended a condition of approval that the owner sign an anti-remonstrance agreement for the future installment of sidewalks along Beach Loop Drive. It is in the best interest for the City and its citizens to provide a Construction Plan for all sidewalks along Beach Loop Drive to be installed at one time.

5. Strict enforcement of traffic speed in the area.

Applicant's Response: It is in the best interest for the City, the developer and the citizens that traffic speeds are enforced. This is not something that the developer can control, though fully supports.

6. Allowing residents on the west side of Beach Loop Road to build fences that block their view of the resort and protect their animals from the increase in traffic. Currently, only a 2-foot fence is permitted, which essentially does nothing a fence is intended to do.

Applicant's Response: All properties in Bandon are permitted to have a fence and the height is subject to the yard setbacks and vision clearance. No property rights are being restricted or eliminated by the proposal.

7. Making Beach View Estates a gated community to avoid added traffic from lost drivers and sight seers.

Applicant's Response: The proposed use is Commercial in nature and is required to have direct access to the public streets and visitors. The restaurant, spa, trails and other amenities are available for all locals to enjoy. A gated community restricts the public benefit.

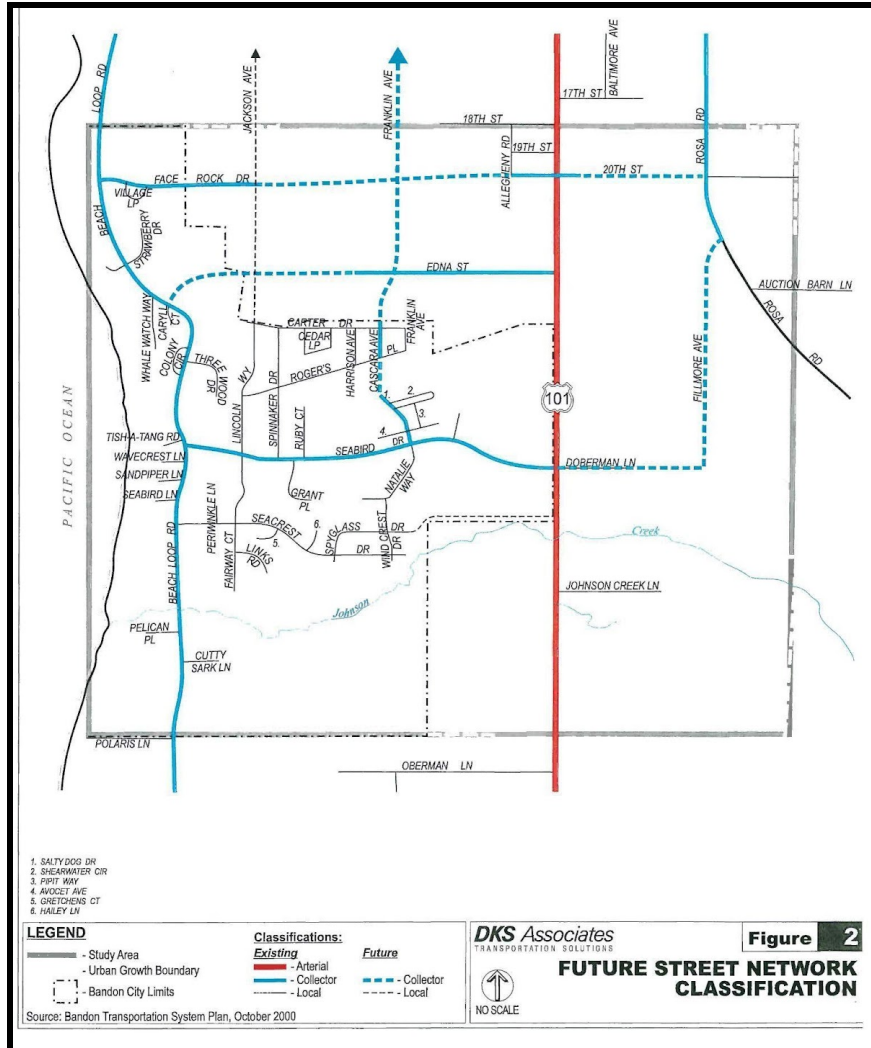
8. Limiting the amount of obtrusive lighting constructed on the proposed property.

Applicant's Response: All lighting is proposed to be dark sky compliant, even though that is not a requirement by the City of Bandon.

Steve Luckeson 9-21-23:

Although we have nothing against the Gravel Point development, we cannot support it without this development having direct access to Interstate Highway 101. I fear that opening Carter Street with no access to the Interstate other than Lincoln Avenue and Spinnaker Drive (via Seabird Drive) will significantly impact our quiet residential neighborhood/streets and have a significant negative impact on our safety, security and quality of life.

Applicant's Response: The proposed development will be accessed from Beach Loop Drive primarily. Access to Hwy 101 is through Coos County zoned properties, and cannot be opened at this time. The City of Bandon has a Transportation Plan in place and is compliant with the State requirements for such plans. At some point in the future, the land will be annexed and additional streets will be built.



FUTURE STREETS TSP REFINEMENT PLAN

Stefanie Mildenerger 9-21-23:

Concerns

1. The negative impact of lighting and loss of night sky for the surrounding properties. The GPR street vacation, main entrance and 4'x40' signage on Beach Loop Drive will be directly across from our address and well seen from our front door and east facing windows. What is the proposed lighting at the main entrance?

Applicant's Response: The sign is 40sf in size which is less than the 48sf permitted by the Bandon Municipal Code. The monument provides screening from the road to the

development, but is not considered part of the signage square footage by the City. The proposed lighting is back lit and low wattage as permitted by the City of Bandon.

Findings start on Page 13 for further reference.

Positive Comments

1. The GPR applicant has prioritized the topography of the land use.
2. The design, aesthetics and amenities of the resort can be an asset to Bandon and its residents
- 3.

Applicant's Response: We agree that the priority has been to maintain the natural habitat. This design choice benefits the community members- human and wildlife alike. The resort amenities provide much needed walking paths on the interior of the City, a park area, a community pool, water reservoir and workforce housing.

Arlene Esqueda 9-20-23:

Although I do think this would be a great addition to Bandon in the future, there are many concerns that I have now.

1. Is this the best location for a Resort?
2. How is this development going to affect the residential areas in the immediate area as well as the environment? What steps will be taken to guarantee the wetlands in the construction area are unharmed?

Applicant's Response Page 19: As illustrated on the attached Gravel Point plans, the location and design of the Lodges and Villas/Suites fit well into, and complement, the existing landscape, topography, and surrounding neighborhoods. The site and building plans illustrate the applicant's commitment to provide greater visual design interest, pedestrian-oriented site design, and compatibility with the uses and development on adjacent land.

Added 9-27-23: Compatibility is not specifically defined by the Bandon Municipal Code in regard to determination or mitigation of compatibility issues. Unfortunately, the City does not have clear and objective standards in place to mitigate compatibility issues. The applicant is confident that the proposed plan meets the intention of compatibility given the overall minimal development proposed on the site- less lot coverage than all surrounding uses, less pollution all around, overall compliance with the Commercial Design Standards, Sign Standards, Land Use Allowances and Comprehensive Plan.

The BMC definition is, "Incompatibility of land uses" means an issue arising from the proximity or direct association of contradictory, incongruous or discordant land uses or activities, including the impacts of noise, vibration, smoke, odors, toxic matter, radiation and similar environmental conditions.

Proximity to surrounding residential uses far exceeds the minimum setbacks that the City has in place for new development. The proposed project is compatible as it meets or exceeds all of the City development standards for lot coverage, setbacks and dimensional standards.

K Quinland Bandon Resident 9-21-23:

1. When reality sets in we must ask what will the city of Bandon receive in return should this project be allowed to continue? How will the residents be impacted by this large development?

Applicant's Response: The City of Bandon will receive over \$1.6 million per year in TOT which funds the Police Department, Sprague Theater and Community Center. The City of Bandon will receive approximately \$4,000 per year in property taxes. The estimated System Development Charge for the project is \$1,191,561.00 which funds the maintenance, replacement or new public facilities needed in Bandon. The permit fees to the City are over \$13,000.

The amount of SDC's paid for this project is equivalent to 86 new dwellings. The amount of TOT doubles what the City receives now.

In regard to overall benefit not associated with the financial gain to Bandon, the general public is receiving a much needed trail system located on the interior of South Bandon. The system will provide trails and streets from the Seabird area to City Park. Additionally, the developer is partnering with the Bandon Community Swimming Pool to realize their long term desire to provide a community pool. With the addition of Workforce Housing and a water reservoir, the benefit to the community is outstanding and incomparable to any other development in Bandon.

2. I believe there are marsh lands that exist and we cannot continue to kick the can down the road so that all the water is filled in or rerouted somewhere, there are beneficial animals that provide ecological diversity in these lands, how will they be incorporated into the plan? The loss of trees and green space and the addition of nonnative plants is always a concern for many of us who have lived in Bandon for some time, even the "topsoil" is rich in nutrients and supports many plant species. Most importantly though are the concerns about affordable housing, infrastructure, water, sewer, roads, sidewalks, traffic congestion, parking. Who

will be responsible for this? As residents we are reminded often about our failing or aging infrastructure system. Who will be responsible for keeping the quality of life we all enjoy? Other concerns are Fire and Tsunami emergency evacuations with the current and proposed roads leading into and out the project.

Applicant's Response: There are no marsh lands on the subject property. The wetlands have been delineated and are not considered “significant” in regard to classification. It is the developer’s interpretation that they are significant in regard to wildlife; therefore, the proposal has been designed to accommodate and enhance the wetlands on site.

Infrastructure, payment of upgrades, housing and traffic have all been addressed separately.

3. Do we need more commercial businesses moving in closer to residential properties along Beach Loop? Commercial zoning is beginning to infringe on residential, perhaps it’s time to revisit rezoning between Strawberry south to Seabird and help protect residential areas.

Applicant's Response: The City of Bandon has not seen “more commercial businesses moving in closer to residential properties along Beach Loop.” The existing businesses are well established locations that have been in business for well over 20 years. The CD-1 Zone is intended to provide commercial businesses, specifically tourist related, along Beach Loop.

Sandra Schroeder 9-19-23:

This company needs to think and plan a new road that can link to Hwy 101 without impacting our small roads through quiet neighborhoods.

Applicant's Response: The proposed development will be accessed from Beach Loop Drive primarily. Access to Hwy 101 is through Coos County zoned properties, and cannot be opened at this time. The City of Bandon has a Transportation Plan in place and is compliant with the State requirements for such plans. At some point in the future, the land will be annexed and additional streets will be built.

Bob and Lisa Schroeter 9-21-23:

The Gravel Point development is an ambitious project with many lofty goals to be achieved in order to implement a project of this size. As usual with a project of this size there is always room for improvement, tweaking and adjustment to make it more appropriate for a town the size of Bandon.

Below are some of our comments and suggestions to make it so.

1. The greenspace and public trails that are proposed to be incorporated into the development are a great asset to the project. In the applicant's narrative it is mentioned that all the trails will have a public easement on them. Yet on some of the maps and other materials submitted it appears that not all the trails will have public easements on them (The Ridgeline trail that connects the Lodge to Face Rock Drive is only labeled as private path with public access but not with a public access easement). It seems if the city is vacating the current platted existing road right of ways they should be requiring recorded public easements for any and all of the public trails within the development so they will always be accessible in the future.

Applicant's Response Findings Page 72: The City has not required the applicant to create private property easements for viewshed trails, but it is considered an important component of the desired outcome of the development.

Applicant's Response Findings Page 84: We are confident that the community will benefit from the proposed development as it provides a park-like setting with recreational opportunity for hiking, wildlife viewing and a trail connection through Bandon by avoiding Beach Loop Drive. A trail system is proposed to connect Carter Street and Beach Loop Drive North to Face Rock Drive. The adjoining 60 acres in contiguous ownership and there is a long term plan for additional park facilities, bicycle and walking trails that connect to City Park. These recreational opportunities are paid for and maintained by the owner/developer and are a benefit to the City of Bandon as a whole.

Added 9-27-23: All proposed streets and paths will have public easements.

2. The southern portion of the current Matilda Street ROW shouldn't be completely vacated as it provides the only public access to the NW side of the wetlands and beaver pond between Lincoln Ave and Three Wood Dr. Vacating the Matilda ROW would then close off public access to viewing that portion of the wetlands area. A public trail access easement should be retained in that area and not fully vacated. It also appears that the proper procedures and notifications of adjoining

landowners weren't followed in the proposed street vacation request. It doesn't seem that all the adjacent owners to the proposed vacated streets were notified or that the typical process where the vacated street ownership is divided evenly between the adjacent landowners was followed (see City of Bandon street vacation process link here:

https://www.cityofbandon.org/sites/default/files/fileattachments/general/page/2251/vacation_application_process.pdf).

Applicant's Response: An easement can be granted at the end of the Villa private road or a portion of Matilda for access for maintenance and enjoyment.

The City of Bandon has not held a hearing to vacate the streets.

3. The removal of Gorse in the 24 acre project area and the applicant's additional adjoining 60 acres has been great and well overdue. Currently it appears that the work has been primarily mowing and slash busting of the gorse on an annual basis the past couple years. Hopefully further plans are to do herbicide treatments to actually kill off the resprouting gorse so your revegetation plan with planting natives will be more successful across all your properties. Also hopefully you plan to do a holistic approach to noxious weeds on your properties and remove/treat the other noxious weeds present on your properties at the same time as you treat the gorse (such as the Scotch Broom, Pampas grass and English Ivy). While doing the gorse removal, hopefully care is taken in trying to preserve some of the existing native hardwood trees and shrubs that are already present on site. For example on the adjacent 60 acre parcel some of the willows and Cascara trees near wetland areas were inadvertently cut down during the gorse removal process where ideally they should have been maintained as your plans are to revegetate and maintain native plants on the properties.

Applicant's Response: The City of Bandon has a gorse maintenance plan on file. The removal both by machine and by hand is difficult to do without inadvertently harming other species. The overall benefit of removing the Gorse far exceeds the damage of other plants. There is a maintenance plan for spraying herbicides; however, the general public has ignored the fact that the property is privately owned. Herbicides can not be used until the general public ceases the use of the property.

4. It is mentioned in the narrative and project plans that one of the buildings (the hotel) will be over the maximum of 28 feet and will require a variance to do so. But the applicant also mentions that variances aren't allowed within a CUP but is still requesting a building (hotel) of 35 feet (40 feet with the elevator shaft). The

reason for this is the siting of the parking garage under the hotel. To keep the building height within code for a CUP, maybe the better option is scale back the number of Meadow or Ridgeline Suites in order to have parking spaces elsewhere than under the hotel so the building hotel height stays within code. If the applicant really needs to have the existing number of Meadow or Ridgeline Suites then maybe they should place some of them on their adjoining 60 acre parcel so they can have adequate parking near but not under the hotel so the hotel can stay within the code height requirements without a variance request.

Applicant's Response: The City of Bandon allows for a height increase to 35' which the applicant has applied for. The Variance is a staff interpretation that it is required because the 3:12 roof pitch is not used. The applicant clearly states the code allowances for the Commission to make a decision within the CUP process. See page 65 of the findings specifically.

5. RV parking for the site is only showing 2 RV parking spots but as the applicant states they are required to have 8 RV parking spots according to code. The applicant states that hotel users aren't likely to be driving to the hotel in RVs when staying at the hotel. Part of the development also includes restaurants which seems more likely that you may have RVs stopping for. Again scaling back the number of Suites or placing some of the Suites on the adjoining 60 acre parcel seems like the best solution in order to provide the required RV parking to meet code. The applicant mentioned potentially leasing parking within 500 feet which we assume refers to the church parking lot on Face Rock Drive but that may not be a viable option particularly on those days when the church parking lot is full from church attendees.

Applicant's Response: The requirement for 8 RV spaces is excessive of what is provided throughout Bandon. Additionally, Bandon rarely experiences high RV traffic on Beach Loop Drive. Additional parking can be located on the adjoining property if needed and when a Master Plan is proposed for annexation. Currently, a wetland delineation is being performed which will give the developer what is needed to determine new streets, paths, parking, etc. The applicant is not requesting a reduction in normal parking spaces, nor have they used the exceptions for compact car spaces.

Bruce Spencer 9-21-23:

16.08.40 e-planning for Large Sites

- a. Purpose is to require the pre-planning of large sites in conjunction with requests for annexation, and applications for phased subdivisions and master plan developments.
- b. Applicability is to land use applications and annexations affecting more than 40 acres of land under the same contiguous ownership, even where only a portion of the site is proposed for subdividing.

- Applicant's response in Project Narrative and Proposed Findings of Compliance (PNPFC) to 17.94.090(H) continued to page 35 states the applicant's plan 'includes 90 acres of contiguous ownership', and 'The long-term plan for the 90 acres is to...'. The 90 contiguous acres of ownership exceeds the 40 acre additional reporting requirement for large sites.

- The Planning Commission should require the applicant to submit a conceptual master plan with pre-application materials for the project or proposal as outlined under sections 16.08.040(C) and (D), which would provide further clarification of ultimate usage of the entire project, not just the current 24.8 acres, and allow adequate review and assessment by the Planning Commission and Bandon residents.

Applicant's Response: Chapter 16.08 is specific to Land Divisions and is not relevant to the application under review.

The property owner purchased the adjoining property *after* the development of the Gravel Point design. There are wetlands, wildlife, a Transportation Plan and County zoning issues to work through before a Master Plan can be developed. A MP is required at the time of Annexation.

17.04.020 References to implementing, protecting, and/or encouraging (G) avoiding congestion, (H) orderly growth, (J) protecting natural resources and scenic views, and (K) quality of air, land and water resources, are included in other areas of my testimony. In addition to these items, the applicant has positioned their project as encouraging economic growth, including by providing jobs and opportunities in the area.

My concerns are:

- (O) providing adequate space for housing – The Bandon Transportation Refinement Plan, Table 2, reflects a total of 423 total acres and 133 buildable acres attributed to

combined Zones CD, CD-1, and CD-2. I suspect these numbers may be lower due to the activity incurred in these zones since the plan was published. Ultimately, this project will cover 90 acres, consuming a minimum of 21% of all available land as of the date of the refinement plan.

Applicant's Response: The proposed project covers 24.8 acres. The only proposed development on adjoining properties is at the far North side near City Park where we are proposing Workforce Housing and a Community Swimming Pool. The City Plans also state the need for commercially zoned properties and tourist driven development.

- (R) providing orderly and efficient growth of the city – The existing hospitality options in Bandon cannot find and retain talent to adequately run their businesses. But it is not just hotels/motels that are having issues finding qualified employees. I understand there are Old Town businesses which rely on tourism that have had to close one or two days out of the week during tourist season, and other businesses which have had to curtail hours on either a temporary or permanent basis. Restaurants have had to close or cancel reservations due to staff and/or supply issues. All over town there are not only help wanted signs, but signs informing patrons that the businesses are understaffed and as such to expect service to be affected. Not only will the Gravel Point project not be able to attract and retain required talent, they will be taking away from the existing pool of talent from current Bandon businesses.

Applicant's Response: This information is based on opinion only and incorrect in regard to the high demand for rental accommodations in Bandon. Providing good paying jobs with housing options will secure an employee workforce. There are no plans for partial closures each year.

- (D) conserving and stabilizing property values – Bringing money into Bandon is an important part of the economy. Bringing too much building in too quickly, without the resources to support the growth, will increase the cost of living to all Bandon residents, and take away the much-needed services required of the existing residents and businesses. Have you tried to get your house painted recently, or tried to hire an electrician, or get a roof fixed? If so, could you even find anyone? And if you did, how much more did it cost you than it would have three years ago? Two years ago? This will serve to destabilize property values, increase the cost of living for Bandon residents, and further price Bandon residents out of both permanent (ownership) and temporary (renting) housing.

17.20.010 CD-1 Zone The applicant notes 'The Villa/Suites are residential in nature'. The plans reflect thirty-two (32) units, each with two full baths, one powder room (half bath), kitchen and laundry facilities, and a spa on the patio.

My concerns are:

1. These facilities do not fall within the definition of 'Hotel/Motel', but Vacation Rental Dwellings, and as such should be subject to 16.12.090(K).
2. For Utility and SDC purposes these units should be counted as a full unit each vs the 1/3 unit applied to hotel/motel rooms.

Applicant's Response: The Villa Suites are considered a Commercial Use and will be managed by the Hotel operator. A Vacation Rental Dwelling is an accessory use to a Residential Dwelling Unit. The two uses are not similar in that Hotel Uses require fire-suppression systems to be installed, must meet ADA and commercial design standards and the overall Use is approved as Commercial to begin with. Additionally, the City cannot issue two conditional uses on a property that conflict each other, ie: a commercial and also a residential use.

The proposed use is considered a conditionally permitted use within the CD-1 zone- Hotel and Motel uses are listed separately. The Planning Commission cannot apply the criteria for a VRD to a Commercial use, they are not the same. The proposed uses will have Tsunami evacuation maps and literature available in each suite. The building code requires the installation of carbon monoxide detectors already. There would be no need to increase the parking space criteria when guests will be shuttled to and from the subject site, and the site contains the appropriate number of parking spaces for the proposed use as a Hotel/Motel.

Additionally, if the Villas are treated as VRD's, then a residential subdivision with street frontage and separate utilities are required. That is not what the applicant is proposing. The application is for a Hotel/Motel use where all of the rental accommodations are handled by the hotel operator.

The estimated System Development Charge for the project is \$1,191,561.00 which funds the maintenance, replacement or new public facilities needed in Bandon.

17.20.010 Regarding applicant's response in PNPFC, specifically 'to enhance and protect the area's unique qualities'. While the applicant's response in general addresses some items, the response is an opinion.

My opinion in this area regarding what makes it unique are:

- Wildlife. We currently have at least two family of deer inhabiting the area, as well as turkeys and other native wildlife, which are all part of the area's unique qualities, and are overall an enjoyable aspect of the area. 'The subject site has a known fawning area in the Northwest section that abuts Face Rock Drive' (cited from PNPFC applicant

response to Special Policy 7). While the applicant promises their project will not impact the wildlife, their project is directly on top of this fawning area. I am further concerned the enjoyable unique aspects of the wildlife will be replaced with the less desirable vermin, rodents, roaches, etc., that inevitably come with these types of enterprises, and which will undoubtedly end up on our properties.

Applicant's Response: The proposal accounts for open space for the existing wildlife as well as a green roof a bird sanctuary. Having a healthy wildlife community helps control unwanted rodents, etc. from the properties.

- Light pollution. One of the qualities of this area that makes it unique is the ability to view deep into the cosmos from our backyards. If you have not experienced this in the Face Rock neighborhood, I urge you to come out on a clear night and see why it is so spectacular. No doubt other areas of Bandon enjoy this aspect, but that does not mean it is not part of what makes our area unique. The applicant addresses lighting in compliance with code 17.94.070, and I believe that while Gravel Point indicates their intent to minimize light pollution impacts throughout their consolidated application, there is little likelihood the Gravel Point project once completed will not negatively impact our majestic views. This could also be considered with 17.04.020(J) as it pertains to scenic views.

Applicant's Response: All lighting is proposed to be dark sky compliant, even though that is not a requirement by the City of Bandon.

- Undesirable activities of guests (I) I walk my dogs every day. My wife and I will drive to different parts of the town, the jetty, Old Towne, Bandon Park. But usually is it between Face Rock and Coquille Point. It was no surprise to me seeing the request for cleaning up after your dogs noted in the September 2023 City Manager's newsletter. Every day for the last few months I have seen at least a couple of instances of dog messes on my walks. This seems to have coincided with tourist season. I am not against tourists, full disclosure - I was tourist here for close to ten years before moving here (and always picked up after our dogs!). But I am against the mass of tourists in such a small area where residences are situated, because of the amount of things we are going to see like increased dog excrement. Same can be said of trash, which obviously increased in all areas of town starting in June, but was especially prevalent on the south bluff of Face Rock State Park and the parking lot of Coquille Point.

Applicant's Response: Being aware of the issue will allow the developer to develop an on site maintenance plan for cleaning up on our paths and streets.

- Undesirable activities of guests (II) GPR appears to want to cater to a similar type of clientele as Bandon Dunes. In my conversations with various Bandon Dunes employees, including security and shuttle drivers, I have been told guests regularly act out in ways they might not otherwise in their own homes or neighborhoods. Events particularly draw partygoers who inevitably and regularly overdo it, and create issues that need to be addressed by staff and security. But it is not just events. When friends, some who pay the fees associated with Bandon Dunes, and therefore feel entitled, get together, they too can and do overdo it. Or sometimes it is just individuals. Bandon Dunes is 1,200 acres whose facilities do not immediately abut residential areas, they can more easily absorb these types of instances.

- Undesirable activities of guests (III) It is obvious with the tourist season we see more traffic (17.04.020(G)), and with that also more speeding, more running stop signs, less being courteous to pedestrians, including dog walkers, and bicyclists. We have also seen multiple drones over Face Rock and the beach between Face Rock and Coquille Point, with at least one instance of which resulting in what politely could be called a scuffle between a town visitor and Bandon residents. The safety of residents and other respectful tourists is another unique quality to this area. Adding the number of people and vehicles proposed to this area, of people who in general do not have the experience of driving in Bandon, or have the experience of conducting themselves under the ordinances of our town, will negatively impact the safety of the rest of our community.

Applicant's Response: Bandon Dunes Golf Resort caters to and encourages their clientele to let loose and have fun. That is a completely different development than what is proposed. Gravel Point has a "no noise/no party" policy in place and will enforce it. It is in the owner's best interest to keep the site clean and free from damage caused by unruly guests. The Hotel focus is on Wellness.

17.20.060, 17.20.070 The applicant's Updated Plans indicate on page 3 that 'no minimum requirement is listed', and I agree with that. However, it is not listed because these two code sections appear to address residential dwellings, not commercial enterprises. I suggest the City Council review these two code sections in the context of conditional uses and amend if necessary, at which point Gravel Point could amend their application if necessary and resubmit. This will benefit not only the Gravel Point application, but future applications as well.

Applicant's Response: The proposed development exceeds the minimum lot sizes that are listed in this section. Further, this section is specific to Residential structures and not relevant to the proposal.

17.20.060 Lot size. *In the CD-1 zone, except as provided in Section 17.104.050, minimum lot size shall be as follows: A. For a single- family dwelling, a lot shall be a minimum of five thousand four hundred (5,400) square feet. For a duplex dwelling, a lot shall be a minimum of nine thousand (9,000) square feet. B. Lots shall have a minimum of forty (40) feet of physically accessible street frontage. C. Lot depth shall be at least ninety (90) feet.*

Applicant's Response: The proposed project exceeds the yard/setback requirements listed in this section. Further, this section is specific to Residential structures and residentially zoned properties, ie: R-1 and R-2. The City does not define the CD-1 zone as a residential zone.

17.20.070 Yards. *Except as provided in Section 17.104.060, yards in the CD-1 zone shall be as follows:*

A. The front yard shall be a minimum of twenty (20) feet.

B. Each side yard shall be a minimum of five feet, and the total of both side yards shall be a minimum of thirteen (13) feet, except that for corner lots, a side yard abutting a street shall be at least fifteen (15) feet.

C. The rear yard shall be at least ten (10) feet except that in such a required rear yard, storage structures (less than fifty (50) square feet), and other non-habitable structures may be built within five feet of the rear property line, provided that they are detached from the residence and the side yard setbacks are maintained. Such structures shall not be used as or converted for habitation, shall not be connected to any sewer system and shall not exceed sixteen (16) feet in height.

D. Where a side yard of a new commercial structure abuts a residential use, that yard shall be a minimum of fifteen (15) feet.

E. A rear yard abutting Beach Loop Drive shall be a minimum of fifteen (15) feet.

17.20.090(B) Regarding applicant's response in PNPFC for approval of structure over 28 feet and to a maximum of 35 feet:

- I believe this would need to be revisited after 17.20.060 and 17.20.070 are addressed due to the potential changes to setbacks defined in these sections.

Applicant's Response: The proposed hotel with the 35' height exceeds the setback requirements listed in the BMC to the property lines and public streets.

- I am concerned granting the applicant this concession will not be in the spirit of the code, but also can specifically cite my concern to 17.20.090(B)(3), negatively impacting the aesthetic character of the neighborhood. Specific to that, the applicant states the

facilities have been planned to fit in to the overall aesthetics of the neighborhood, but this lodge will in fact stick out in terms of height.

Applicant's Response: The proposed hotel is located near the center of the property and will blend into the vast acreage. IF the hotel were to be located on Strawberry Drive, it will be the same height as at least one of the homes that has a 35' height. From Carter Street development, the closest home is approximately 760' away. It is not possible that the structure will "stick out" in terms of height.

- I am also concerned that the applicant's Updated Plans indicate an amendment to the request for an additional five feet under 17.20.100. While the safety and security requirement should not be dismissed, this is not a chimney, which is specific to air flow. The request is for electronic and personnel usage, and puts the applicant's request at 43% over the standard permitted height.

Applicant's Response: The proposed plans and application showed the 35' height for the Meadow Lodge since the first time we submitted them to the City in December 2022. The request is not for electronic and personnel usage. It is for the green roof and parking on the first floor. The height is proposed to be 35' which is not 43% of the 28' height limit without an exception.

My concerns with this are

1. Improper planning on one party's part should not necessitate further code compliance considerations, and 2) if the applicant asks for and is granted this, what else might they come back for?

Applicant's Response: The proposed plans and application showed the 35' height for the Meadow Lodge since the first time we submitted them to the City in December 2022. The additional information submitted to the City was added for clarity and per the request of City Staff. The overall proposal has not changed in over 10 months.

2. In addition, I am concerned granting the applicant this concession will open the door to requests for similar concessions with future residential and commercial developments, and should be further considered with 17.04.020(C) appropriate use of land, (H) orderly growth, and (R) again orderly growth.

Applicant's Response: Any land use decisions are based on a case by case basis and do not set a precedent for approval later. You can find a home on Strawberry Drive that

received a 35' height limit. Another home is located on 7th Street off of Ocean Drive. The 35' height limit is permitted by the BMC.

- In response to 16.12.050 Conditional Use Variances, the applicant's response is that the need for a 35' height is to reduce the amount of impervious surfaces on the site (parking, protect and enhance flora and fauna). I counter that the need for a 35' height is for more rooms, meaning more guests and traffic, and of course more income to Gravel Point, which we must remember is the ultimate goal of the investors.

Applicant's Response: As reflected on the enclosed plans, the additional 35' does not result in more rooms. The design concept is for a parking garage on the first floor with two stories of amenities. The green roof requires height in construction also. The entire design concept, and the reduction in energy efficient services and wildlife habitat would change. IF the developer was attempting to maximize the income potential, they would have proposed a sprawled development that contained 2-4 times the number of rental accommodations. The proposed 7' of additional height provide more benefit to the natural environment.

- I suggest that if this project is approved and moves forward, the structure be limited to just two floors/28 feet, with parking remaining underground. That will enable the applicant to comply with 17.20.90(B), and also somewhat lower several other impacts such as traffic, congestion, utility usage, parking spots, overall disruption to the area, sticking out from the neighbors, and so forth.

Applicant's Response: See findings for full details about how this project complies with the BMC.

17.94.060(B)(3) I propose an informal study be done between Gravel Point and the impacted neighbors to determine if some height taller than the 6' minimum would provide more privacy, security, protection from light and noise, and aesthetics. It appears the applicant's response in their PNPFC does not confirm their intention to treat the existing fences as common fences, nor is it correct in that fences are already installed on all properties or all property lines. I also propose the applicant confirm their intention to treat the fences as common fences, and share in the expenses of installing and/or repairing good neighbor fences. Also applies to 16.12.020(H).

Applicant's Response: The City has a 6' maximum height allowance for fences. The proposal shows 6' tall landscape screening per the BMC. The Planning Commission can require a taller hedge, and that should be listed in the conditions of approval. Otherwise, the developer is required to maintain a height of 6' for code compliance

with the BMC. There are no common fences. All fences are required by the City of Bandon to be located entirely on the subject property. The property owners will continue to maintain their own fences.

17.96.050(L) Applicant's response in PNPFC requests relief from RV space requirements. I understand and appreciate the reasoning, and concur with it. However, I am concerned about the parking on residential streets. I propose a residential parking zone and permit process be established on all streets along the perimeter of the Gravel Point project, starting with construction, and be regularly enforced.

Applicant's Response: The applicant proposed that NO parking be allowed on the residential street abutting the property. This is an exception to the City standards which the City Council will be required to address and approve. The Planning Commission does not have the authority to waive or condition the standards of public streets.

17.102 Regarding applicant's response in their PNPFC, they propose the project is economical to both the property owner and the City of Bandon. Further, they state Bandon has low property tax, while the TOT contributes 16% to the general fund. I disagree with the assertion Bandon's property taxes are low. You will have to forgive my crude and possibly incomplete calculations (I promise to validate if necessary), but Bandon's property taxes appear to be 1.13%, which is above state average, and includes several Bandon specific initiatives. In addition, the TOT was just increased in the most recent Bandon election. The TOT should be expected to increase additional revenue to the general fund based on the hospitality services currently available, as would further development of residential units with their increase in basis. The applicant's response is not backed up by hard data. Furthermore, their assertion that urban residential subdivision is not compatible in regard to protecting the natural resources is opinion and self-serving. I posit permanent residents in general will have much more concern about their neighbors, their environment, their town and resources, than will transient guests and for profit entities.

Applicant's Response: According to The City of Bandon annual budget, Bandon has an extremely low tax rate of 1.81 compared to over 6.10 for Myrtle Point, Powers, Coos Bay, North Bend and Coquille.

16.12.020(I) Regarding noise pollution, I have already expressed some concerns in this testimony (guests, traffic, etc). However, another concern is noise pollution during construction. If the project is approved and moves forward, I propose restrictions be put in place limiting construction to weekdays, Mondays through Fridays, 9AM to 5PM, no

holidays. In addition, definition of construction needs to include any on site activity, including but not limited to moving tools and supplies, moving machinery and equipment, any pre or post work day activities, meetings, coffee breaks, etc . The intent is to limit disruptions to the neighbors, all disruptions, to at least somewhat reasonable hours.

Applicant's Response: The City has construction hours in place now which are: No construction work on Sundays or City Holidays; 9am-7pm on Saturdays and 7am-7pm on weekdays.

16.12.020(J) Regarding the 'No Noise/No Party' policy, the applicant states noise complaints can result in compensation to guests disturbed. What about compensation to neighbors disturbed?

Applicant's Response: The developer includes neighbors in this policy.

16.12.040(F) Regarding applicant's response to the project having adequate facilities, I hope and trust the Planning Committee performs their due diligence in this area. For one, the applicant refers to the 2020 census, which in part due to the influx in residents during and after the pandemic I suspect is no longer accurate information. In addition, I have heard many people in town state their beliefs that our resources are not of the size or quality to be able to sustain exponential increases in users. For instance, how does the applicant's response compare, or rather contrast, with the SDC presentation provided by Mr. Chandler in the September 11th, 2023 City Council Meeting? And how does it compare/contrast with Bandon Comprehensive Plan Land Use Planning stating in part 'Most zones contain large amounts of vacant land and some zones contain little or no residential development due to lack of sewer and water and, to a lesser degree, streets'?

Applicant's response to Land Use Goal 2 of Bandon's Comprehensive Plan omits 'General Commercial Activity' which states in part the goal is 'To reduce commercial sprawl'. The applicant should be provided an opportunity to further address this, and regardless of whether the applicant does further address it, the Planning Council should keep this in mind during this process.

Applicant's Response: The developer includes neighbors in this policy.

I recognize, and in some areas commend, the applicant's addressing issues not only in the code but in their general attempts to promote being good neighbors. However, I do have my concerns, as noted above. In addition to the above, for one, the Owner's

contact information is listed as Confidential in the project plans. Second, the owner is listed as an out of state Alaskan LLC. Third, the developers Face Book page on June 27th, 2023 proudly boasts 'Gravel Point has been full-steam ahead in design on a new development in Bandon and we have final expanded to 85 acres! We are officially closed & recorded with the County! A major shoutout to the entire development & design team on this one. ***There has been so much going on behind the curtain'*** (emphasis added). These factors increase my concerns. I appreciate not only your providing me the opportunity to address them but also your consideration to them.

In conclusion, 17.20.020 lists specific Permitted uses, while 17.20.030 lists Conditional uses. I urge the Planning Commission keep in mind this is in fact not a permitted use but a conditional request, and to make their decisions accordingly.

Applicant's Response: Gravel Point has been under the design phase for two years, and we are glad to finally go public with the concept.

Linda Wilcox 9-19-23:

1. Beach Loop Drive has four (4) large Motels, The Colony (many rentals) and a large number of homes for rent plus numerous other motels in Bandon.

Applicant's Response: Beach Loop Drive has three hotels- Best Western, Windermere and Sunset Motel. The two that were located on 11th Street have not been rebuilt.

2. Gravel Point Project adds to the Bandon major water, sewer, traffic, and crime burden/problem.

Applicant's Response: GP can benefit the water, sewer, traffic and crime by providing SDC, TOT and property taxes that well exceed a residential property. TOT pays for Police force. SDC pays for infrastructure. The developer is also paying for and maintaining the new streets and paths.

City Manager and Mayor constantly tells residents property tax is very low so we need the tax generated from the motels and rentals. Bandon would not have to heavily depend on motel and rental taxes if the city government would stop over building in Bandon.

Applicant's Response: The growth of Bandon was planned for and estimated in the creation and updating of the Comprehensive Plan, TSP, Water and Sewer Plans.

Bandon Beach Ventures was registered on June 13, 2022 and is listed as Oregon FOREIGN Limited-Liability Company. Has the city government thoroughly investigated this company?

Applicant's Response: Business entities formed under Oregon law are called domestic business entities, while those formed under the laws of another state are called foreign business entities. This is found in the Oregon Start a Business Guide at www.oregon.gov. An internet search will result in numerous articles and accolades for the property owner and the successful business he established in 1984.

10-4-23 Applicant's Response to Public Testimony

Tim Glidden and Caroline Cordano 9-22-23

My wife and I strongly suggest:

1. Sewer and water issues are Solved as regards this project in a manner satisfying the City and Citizens of Bandon that the developers pay for any and all improvements that their project imposes.

Applicant's Response: This comment has been addressed in the Findings, at the public hearing and in written response to other Public comments. Please refer to the Response Document from 9-28-23.

2. The traffic to and from the project will overwhelm our residential area making walking and bicycling along Beach Loop Drive much more dangerous and to mitigate that unavoidable fact we strongly suggest that the developers pay for a new bicycle and walking trail from SeaBird to Old Town.

Applicant's Response: This comment has been addressed in the Findings, at the public hearing and in written response to other Public comments. Please refer to the Response Document from 9-28-23.

3. The developers are asking for a height variance. Yet all the homes on Beach Loop in our area have been restricted! The developers have sufficient property to allow them to have two story buildings with the same number of rooms that they are requesting to build. We strongly request No height Variance! 4. The exit/entrance is proposed on a turn of Beach Loop. Headlights and auto noise of all kinds will be centered on two of the homes on Caryll Ct. that back up to the Beach Loop in that area. At least move the entrance exit to the same location as the entrance to Caryll Ct.

Applicant's Response: This comment has been addressed previously. The City has an allowance for a height up to 35' and there other examples of this in Bandon. There is a home on Strawberry Drive and one on 7th Street. The variance is to the 3:12 roof pitch requirement and not to the height.

4. The exit/entrance is proposed on a turn of Beach Loop. Headlights and auto noise of all kinds will be centered on two of the homes on Caryll Ct. that back up to the Beach Loop in that area. At least move the entrance exit to the same location as the entrance to Caryll Ct. So vehicles have a visual awareness of an intersection instead of on a sight impaired curve of Beach Loop.

Applicant's Response: The Beach Loop approach is considered by the City of Bandon to be safer than as platted in the Bandon Beach Subdivision plat.

5. We are not against the idea of the project but the developers, not the City of Bandon or its CiΘzens, should be responsible for All costs created by their project and the developers should enjoy the responsibility of enhancing Beach Loop Drive and our beauΘful ResidenΘal Neighborhood!

Applicant's Response: The City of Bandon will receive over \$1.6 million per year in TOT which funds the Police Department, Sprague Theater and Community Center. The City of Bandon will receive approximately \$4,000 per year in property taxes. The estimated System Development Charge for the project is \$1,191,561.00 which funds the maintenance, replacement or new public facilities needed in Bandon. The permit fees to the City are over \$13,000.

The amount of SDC's paid for this project is equivalent to 86 new dwellings. The amount of TOT doubles what the City receives now.

In regard to overall benefit not associated with the financial gain to Bandon, the general public is receiving a much needed trail system located on the interior of South Bandon. The system will provide trails and streets from the Seabird area to City Park. Additionally, the developer is partnering with the Bandon Community Swimming Pool to realize their long term desire to provide a community pool. With the addition of Workforce Housing and a water reservoir, the benefit to the community is outstanding and uncomparable to any other development in Bandon.

Dorothy Tharsing 9-25-23

1. Environmental impact.
2. Water availability, we have issues with our water system, and we need to have enough for the folks who live here all year.
3. Current overcrowding in Old Town.

Applicant's Response: These comments have been addressed in the Findings, at the public hearing and in written response to other Public comments. Please refer to the Response Document from 9-28-23.

Why not Invest in projects that protect & enhance the natural beauty of our area. We need to bring pride into our town and its citizens. Not more jobs for the peasantry. Don't misunderstand me, I have worked at cleaning the vacation homes/rentals in Bandon and enjoyed it. I think we can do better for our kids so they will want to stay and pay into keeping the city a home for them and their children. People live here for the natural beauty of the area, not the shopping or resort amenities. There are plenty of towns on the coast for folks that want that.

Applicant's Response: Gravel Point is providing an opportunity for a range of job positions while protecting and enhancing the natural beauty of the area. The project provides for career choices that are lacking in Bandon and limit services here. For

example Landscape Architects, Sommelier, Marketing, and Chefs. Other jobs are available for the workforce that choose not to go to college or trade school which secure the opportunity for locals to stay in their hometowns and make a good wage.

Why doesn't the city work with the schools? Maybe purchase one of the many derelict homes in town and use it as a trial of teaching usable skills to the students. We need carpenters, plumbers, electricians, etc.

Applicant's Response: The City is currently working with the Bandon School District on a Workforce Housing project.

Why not focus on the future of our city and the planet and investigate "green" businesses, or tech businesses coming in, not more shopping centers, or yuppifying Old Town. Why not look into grants for becoming a model "green" city instead of trying to be like Florence?

Applicant's Response: Gravel Point is a "green" business with the opportunity to set an example as a model for intentional design.

Findings Page 1-2: We are confident that the community will benefit from the proposed development as buildings and impervious surfaces cover less than 25% of the total lot area and this benefit will provide a park-like setting with opportunity for hiking, wildlife viewing and a trail connection through Bandon by enhancing pedestrian and vehicle circulation away from Beach Loop Drive. It will be an upscale hospitality experience that is focused on health and wellness in a natural environment; a considerate development with a focus on LEED certification which further benefits the community. This certification can only be achieved by lowering carbon emissions, enhancing resilience and creating healthier places for people.

The goal of sustainable development will provide long-term stability for the economy and environment which is only achievable through the integration of economic, environmental, and social concerns throughout the design and planning process. This project has considered each of these components and is proposing a low-profile, light footprint and aesthetically pleasing approach that will achieve the goal of improved economic development and nature conservation. You will see in the following pages and in the attached presentation that the Wetlands, Dunes and Wildlife have been the prominent focus. The building structures also support a sustainable wildlife habitat.

We are in desperate need of homes for professionals that our churches, hospital, schools, medical facilities, and other offices are trying to hire!

Applicant's Response: The City is currently working with the Bandon School District on a Workforce Housing project. Gravel Point is proposing workforce housing and there is at least one other major workforce housing project underway.

We need the infrastructure of our city to be brought up to a usable grade. Again, working with the schools to train students for skills they can make a living wage and have pride in what they are doing.

Applicant's Response: This comment has been addressed in the Findings, at the public hearing and in written response to other Public comments. Please refer to the Response Document from 9-28-23.

Mary O'Dea 9-26-23

Benefits to the Community

a) Where is the workforce for this project and where will it be housed?

Applicant's Response: The housing is proposed to be located on Tax Lots 2500, 2600 and 2700 on map 28-15-36BA which is north of the subject site near City Park.

b) Name 3 community benefits and the corroborating evidence that this project benefits Bandon.

Applicant's Response: The benefit of TOT and SDC payments on the overall impact of the community has been addressed. These support the salary of the Police force and allows the infrastructure facilities to be maintained, replaced or added to. The Bandon Swimming Pool and the developer have discussed and shown on the enclosed plans an opportunity to see the pool become a reality. The walking trails, natural environment protection and economic benefit of tourism in general have been addressed.

c) Why has the City, to date, not met its noticing obligations with regard to this project?

Applicant's Response: The City provided the required noticing for the Public Hearing. The City posted the application and plans on their website prior to the application being deemed complete which gave the public several additional weeks to review the proposal.

II Water and Sewer Utilities

a) How will this project impact the City's water and sewer infrastructure?

b) What will be the economic impact of this project on the ratepayers?

c) Will the project be financially responsible for the remediation of all infrastructure deficiencies resulting from its establishment?

Applicant's Response: This comment has been addressed in the Findings, at the public hearing and in written response to other Public comments.

d) Has the City factored the impact of this project on other publicly discussed projects, such as house buildings, Coquille Point Hotel, 20th Street Annexation development, Seabird Ave.

apartments, Bandon's school board and City's housing project, the Marriott hotel, and the Grocery Outlet?

Applicant's Response: All new development is required to address the requirements of the Bandon Municipal Code, the Comprehensive Plan, the Master Plans and other ordinances and codes in place for development.

III Road and Traffic

- a) What is the traffic plan for the project and the surrounding neighborhoods?
- b) What are the delivery routes and timings of the deliveries for the neighborhoods?
- c) Please explain the parking plan for the project.

Applicant's Response: These comments have been addressed in the Findings, at the public hearing and in written response to other Public comments. The traffic engineer will present more information at the 10-5-23 Hearing. The proposed parking is shown on the plans and new sheet delineating deliveries has been added.

IV Financing and Construction Timeline

- a) Has this project secured sufficient financing to complete the project in its entirety?
- b) What financial incentives, variances, or other benefits has the project received from the City of Bandon or Coos County?
- c) What is the construction timeline? What measures will be taken to mitigate disruptions to the surrounding neighborhoods?

Applicant's Response: The timeline is 2-3 years and the developer will be required to follow the City's construction hour schedule which excludes construction on Sundays, holidays and has restricted hours on the other days. There are no "kick backs" from any jurisdiction. The variance is to a roof pitch of 3:12 only.

V Access to review technical information and regulatory documents

- a) Where are the environmental, geologic, wetland, and other regulatory and technical documents for this project?
- b) When and where will they be freely available for inspection by the public?
- c) Why were these materials not made available before any public hearings?

Applicant's Response: The City posted the application and plans on their website prior to the application being deemed complete which gave the public several additional weeks to review the proposal. The Planning Commission is reviewing the Conditional Use whereas Geology and Wetland are reviewed by Staff. Those documents have been referenced, and will be submitted to the City for staff review along with the appropriate application types.

VI Conflicts of Interest

- a) Does any member of the Planning Commission, City employee, City Officer, or member of the governing body have a conflict of interest in regard to this project?
- b) Will the City of Bandon be transparent and put forward assurances that no City Officer or employee, member of the governing body or the Planning Commission, has used their position to benefit financially from this project?

Applicant's Response: The City provided the required time for Commissioners to announce and discuss any conflicts of interest.

Marey Barthoff 9-27-23

I too am afraid it might change the wonderful, small-town feeling. As first a tourist & then a home-owner, I cherish beautiful Bandon. I want it to always be small & cozy, so that the wonderful lady who delivered mail could still come up in her golf cart to ask someone driving very slow on Beach Loop if they need directions. There's so much heart in Bandon, I hope it can always stay small.

I understand towns need money to run. My hometown in Calif.... the council always votes against residents & for businesses. The result? You can't even find a place to park near your own house.

I wonder if the Planning Committee could consider a compromise & scale back Gravel Point, so it could stay in character with beautiful Bandon & keep the blessed Bandon experience intact?

And would they take careful care of the coastline? Could they not interfere with the enjoyment of nearby residents of the coast & openness & good feeling? Could they be an asset to the neighbors in some way?

Applicant's Response: We are confident that the community will benefit from the proposed development as buildings and impervious surfaces cover less than 25% of the total lot area and this benefit will provide a park-like setting with opportunity for hiking, wildlife viewing and a trail connection through Bandon by enhancing pedestrian and vehicle circulation away from Beach Loop Drive.

The benefit of TOT and SDC payments on the overall impact of the community has been addressed. These support the salary of the Police force and allows the infrastructure facilities to be maintained, replaced or added to.

Previous comments, Findings and plans addressed the many ways Gravel Point will be an asset to the neighbors. Specifically, providing open space, dark skies and limited development instead of the previously proposed dense sub-division.

Jean Polequaptewa 9-27-23

Our biggest concern is for the street approaches to Gravel Point which have been designated for Beach Loop Road and Carter Street SW. Beach Loop Road is already extremely congested and hazardous with vehicles, RV's, cyclists and many pedestrians. Beach Loop is a country road that has turned into a major thoroughfare without the benefit of improvements. It is difficult to navigate with a vehicle as well as dangerous for pedestrians. Adding more vehicular traffic from people traveling to and from the resort will only exasperate the problem.

Carter Street SW location is at the far end of the quiet Ocean Shores residential area. It's not very practical to invite lodgers to navigate a residential area in order to access a resort nor is it being a very good neighbor to the residents of Ocean Shores.

A more practical solution is for a main entrance directly off of Hwy 101. This would make Gravel Point more prominent as well as reducing the road use of neighborhoods that don't have the infrastructure for increased traffic.

We realize there are many other concerns that need to be addressed such as light pollution, noise and proximity to homes that Gravel Point developers should consider in order to be good neighbors.

Applicant's Response: These comments have been addressed in the Findings, public hearing and previous responses to comments.

Durkin 9-27-23

Traffic control for Gravel Point Access to Beach Loop Drive:

As residents of Caryll CT we find it difficult exiting left onto Beach Loop Drive due to the oncoming traffic from the South. The marginal sight distance due to the curvature of Beach loop and the high rate of speed of many of the oncoming vehicles worsens the situation. The introduction of additional traffic from Gravel point will make it even more difficult and less safe for all vehicles exiting Caryll Ct. Therefore we believe a three way Stop system be implemented at the Gravel Point access to Beach Loop Drive. With all traffic stopped at that intersection the vehicles exiting Caryll CT will then have safe entry onto Northbound Beach Loop.

Applicant's Response: The City Engineer may determine that a three way stop is needed; however, the traffic impact study does not warrant the stop sign.

Construction Traffic for Gravel Point:

Both this project and the proposed adjacent 60 acre site development must not be permitted ingress or egress from any existing surrounding roadways!! This is a residential and vacation environment and not in any way suitable for the amount of construction, delivery and miscellaneous vehicles that will access the combined sites on a daily basis, likely to include Saturdays. It's also possible our road beds are not adequate to support the pounding from the numerous heavy loads as well.

The developer in coordination with the city must create site access for ALL construction vehicles from only Route 101. Which then would become the permanent primary access to both sites, eliminating the need for the Carter Street egress.

Applicant's Response: This was discussed in detail at the Hearing. All future streets developed to Hwy 101 will be at a later date and not specifically associated with Gravel Point. The proposed use meets the development standards and street access as listed in the Bandon Codes and Plans.

Airborne Particulates:

A combined 85 acre site under construction in the Bandon environment will create serious difficulties controlling Airborne particles. Especially in a residential setting! Given the existing fine grain sands on the sites in combination with the extremely dry and windy conditions throughout late spring, summer and fall Then coupled with the high volume construction equipment and traffic---extraordinary site specific controls will be required.. The mere fact that the developer intends to disturb the tall dunes immediately adjacent to residential communities complicates the airborne particulate to extraordinary levels. With just four new homes under construction on Caryll Court both last year and this year we and other Caryll CT residents have witnessed and endured the horrendous effects of blowing Sand and construction debris!! Significant amounts of water, manpower and equipment will most likely be required to control Airborne particles on a site this size. Also, the Developer should be required to supply their own private water for this task. And specifically not draw from the public water system for this task. They also must be required to detain all construction debris onsite and patrol the adjacent properties to collect and dispose of any debris that escapes their onsite detention means and methods. Should the project be approved, the City and County should require stringent regulations on Airborne particulate control. And include work stoppage and monetary penalties per occurrence of any Airborne particulate release.

Applicant's Response: Best management practices will be implemented during construction to reduce erosion control and airborne particles.

Lighting:

As Several residents have voiced--The City must require both low height down lighting and minimal brightness.. For instance the proposed lighting of the Dune pathway is completely unacceptable and out of character for Bandon! The City must protect our prized night sky viewshed!!

Applicant's Response: These comments have been addressed in the Findings, public hearing and previous responses to comments. All lighting is dark sky compliant, and the number of streetlights will be determined by the City.

Walkways:

Because the combined projects will add pedestrian traffic along Beach loop, the City needs to ensure the developer provides adequate funding for sidewalks along beach loop from at least the Beach Loop entrance to 11 th street and Face Rock drive to Beach Loop Drive.

Applicant's Response: These comments have been addressed in the Findings, public hearing and previous responses to comments. Additionally, the City can form a Local Improvement District at which time the property owner will contribute their share of the improvements.

Building height variance:

We are not in favor of the variance due primarily to the size of the structure.

Applicant's Response: The variance is for the elimination of a 3:12 roof pitch only.

Lodge and Hotel:

The Architecture of the Lodge Structure is not in keeping with Bandon Architecture along Beach Loop Drive and needs to respect the existing structures. A more conventional design including exterior wood or earth tone synthetic wood facing would better compliment the Bandon Setting. Also, keeping a green roof system viable on both the Lodge and Hotel could be difficult and taxing on water supply given the high wind coupled with extremely dry late spring, summer and falls weather conditions in Bandon.

Applicant's Response: The City has design standards that need to be met to show compatibility. The proposed plans meet those criteria. Green roofs are not difficult to maintain, instead they thrive in our environment. There are several in our area. The birdlife keep them fertilized and seeded. No additional water is needed to maintain this type of garden, and any watering will be with gray water and not from the city water source.

Dunes Lodging:

In the Cascadia zone, structures built high atop unstable Dunes without adequate foundation support are a high risk to not only the residents who utilize them but the nearby residential structures and inhabitants of those structures. The developer needs to provide sufficient professional assurance from a qualified structural engineer that the homes are not a threat to the occupants as well as the adjacent homeowners and their properties.. And the City, at the Developers expense, needs to hire a qualified engineer to review and provide certification the structures pose no safety concerns for the parties mentioned above..

Applicant's Response: The developer has already retained the services of a geotechnical and structural engineer. This is a requirement by the City and the State. No building permits can be issued or approved without full compliance with the appropriate codes.

Beach Loop Entrance sign.

We feel the overall sign structure is overbearing for Beach Loop Drive with a 25 mph speed limit. It is more suitable on a roadway such as Highway 101. The Carter Street sign is much better fit for Beach Loop Drive and more than adequately alerts travelers of the Resort entrance.

Applicant's Response: The sign is less than the 48sf sign allowance at only 40sf in size.

Housing:

Housing for the staff required to operate a "Resort" of this size will require significant investment which the developer should have fully anticipated and disclose to the City for further comment and suggestion.

Applicant's Response: The housing has been discussed and shown on a plan and in the hearing presentation.

Forbes 9-25-23

Thank you very much for allowing me to speak out against the proposal of this gigantic motel complex proposed for Beech Loop Drive. I would be distressed if this massive complex was built anywhere in Bandon, but to have it proposed next door to me is devastating.

Applicant's Response: The proposal covers less than 25% of the site which is considered a small footprint. Total lot coverage in the CD-1 zone is allowed to be 65% with 50% being dedicated to building square footage. Gravel Point is proposing less than 9% in building coverage.

I have heard that the motel has asked for a variance on Bandon's height restriction so that they can build any type of high structure that they wish. But haven't the city planners of Bandon decided that they wanted that height limit so that people could share equally in the view and not have anyone dominate the landscape? Instead, the motel planners are asking for entitlement as if commercial property was more important than individual property.

Applicant's Response: All properties in the CD-1 Zone on the East side of Beach Loop Drive have the same property rights which include a building height of up to 35'. No views are blocked by the height request as shown on all plans with topographic cross sections and additional detail to prove this point.

Darcy Grahek 9-28-23

See Letter

Applicant's Response: The Development Team has been in direct contact with Darcy about all of her comments. Her involvement in the project is much appreciated.

Leslie and Don Suva 9-28-23

Commissioners: Ask to see a list of committed accredited investors; balance sheets for the various owners/developers (can they deliver on this lofty project?)

Applicant's Response: The City does not have a requirement for any type of development to show financials. However, the City does require Bonding for improvements which creates a financial obligation for the developer to complete the work.

Current Projects (from PERK DEV. Brochure): how will these impact Gravel Point progress?

Applicant's Response: The list of projects that Perk Development is involved in does not fall under the review of the Commission. All of those projects have been in multi-year planning stages and all governing bodies and affected property owners are equally involved. The general public is not typically involved with project details until an application is ready to be submitted. That can take several years of due diligence and feasibility studies.

A collaborative approach by PERK would be encouraging – a good faith effort to show it is vested in the community of Bandon. Do something for the residents who actually live and pay taxes here – a “pay it forward” approach. Instead of developing a luxury resort for affluent outsiders and guest, consider upgrading some of the lodging that is already in Bandon (300 rooms, not counting the numerous VRDs).. Work toward keeping the hotels/motels in existence and operation rather than encroaching on the livelihood of those who live and work here. Do something *tangible* and *positive in advance*, and downscale the lofty Gravel Point resort project. Instead of Bandon feeling animosity toward the development, it could be presented as an asset. While we may not want the Gravel Point development, we would tolerate it.

Applicant's Response: The benefits and community involvement comments have been addressed in the Findings, Public Hearings and in response to previous comments. Please reference earlier responses.

Applicant's Response to the Staff Report

APPLICABLE CRITERIA: BMC (Bandon Municipal Code) Chapters: 16.12, Conditional Uses 16.36, Adjustments & Variances 17.20, Controlled Development 1 (CD-1) 17.90, Signs 17.94, Commercial Design Standards 17.96, Off-Street parking & Loading

I. Procedural – Required Burden of Proof The development standards of the Bandon Municipal Code will be listed below organized by each of the applicable chapters listed above. Bandon Code language will appear in italics and staff will include both the applicant's findings, and our own, where needed. The applicant has requested a consolidated review, so this staff report covers all applicable criteria, including items that would otherwise be reviewed as a Type II decision.

Title 16 – Chapter 16.12 – Conditional Uses

16.12.010 Authorization to grant or deny conditional uses

Conditional uses are those which may be appropriate, desirable, convenient or necessary in the zoning district in which they are allowed, but which by reason of their height or bulk or the creation of traffic hazards or parking problems or other adverse conditions may be injurious to the public safety, welfare, comfort and convenience unless appropriate conditions are imposed. Applications for uses designated in this title as conditional uses may be granted, granted with modifications or denied by the planning commission in accordance with the standards and procedures set forth in this chapter.

FINDING: The applicant has requested approval of a "resort," which staff finds falls under "motel, hotel" and "commercial retail sales and services," conditional uses in the CD-1 zone. The Planning Commission may approve, approve with conditions, or deny the application through a review of the application's conformance with the approval criteria. The Planning Commission may find that there are certain conditions that must be placed on the approval in order for the use to be appropriate at this location.

Applicant's Response: The Applicant did not request approval for a "resort". The application and findings listed "Hotel/Motel, restaurant and accessory commercial uses." The plans read, "High quality hotel with a resort atmosphere."

16.12.020 Authorization to impose conditions

In approving an application for a conditional use or the modification an existing and functioning conditional use, the city may impose, in addition to those standards and requirements expressly specified by this title, any additional conditions which the city considers necessary to assure that the use is compatible with other uses in the vicinity and to protect the city as a whole. These conditions may include but are not limited to:

- A. Changing the required lot size or yard dimensions;
- B. Limiting the height of the building(s);
- C. Controlling the location and number of vehicle access points;

- D. Requiring additional right-of-way areas or changing the street width;
- E. Requiring public improvements, including, but not limited to streets, sidewalks, sewer and water line extensions, and bike paths;
- F. Changing the number of off-street parking and loading spaces required;
- G. Limiting the number, size and location of signs;
- H. Requiring diking, fencing, screening or landscaping to protect adjacent or nearby property;
- I. Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and dust;
- J. Limiting the hours, days, place and manner of operations;
- K. Limiting or setting standards for the location and intensity of outdoor lighting;
- L. Setting requirements on the number, size, location, height and lighting of signs;
- M. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas and drainage areas.

FINDING: The Planning Commission may approve, approve with conditions, or deny the application. If additional conditions are needed to ensure this use fits in with the surrounding neighborhood, the Planning Commission may reference this list to impose such conditions. Throughout this report, staff has made recommendations for the Planning Commission to consider, including a list of recommended conditions of approval at the end of this document.

16.12.040 Approval standards for conditional uses

The approval of all conditional uses shall be consistent with:

- A. The comprehensive plan;
- B. The purpose and dimensional standards of the zone except as those dimensional standards have been modified in authorizing the conditional use permit;
- C. That the site size and dimensions provide adequate area for the needs of the proposed use;
- D. That the site size and dimensions provide adequate area for aesthetic design treatment to mitigate possible adverse effect from the use of surrounding properties and uses;
- E. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography and natural features;
- F. All required public facilities and services have adequate capacity to serve the proposal, and are available or can be made available by the applicant;
- G. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or precludes the use of surrounding properties for the permitted uses listed in the underlying zoning district;
- H. All other requirements of this title that apply.

FINDING: The applicant provided a written narrative describing the project's conformance with the approval standards. Staff has provided an evaluation for each of them below.

Comprehensive Plan: The applicant provided evidence that the proposal is consistent with the Comprehensive Plan's policies, which are generally implemented by the code. The code provisions do not contain any mandatory comprehensive plan compliance, so, for brevity, Staff has condensed some of the applicant's findings into sections below for the Planning

Commission's consideration. Based on the evidence provided, the Planning Commission may wish to consider conditions of approval to ensure the development is consistent with the Comprehensive Plan.

1. Land Use: The applicant is proposing a tourist commercial use, which is intended to be located in areas frequented by tourists, such as Beach Loop Drive, and separated from "general commercial uses," which would be oriented to year-round residents.

2. Open Space, Historic Areas and Natural Resources: This section states that the City should have a policy to encourage clustering development to preserve open space and view corridors and that the city should not vacate streets if there is an adverse effect on scenic views, access to views, wildlife, wetlands, or public utilities. The applicant has proposed a street vacation of the current configuration, but will dedicate new streets as part of the vacation approval process (heard by the City Council.) The policies also explain the City's Memorandum of Understanding with the local tribe outlining our policy to notify the tribe of any proposed ground disturbance. Prior to receiving zoning compliance, the tribe will be notified and the property owners will receive a letter letting them know how to proceed.

3. Transportation System Plan: The existing Transportation System Plan (TSP) objectives indicate that the city should protect the local street network, develop a system of sidewalks, walking Staff Report – Consolidated Review, Gravel Point, 23-045 Page 4 of 41 paths, and bicycle facilities, and minimize vehicular trips. Even though the comprehensive plan objectives are not mandatory as they are not codified, the applicant has responded that the proposed vacation and rededication of streets will increase connectivity and reduce vehicles miles traveled, and that walking and biking paths are added through the project. The policies indicate that the city shall require bicycle parking (again, this is not codified) and the applicant is providing 16 bike parking spaces.

4. Wetlands: The City's policy is to protect, maintain, enhance, and restore significant wetlands. This site does not contain significant wetlands.

5. Natural Hazards: This site does contain an area of high landslide susceptibility, which will require either an exemption request or a Geologic Assessment Review. The applicant has chosen to submit a separate application for review.

6. Environmental Quality: It is the city's policy to ensure quality of life by balancing economic needs with the enhancement of environmental quality. The applicant states that they will cause minimal air pollution due to the green roofs and that they will have an on-site stormwater system that allows for natural infiltration. Further the project uses low-flow fixtures and will have a gray water system for irrigation. Landscaping will consist of native plants and grasses.

7. Recreation: The proposed project site will be developed as a park-like setting, with opportunities for walking, biking, and wildlife viewing.

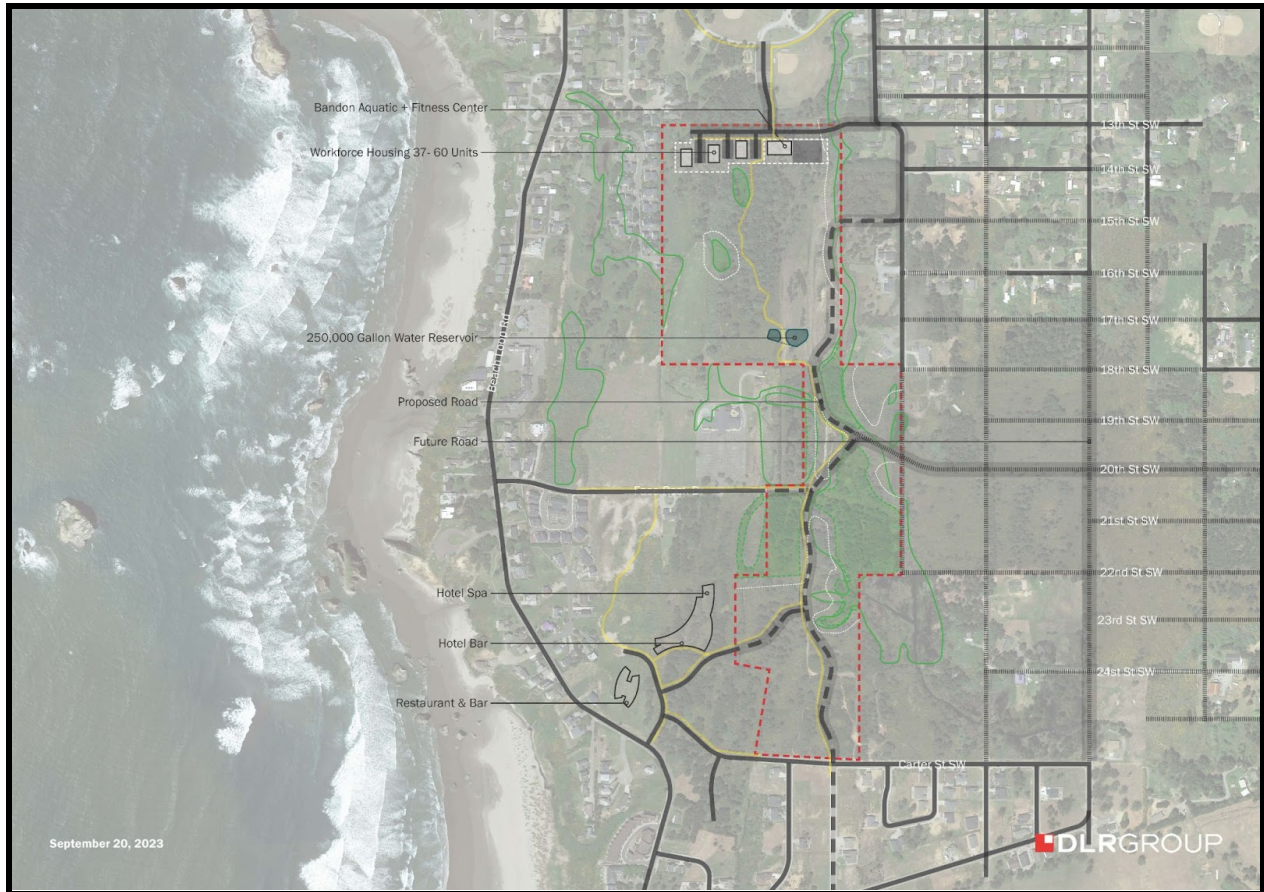
8. Economic Development: This goal states that the city will promote economic development that is compatible with the city's infrastructure, environment, and high standards for quality of life. The applicant states that this tourist commercial use is compatible with these goals.

9. Public Facilities: The developer will make all required improvements at the time of development.

10. Housing: The applicant states that the proposed resort will provide short-term housing to Hotel and Golf Professionals, Medical Staff, and itinerant workers. Staff finds that the proposal will not positively affect Goal 10 (housing) as described on page 85 of their narrative. There are only about 60 vacation rental dwellings in Bandon, which are purposefully limited by our code. There is likely very little chance that a home on Beach Loop Drive would become an affordable long term rental if it weren't being used as a VRD. While the hotel may help meet the need for additional hotel room rentals, the staff needed to operate a resort of this size will still need a place to live. This development will not provide any housing for our local permanent workforce, unless they can afford to rent a villa or suite.

Applicant's Response: It is a very known fact that our area houses traveling medical professionals. Those professionals take up long-term and short-term inventory in Bandon which causes a reduction in true workforce housing. Providing additional hotel/motel accommodations absolutely provides transitional housing for traveling professionals, seasonal staff and people who are transitioning to Bandon. The Planning Commission can reference [Travel Nurse Housing - Search For Monthly Furnished Rentals \(furnishedfinder.com\)](#) to see the availability in Bandon. A search over the next six months will result in 4-6 available homes on average, yet the inventory of homes is greater than that and options vary per month.

The Applicant provided a proposal on September 21st that shows workforce housing to be built north of the subject site. This was not included in the original application because the property was not owned by the Gravel Point developers. The properties known as 28-15-36BA TL 2500, 2600 and 2700 are now owned by Saw Jacques, LLC. This purchase provided the needed land for a true workforce housing project. 37-60 dwelling units will be provided.



WORKFORCE HOUSING LOCATION ON NORTH SIDE

11. Scenic Resources: The applicant’s narrative also describes the geographic viewshed listed in the Comprehensive Plan as “BL-8 Wetland/Dune on Strawberry Drive,” which is identified as a site of medium significance on private property without public access. The proposed development will provide access to this viewshed, which is a benefit to residents.

Dimensional Standards & Purpose: The CD-1 zone is the closest thing the City has to a “mixed-use” zone. The purpose of the zone is to balance tourist commercial uses (generally conditional) with residential uses (outright permitted). Since the commercial uses are the conditional uses, the Planning Commission should review the application for appropriateness within the neighborhood context and consider the impact of the development on the outright permitted uses. If there are conditions that may be placed Staff Report – Consolidated Review, Gravel Point, 23-045 Page 5 of 41 on the application to make this request more harmonious with existing uses, these should be considered.

Adequate size: The applicant states: “The proposed site is more than adequate for the proposed.” Staff finds this response is limited in terms of providing evidence that these standards are met. While the site is large (24.8 acres), the request includes two lodges, containing 110 rooms, two restaurants, and a spa, as well as 32 villas/suites. It is an enormous project for the existing, primarily residential, neighborhood. The applicant’s plan set includes

locations of wetlands, which by nature provide undeveloped open space. These wetlands are located at the borders of the resort property, which create a buffer for the surrounding neighborhoods. The applicants have shown that building footprints account for only 8.5% of the total site, while nearly 78% remains open space (other space includes roads and infrastructure). Staff finds that the site size and proposed layout provides adequate treatment to mitigate the effects of the use of the property as a hotel.

Site Characteristics: The applicant did not provide any specific proposed finding for this standard, however staff finds that the applicant is proposing to utilize the existing topography of the site, incorporating it into their overall design in order to have a more limited impact of the natural features. As mentioned above, the site is over 24 acres, with only 8.5% impacted by structures. The site is located along Beach Loop Drive, a local collector street, and provides a connection to Seabird Drive to the south (via Carter) and face Rock Drive to the north (a future east west connection). Staff finds that the proposal to dedicate right-of-way to connect Carter to Beach Loop, and to leave a future northeast connection is sufficient to ensure proper circulation.

Public Facilities: The applicant stated that, according to the 2002 Sewer Master Plan, the existing sanitary sewer system is sufficient to serve the new development. Staff requested input from the City's engineers, The Dyer Partnership, who replied with the following:

Sewer System – The proposed development will connect to the 8-inch diameter sewer line on Beach Loop Road. This line terminates at the Johnson Creek Pump Station which was rehabilitated in 2007. Pump run times were reviewed for the calendar year of 2022. The maximum run time per day was in May at 11.5 hours and the lowest run time per day was in November at 1.2 hours. This equates to 207,000 gpd and 21,600 gpd, respectively. The capacity of the pump station is 324,000 gpd assuming the total pump run time is eighteen hours. Do not anticipate the new development would generate over 100,000 gpd during a special event.

The applicant also stated that the City's Water Master Plan (2022) assumes growth through 2041 and that there is adequate capacity to serve this use. **The applicants are proposing to increase the line on Beach Loop Drive from a 6" line to a 10" line to meet fire-flow requirements.** As has been reported often recently, the City's water system provides for adequate water most of the year. The issue we have is with raw water storage, which generally becomes an issue only in late summer when the stream flows decrease. We have additional water rights we have not had to call, but we also know there may be years in the future when the City has to proceed with water restrictions. This issue is separate from whether Staff Report – Consolidated Review, Gravel Point, 23-045 Page 6 of 41 or not we have the capacity to serve new development, which we do. The City's engineer's provided the following statement regarding the water system:

Water System – The Water-CAD model was adjusted to show the proposed 10-inch diameter water line in lieu of the existing 6-inch diameter. Attached is a map showing the before and after water flows. Before flows were estimated at 1,350 gpm and after improvements 1,935 gpm. We

did not model the system with an additional connection on Lincoln Avenue. Assume the larger buildings will be sprinkled but not sure what their required fire flow will be.

Applicant's Response: The Master Plan proposes an increase of the Beach Loop water line. The Applicant did not propose the increase, only stated what the Water Master Plan states as a proposal.

The applicant provided a traffic assessment, prepared by Parametrix, which analyzes the potential traffic impacts of the projects. The assessment studies the intersections of Highway 101/Seabird Drive, Beach Loop Road/Seabird Drive, and Beach Loop Road/Main Access (Carter Street). The study states that the proposed project will generate 111 new PM peak hour trips, a standard way for describing net traffic impact. The study also looks at highway capacity level-of-service (LOS) ratings, which diagnose intersections with an A-F rating (A being the least delay and F being severe congestion and delay). Currently, Highway 101/Seabird Drive is rated with a "D" and Beach Loop/Seabird as an "A" (the main access is not rated as it doesn't exist). The intersections are then rated with a "no build" and "build" scenario. The no build scenario rates the Highway 101/Seabird Drive as an "E" and Beach Loop/Seabird as an "A". The build scenario rates the Highway 101/Seabird Drive as an "F" and Beach Loop/Seabird as an "A." The report also stated that the Main Access (Carter) and Beach Loop intersection is an "A" in the build scenario.

The construction of the resort appears to primarily impact the LOS ratings at the intersection of Highway 101 and Seabird Drive. Because of other construction projects in the area, staff has contacted ODOT previously about the status of this intersection regarding mobility targets. Signal warrants for that intersection have already been met (meaning there is a need for some sort of traffic control device). ODOT has stated that many intersections meet warrants, but they must be prioritized, and this particular intersection is not a current priority. This intersection may be evaluated in the future as development continues to determine if the need for a traffic control device becomes a priority.

Further, the zone allows for both commercial and residential uses. Using the Institute of Transportation Engineers (ITE) Common Trip Generation Rates (PM Peak Hour), it is possible to estimate the difference in traffic caused by the allowable uses within the zone. Given the size of the lot (24.8 acres), if this site were to be used for strictly residential meeting minimum lot sizes, nearly 200 new homes could be constructed. This would generate 198 new pm peak trips. The resort as presented would generate 111 new trips per the applicant's traffic assessment, and only 58.22 (142 rooms) based on the ITE manual. The impact of a commercial development of this size is far less than a residential development on the same size site.

In their application materials, the applicant discusses storm drainage and the addition of green roofs and use of wetland restoration to limit the input into the City's storm drain system. They are proposing Staff Report – Consolidated Review, Gravel Point, 23-045 Page 7 of 41 the utilization of drainage swales and may also be using the city's existing stormwater infrastructure on Carter and Beach Loop Drive.

Neighborhood Impact: The applicant stated that: "Most of the surrounding area is already developed for single-family and multiple-family residential. Gravel Point was designed to have a positive impact on surrounding properties. It will fit in with, and compliment, the character of the surrounding neighborhoods. The project features abundant open spaces and landscape buffering, which will ensure a much lower impact than developing the property for other permitted uses, such as residential development, vacation rental dwellings, and other permitted commercial uses." Staff generally agrees with the applicant's proposed finding but would clarify that vacation rental dwellings and other commercial uses are also conditional uses and that the "suites" are very similar to vacation rental dwellings, apart from the fact that they will be constructed to commercial standards. Staff recommends that the Planning Commission review the requirements for Vacation Rental Dwellings and consider if some of those conditions of approval may be appropriate to include for this request.

Applicant's Response: The Villa Suites are considered a Commercial Use and will be managed by the Hotel operator. A Vacation Rental Dwelling is an accessory use to a Residential Dwelling Unit. The two uses are not similar in that Hotel Uses require fire-suppression systems to be installed, must meet ADA and commercial design standards and the overall Use is approved as Commercial to begin with.

The proposed use is considered a conditionally permitted use within the CD-1 zone- Hotel and Motel uses are listed separately. The Planning Commission cannot apply the criteria for a VRD to a Commercial use, they are not the same. The proposed uses will have Tsunami evacuation maps and literature available in each suite. The building code requires the installation of carbon monoxide detectors already. There would be no need to increase the parking space criteria when guests will be shuttled to and from the subject site, and the site contains the appropriate number of parking spaces for the proposed use as a Hotel/Motel.

Additionally, if the Villas are treated as VRD's, then a residential subdivision with street frontage and separate utilities are required. That is not what the applicant is proposing. The application is for a Hotel/Motel use where all of the rental accommodations are handled by the hotel operator.

16.12.060 Application for a conditional use.

The applicant for a conditional use proposal shall be the recorded owner of the property or an agent authorized in writing by the owner. They may initiate a request for a conditional use permit or the modification of an existing, functioning conditional use permit by filing an application with the city using forms prescribed for that purpose.

In addition, the following shall be supplied by the applicant:

A. One (1) copy of the site development plan(s) drawn to scale and necessary data or narrative which explains how the development conforms to the standards;

B. The required fee;

C. The conditional use plan, data and narrative shall include the following:

1. Existing site conditions,
2. A site plan for all proposed improvements,
3. A grading plan,
4. A landscape plan,
5. Architectural elevations of all structures,
6. A sign plan,
7. A copy of all existing and proposed restrictions or covenants;

D. In the case where any or all of the above are unnecessary, as in the case of a change of use in an existing structure, the planning director shall determine which items in subsection (C)(1) through (7) of this section will not be required for application. The Planning Commission may request additional items if they determine that these additional items are necessary to understand and make a decision on the application.

FINDING: The applicant submitted the required information and was deemed complete by Staff on September 7th, 2023. The Planning Commission may request additional information if needed to make their decision.

Applicant's Response: The application was deemed completed on August 21, 2023 when the applicant provided the required response as shown below on the date stamped response. ORS 227.178 governs the review process and requires a decision within 120 days of the application being deemed complete. A written response by the applicant is all that is required to deem an application complete upon receipt.

If an application for a permit, limited land use decision or zone change is incomplete, the governing body or its designee shall notify the applicant in writing of exactly what information is missing within 30 days of receipt of the application and allow the applicant to submit the missing information.

The application shall be deemed complete for the purpose of subsection (1) of this section or ORS 197.311 (Final action on affordable housing application) upon receipt of the governing body or its designee of:

- (a) All of the missing information;***
- (b) Some of the missing information and written notice from the applicant that no other information will be provided; or***
- (c) Written notice from the applicant that none of the missing information will be provided.***



RECEIVED

AUG 21 2023

BY *[Signature]*

City of Bandon
Planning Department
P.O. Box 67
Bandon, OR 97411
Phone: 541-347-2437
www.cityofbandon.org

Incomplete Land Use Application Form 180 Day Completeness Review Process

Please Complete and Return to:

Bandon Planning Department
Attn: DANA
File #:23-045
PO Box 67
Bandon, OR 97411
FAX - (541) 347-1415

Completeness Review Step (Check ONE Box):

I intend to submit all of the missing or incomplete materials as identified by the City in completeness review. I understand that according to State law I have up to 180 days from the date the application was submitted to provide the missing or incomplete materials and that after that date, if I have not submitted the missing information, my application will be void. I also hereby agree to allow the City a reasonable period of time for a review and determination of completeness upon submittal of the missing or incomplete materials and the required number of copies.

I intend to submit some, but not all, of the missing or incomplete materials as identified by the City in completeness review. I understand that according to State law I have up to 180 days from the date the application was submitted to provide the missing or incomplete materials that I intend to submit and that after that date, if I have not submitted the missing information, my application will be void. I also hereby agree to allow the City a reasonable period of time for a review and determination of completeness, upon submittal of the missing or incomplete materials and the required number of copies. The materials I do not intend to submit are those items I have listed on the lines below (attach additional sheets of necessary).

The GAR will be submitted with the zoning compliance application.

I do not intend to submit any of the missing or incomplete materials as identified by the City in the completeness review. I understand that the City will proceed with review of the application materials previously submitted. I also understand that incomplete applications may not provide adequate evidence to demonstrate compliance with applicable criteria and standards. Please deem my application complete as of the date this form is received by the Bandon Planning Department.

Shen McBeth
Printed Name of Applicant or Applicant's Representative

[Signature]
Signature of Applicant or Applicant's Representative

8-21-23
Date

16.12.090 Standards governing conditional uses.

A conditional use shall comply with the standards and purpose of the zone in which it is located except as these standards may have been modified in authorizing the conditional use or as otherwise provided as follows:

- A. Yards. In any zone, additional yard requirements may be imposed.
- B.
- C. Limitation on Access to Property. The Planning Commission may limit vehicle access from a conditional use to a street.
- D. Signs. See Chapter 17.90 Signs.

FINDING: Staff has added a condition of approval that the conditional use permit shall become void one year from the date the decision is final unless a zoning compliance permit has been issued.

Applicant's Response: The City of Bandon has told the applicant that a Public Works permit for the development of the infrastructure will be applied for and issued before Zoning Compliance. One year is not a reasonable time frame and is contrary to BMC 16.04.040 which allows for two years from the date of the final decision. There is no justifiable reason to limit a large construction project to one year, especially when residential development in Bandon is taking up to two years.

16.04.040 Time limit on action on applications.

A. When Approvals Become Void. Except for zoning or comprehensive plan map amendments, conditional use or master plan approvals, all Type I—IV approvals automatically become void if any of the following events occur:

1. If, within two years of the date of the final decision, an application for a building permit has not been submitted. Unless the approval provides otherwise, all building permits associated with the approval shall be issued within five years of the date of the final decision.

2. If, within two years of the date of the final decision for all land divisions, property line adjustments, abandonments, or replat, the plat or survey approved in the decision has not been submitted to the Coos County Surveyors Office for recording. The plat or survey shall be recorded within five years of date of the final decision.

16.12.100 Time limitation

A. A conditional use permit shall become void one (1) year after approval, or after such greater or lesser time as may be specified as a condition of approval, unless within that time the required building construction, alteration or enlargement has been commenced and diligently pursued or, if no such construction, alteration or enlargement is required, unless the permit activity is being regularly conducted on the premises.

- B. The Planning Commission may extend a use permit for an additional period of one (1) year, subject to the requirements of this title.
- C. A conditional use permit shall become void if the use is discontinued for a period of one year.

FINDING: Staff has added a condition of approval that the conditional use permit shall become void one year from the date the decision is final unless a zoning compliance permit has been issued.

Applicant's Response: The City of Bandon has a two year expiration date on conditional use permits for a reason- it takes that long to move through the process. Restricting this project to a one year time frame only creates a problem with compliance later. It will take several months to a year for the final engineering of the infrastructure plans and implementation of such. A Zoning Compliance approval to build the structures without the infrastructure being developed is not possible, and the result will be an inevitable extension. It is unreasonable to expect a development of this size to meet this one year deadline.

Title 16 – Chapter 16.36 – Adjustments & Variances

16.36.040 Variances

A. Applicability. A Variance is a variance that does not otherwise meet the criteria under Section 16.36.030.

FINDING: Staff finds that this request cannot meet the criteria under section 16.36.030 and thus is processed as a Type III Variance.

B. Approval Criteria. The Reviewing Body through a Type III procedure may approve a Variance upon finding that it meets all of the following criteria:

1. The Variance is necessary because the subject Code provision does not account for special or unique physical circumstances of the subject site, existing development patterns, or adjacent land uses. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance;

FINDING: The applicant prepared a narrative which is attached. They assert that the 35' height request is to reduce the overall amount of impervious surface on the site and preserve the existing natural landscape. They state that a roof pitch of 3:12 is impractical due to topography and natural features and that it is necessary for a green roof. The green roof is intended to be used for storm water impact mitigation and is a design feature that reduces negative impacts to the neighboring properties, including noise, vibration, glare and dust.

This is an interesting variance request that we haven't seen before and is worth some significant discussion from the Planning Commission. It is staff's assumption that the 3:12 roof requirement

is in place because that was the standard at the time that the design feature requirement was implemented. We have discussed before that the design standards do not allow for more modern housing types, even though we are seeing more interest in this style each year. The Planning Commission might find that the request is a stretch to meet the “unique physical circumstances,” requirement because the need for a more modern housing style is not dependent on any physical circumstances. However, the Planning Commission may alternatively find that the green roof proposal, which staff assumes only functions in the proposed configuration, is necessary to mitigate storm drainage on this site that contains wetlands and limited existing storm drainage infrastructure. In the interest of protecting the natural resources and limiting site impact through the construction of additional grey infrastructure, the applicants have proposed a more compact, yet taller, design that allows the “unique” wetlands to continue functioning in that area without being affected greatly by this development.

2. The Variance is the minimum necessary to address the special or unique physical circumstances related to the subject site;

FINDING: Staff agrees with the applicant’s statement that if the Planning Commission finds that there is a special or unique circumstance related to the subject property that the requested variance is the minimum necessary. The applicants are not asking for a variance to the overall height limit, but rather only the one criterion that sets a specific design feature requirement. The Planning Commission should discuss whether this variance is necessary to preserve the wetlands and limit impact to the storm drainage systems.

3. The need for the Variance is not self-imposed by the applicant or property owner. (For example, the Variance request does not arise as a result of a property line adjustment or land division approval previously granted to the applicant);

FINDING: The variance is not self-imposed as the wetlands and dunes are natural features. Criterion met.

4. The Variance does not conflict with other applicable City policies or other applicable regulations;

FINDING: Staff agrees with the applicant’s finding that the variance request does not conflict with other applicable City policies or regulations. The applicant states: The variance upholds the Statewide Planning Goal 5 for Natural Resources as well as the Comprehensive Plan and the sections of the Municipal Code relating to Wetland Protection (17.102) and Conditional Uses (16.12(I and M)). The wetland is not listed a significant wetland in our inventory, though it may play a role in the ecological function of that particular area.

5. The Variance will result in no foreseeable harm to adjacent property owners or the public; and

FINDING: The applicants state that the design is intentionally low-profile, and that all other requirements of the CD-1 zone 35-foot height limit have been met. They state that the roof pitch does not negatively impact ocean views from surrounding residences and that the resort will enhance public access.

The Planning Commission may agree with the applicant, finding that the flat roof does not harm any surrounding properties by impacting their views. The other harm to consider would be the alternative. If the building were required to have a 3:12 roof pitch, the building footprint would likely have to expand to accommodate the same number of rooms. Allowing this variance is a trade-off: a flat roof for a smaller overall footprint.

6. All applicable building code requirements and engineering design standards shall be met.

FINDING: Staff agrees with the applicant's findings that the proposed roof pitch will meet all building code requirements in order to receive a building permit. Criterion met.

Title 17 – Chapter 17.20 – Controlled Development 1 (CD-1) Zone

17.20.010. Purpose

The purpose of the CD-1 zone is to recognize the scenic and unique qualities of Bandon's oceanfront and nearby areas and to maintain these qualities as much as possible by carefully controlling the nature and scale of future development in this zone. It is intended that a mix of uses would be permitted, including residential, tourist commercial and recreational. Future development is to be controlled in order to enhance and protect the area's unique qualities. The requirements of this overlay zone are applied in addition to the requirements of the underlying zone. In cases where the requirements of this zone overlap or conflict with the requirements of the underlying zone, the more restrictive shall apply.

FINDING: The property is located in the CD-1 zone. The proposed use is a conditional use (motel, hotel; commercial retail sales and services), allowing the planning commission to place additional conditions on the application to ensure the project meets the purpose of the zone. Alternatively, if the Planning Commission finds this project does not meet the purpose of the zone, they may deny the request.

The applicant has provided evidence that the application meets the purpose of the zone, siting that the project contains a mix of tourist commercial and recreational uses (staff disagrees with the applicant that it provides for any residential use, as this has not been applied for).

17.20.030 Conditional uses.

In the CD-1 zone, the following uses and their accessory uses may be allowed in accordance with Chapter 16.12 and the provisions of this title:

D. Commercial Retail Sales and Services

E. Motel, hotel;

FINDING: In the CD-1 Zone, a hotel and motel and commercial retail sales and services are conditionally permitted uses. Therefore, the applicant must go through the Conditional Use process and successfully obtain a Conditional Use Permit to permit the proposed development. Criterion addressed.

17.20.40 Limitations on use.

A. Drive-up uses are prohibited.

FINDING: The applicant has not proposed any drive-up uses.

B. Siting of structures should minimize negative impact on the ocean views of existing structures on abutting lots. Protection of views from vacant building sites should also be taken into consideration. Where topography permits, new structures should be built in line with other existing structures and not extend farther out into those viewscapes.

FINDING: The applicant stated: Considering its low-profile design and location on the East side of Beach Loop Drive, the project will not negatively impact ocean views from surrounding residences- existing or proposed. All required setbacks are exceeded and take into account the topography and the surrounding uses. Staff concurs with this finding and adds that the Council has, in previous decisions, applied this criterion only to bluff-adjacent properties in their establishment of the "view line."

Additionally, based on the applicant's plans and building elevations, it is evident the project takes into consideration the existing topography and views. The proposed buildings are low-profile to not hinder viewscapes and give the buildings the appearance of blending in naturally with the surrounding area. Criterion addressed.

C. Metal-sided buildings are not permitted in the CD-1 zone.

FINDING: The applicant did not respond to this criterion, but it appears from their plans that wood siding and metal roofs are proposed. In that case, this criterion has been met. A condition of approval has been added to ensure conformance.

D. No structures shall be located on identified foredunes. Breaching of foredunes shall only be allowed on a temporary basis in a dire emergency and shall be followed immediately by replenishment of sand, structural or binding material and vegetation, to the height of the surrounding existing dune. It shall be the responsibility of the developer or the party responsible to rebuild any breach or reestablish any vegetation that is removed, displaced or damaged on any bluff, foredune, or in construction or site preparation. Such reestablishment shall begin as soon as possible after the aforementioned activity is complete. If the reestablishment is not started immediately, the city manager or designate shall require a bond in a sufficient amount to cover the costs of such rebuilding or reestablishment of vegetation.

FINDING: The applicant states that: A foredune is defined as “A part of a system of sand dunes on the side nearest to the sea.” The subject site has a sand dune, but it is not the type of dune protected by the Beaches and Dunes overlay and Statewide Planning Goal 18. Regardless, the applicant is taking extensive measures to replant dune and meadow lands with native shrubs and trees. Criterion met.

17.20.060 Lot size.

In the CD-1 zone, except as provided in Section 17.104.050, minimum lot size shall be as follows:

- B. Lots shall have a minimum of forty (40) feet of physically accessible street frontage.
- C. Lot depth shall be at least ninety (90) feet.

FINDING: The lots created after the streets are platted meet or exceed the City’s minimum requirements. The large size of the property affords the permanent preservation of open space, which provides essential buffer between land uses. Criterion met.

17.20.070 Yards.

Except as provided in Section 17.104.060, yards in the CD-1 zone shall be as follows:

- A. The front yard shall be a minimum of twenty (20) feet.
- B. Each side yard shall be a minimum of five feet, and the total of both side yards shall be a minimum of thirteen (13) feet, except that for corner lots, a side yard abutting a street shall be at least fifteen (15) feet.
- C. The rear yard shall be at least ten (10) feet except that in such a required rear yard storage structure (less than fifty (50) square feet), and other non-habitable structure may be built within five feet of the rear property line, provided that they are detached from the residence and the side yard setbacks are maintained. Such structures shall not be used as or converted for habitation, shall not be connected to any sewer system and shall not exceed sixteen (16) feet in height.
- D. Where a side yard of a new commercial structure abuts a residential use, that yard shall be a minimum of fifteen (15) feet.
- E. A rear yard abutting Beach Loop Drive shall be a minimum of fifteen (15) feet.

FINDING: The applicant is requesting a vacation of city streets and has proposed to dedicate new streets that better align with their project and the existing streets. While the applicant’s plans show the setbacks to the existing streets, they have not shown setbacks to the new streets. Staff recommends the hearing be left open to allow the applicant to submit additional evidence into the record regarding their setbacks.

Applicant’s Response: See updated plans showing the dimensions.

Residential uses do abut the new proposed development. The closest an existing structure is to a property line is 40-feet. Criterion met.

17.20.080 Lot coverage.

In the CD-1 zone, buildings shall not occupy more than fifty (50) percent of the lot area. Total impervious surface shall not exceed 65%.

FINDING: As seen on the cover page of the applicant's updated plans, total building footprint is 103,500 square feet. This equates to a lot of coverage of 9.6% based on the property's total square footage of 1,080,455. The site's total impervious surface is less than 25%. See snip from cover sheet below. Criterion met.

17.20.090 Height of Buildings and Structures.

In order to maximize the ocean view potential of lots in the CD-1 zone:

B. East of Beach Loop Drive and south of Seventh Street SW, except as otherwise permitted in 17.20.100 Exceptions to height limitations, or pursuant to 17.20.090.B.1 (below), no portion of any building or structure shall exceed a height of twenty-eight (28) feet, measured as provided in 17.02 Definitions, "Height of building or structure."

1. With the specific approval of the Planning Commission, a building or structure may exceed a height of twenty-eight (28) feet, up to a maximum height of thirty-five (35) feet.

a. Review Criteria In deciding whether to approve or deny a request for the additional height, the Planning Commission shall consider and require conformance with the following review criteria. It shall be the applicant's responsibility to provide sufficiently detailed plans, data, and all other information necessary for the Planning Commission to determine whether the proposed additional height complies with the applicable review criteria.

- 1) The additional height shall not negatively impact the views from surrounding properties.
- 2) The additional height shall not cut off sunlight onto surrounding properties.
- 3) The additional height shall not negatively impact the aesthetic character of the neighborhood.
- 4) All portions of any roofs above 28 ft. shall be sloped a minimum of 3:12 and must slope down and away from the highest point of the structure.
- 5) For each one (1) foot, or portion thereof, that the highest point of the structure exceeds twenty-eight (28) feet, the minimum required front, side, and rear setbacks, as defined in 17.02 Definitions, shall each be increased by one (1) foot.

FINDING: Chapter 17.20.090(B)(1) permits a maximum height of 35-feet in the CD-1 zone. The applicant is seeking the Planning Commission's approval for the Meadow Lodge building to be a maximum of 35- feet in height. The allowance of a 35-foot maximum height building in the CD-1 zone may be permitted subject to the review criteria as listed in subsection (a). A 35-foot-high Meadow Lodge will enable parking to be located on the lower basement level and reduce impervious coverage and retain the natural habitat of flora, fauna and the viewscape.

The Lodge is located approximately 400 feet east of Beach Loop Drive and 300 feet north of Carter Street (the two nearby open streets), on a lower topographical bench from the properties on Strawberry Drive. The applicant states that the additional height will not negatively impact

views from surrounding sites and will not cut off any sunlight but has not provided any evidence other than a statement. The applicant has stated that they own the land to the east, however there are other parcels abutting the project site that may be affected. Further, this code is intended to take into account future development, and there is no guarantee that these property owners will continue to own the abutting site after this approval. They have also stated that the views from surrounding sites will be improved as they will be looking at a green roof, however the height section specifically states that the purpose of regulating height is, "to maximize the ocean view potential of lots." The applicants have not provided evidence that ocean views are not impacted. Staff recommends the Planning Commission continue the hearing to allow additional evidence to be submitted into the record related to impacts to surrounding sites.

The applicant states that: The additional height and elimination of the 3:12 roof pitch will not negatively impact the aesthetic character of the neighborhood. The design team has taken aesthetics into great consideration, and the design blends into the natural habitat in regard to finishes, color palette and shape. The surrounding area contains a mix of residential architecture that comprises a variety of roof pitches and exterior finishes, all of which appear to be comparable to the proposed design. Staff agrees with this assessment. See building height snip below from the applicant's materials.

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The applicant has requested a variance because they do not wish to meet the 3:12 roof pitch requirement as they want to install a flat, green roof. They ask the planning commission to consider performance zoning, which is not referenced anywhere in our code except in the Definitions chapter as: the criteria for evaluating an application are the net results or effects of the proposal, rather than a rigid set of rules or proscriptions. The Planning Commission may reference the list in 16.12.020 showing conditions that may be applied (though not limited to that list) to this application and should consider whether this proposal helps "assure that the use is compatible with other uses in the vicinity and to protect the city as a whole."

The applicant did not provide evidence that the setbacks have been increased to meet criterion #5. Staff recommends the hearing be left open to allow additional evidence to be submitted into the record related to setbacks.

Applicant's Response: See the revised plans with setbacks.

b. Review Procedures and Public Notices The review and approval of requests for additional height as provided herein shall be considered limited land use decisions, and shall be subject to the application, review, and public notice procedures as specified for limited land use decisions in Chapter 16.04.

FINDING: The applicant requested a consolidated hearing, which includes the conditional use permit required for the height exception. The Type III hearing was noticed as required by the code.

Title 17 – Chapter 17.90 – Signs

17.90.030 General Provisions

A. General Provisions apply to all signs and advertising structures in all zones.

1. Except as provided in Section 17.90.040, H., all signs must be located on the same property on which the activity to which the sign refers is located. Signs attached to a building, which are allowed by a temporary right-of-way permit to extend into the right-of-way are not considered off-site signs.

FINDING: All signs will be located on the applicant's property. Criterion met.

2. No sign shall interfere with the required vision clearance area.

FINDING: All signs have been designed for compliance with required vision clearance areas. Criterion met.

4. The area of a sign shall be the area of the smallest rectangle required to encompass the outside of all words, numbers, letters, logos and symbols.

FINDING: The area of the sign is the smallest rectangle required to encompass the outside of all words, numbers, letter, logos and symbols. The main entrance sign reads "Gravel Point" within 40 square feet and the other two entrances read "Gravel Point" in 3.75 square feet. See Figures 1 and 2. Criterion met.

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3. When the angle of a double-sided sign is less than 10 degrees, only one side will be calculated in the sign area.

FINDING: The proposed signs are not double-sided. All other directional signs will be less than 10 degrees when double-sided. Criterion met.

4. Signs, except as otherwise specifically allowed herein, are prohibited in the public right-of-way.

FINDING: No signs will be in the public right right-of-way. Criterion met.

5. No freestanding sign shall exceed a height of fifteen (15) feet, measured from existing grade to the highest point of the sign.

FINDING: No proposed sign will exceed 15-feet in height. The tallest sign structure measures 4-feet-6- inches. Criterion met.

6. No sign attached to any building shall exceed twenty (20) feet in height, or the height of the building, whichever is less.

FINDING: No sign is proposed to be attached to a building and exceed 20-feet in height. Criterion met.

7. No single sign shall exceed forty-eight (48) square feet in size.

FINDING: The largest sign proposed is 40 square feet in size. Criterion met.

8. Except as otherwise allowed in this chapter, all signs shall comply with the building setback requirements.

FINDING: All proposed signs will be in compliance with the building setback requirements. The three signs proposed are not located on or next to a proposed building (signs will be located at entrances to the site). Criterion met.

9. No sign projecting from a structure or mounted on a pole shall be less than eight feet above the ground at its lowest point.

FINDING: There are no signs proposed to be projected from a structure or mounted on a pole. Criterion met.

10. No freestanding signs shall be permitted in the public right-of-way, except as otherwise specifically allowed in this Chapter.

FINDING: No freestanding signs are proposed to be placed in the public right-of-way. Criterion met.

14. Nuisances or Hazardous Conditions prohibited:

- a. The illumination of signs shall be designed to eliminate negative impacts on surrounding right-of way and properties.
- b. No sign or light source shall create a distraction, hazard, or nuisance.
- c. Signs shall not be used at a location or in a manner so as to be confused with, or construed to be, traffic control devices.

FINDING: Signs will be gently illuminated using indirect back-lighting technology. Signs will not flash, be colored, or have any illumination directed skyward. Criterion met.

17. All signs shall be securely fastened to their supporting surface or structure.

FINDING: As indicated in the applicant's plans, the signs will be engineered and constructed to fully support their surface and the structure itself. Signs have been professionally designed and

will be installed by appropriate building contractors as part of the construction process. Criterion met.

17.90.040 Temporary Signs

E. Signs on a construction site where a valid Zoning Compliance and building permit is in effect, designating the contractor, architect, project manager, lending institution and other firms relating to the construction, may be allowed, provided that all such signs shall be contained within a single twenty square foot rectangle.

G. In addition to the signs specifically allowed pursuant to this section, temporary, on-site signs may be allowed by the City Manager or his designate, provided the total allowance for any property shall not exceed 90 calendar days per year.

FINDING: Temporary signage may be permitted at the sole discretion of the City Manager or their designee. Criterion met.

17.90.080 Controlled Development Zones (CD-1)

B. Permitted Signs for Commercial Uses

1. A commercial sign shall require approval by the Planning Commission through the Conditional Use process.

Finding: Consistent with BMC 17.90.080(B)(1), the applicant is seeking Planning Commission review and approval of the proposed signage associated with the Gravel Point development. The applicant has applied for concurrent review of a conditional use permit, variance, and plan review. The applicant is proposing three signs in total. One sign will be placed near the main entrance. The main entrance sign structure is 4-feet-6-inches in height with a length of 40-feet. The main entrance sign includes a series of angled monuments that give views of the natural landscape of the development. The actual lettering of the main entrance sign is 20-feet in length by 2-feet in height. The sign contains natural finishes that preserve the view of the natural landscape and enhance the visual character of the City. See Figure 3

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The second and third signs will be placed near the entrances at Face Rock Drive and Carter Street. The signs are both 3-feet in height with a total length of 10-feet-6-inches. The actual sign area is less than 5- feet-6-inches in length and 2-feet in height. The sign contains natural finishes that preserve the views of the natural landscape and enhance the visual character of the City. The area of each sign is 3.75 square feet. See Figure 4 below.

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Criterion addressed.

2. Total area of all exterior signs allowed on the property shall not exceed one square foot for each two linear feet of street frontage.

Finding: Per the applicant's written narrative, total signage on site is 244 square feet. However, the applicant has not made it clear to staff the total linear feet of street frontage. Therefore, staff are unable to concretely find this criterion met. The applicant should provide additional information that clearly shows square footage of all signage and total linear feet of street frontage and provide their finding to the ratio of one square foot for each two linear feet of street frontage for staff's review and confirmation. This criterion requires additional information from the applicant before compliance can be determined.

Applicant's Response: An updated Civil plan showing the dimensions have been added to the record. The street frontage on Face Rock Drive is 370.04' and 719' along Beach Loop Drive. That results in a total sign size of 360sf of signage allowance on Beach Loop Drive and 185sf on Face Rock Drive. The proposed signs are significantly smaller than the equation allows. The signs are smaller than the maximum allowed size of 48sf. No exceptions are being requested.

3. A sign shall be set back ten (10) feet from any adjoining lot used for residential purposes.

FINDING: Judging by the proposed placement of signage on site, signage appears to be setback at least 10-feet from any adjoining lot used for residential purposes. In no case is a sign proposed immediately adjoining a lot used for residential purposes. Criterion met.

Title 17 – Chapter 17.94 – Commercial Design Standards

17.94.020 Scope

C. New construction of commercial buildings or groups of buildings exceeding 2,500 square feet of gross floor area.

FINDING: The proposed development is construction of new commercial buildings and groups of buildings exceeding 2,500 square feet of gross floor area. Therefore, the Commercial Design Standards of Chapter 17.94 apply to the proposed development. Criterion addressed.

17.94.030 Pre-application

A. Developers of buildings affected by this section shall meet with City Planning Staff in a preapplication review.

FINDING: The developer and City Planning staff held a pre-application review on May 31, 2023. Criterion met.

17.94.060 Landscaping

A. General:

1. All landscaping plans shall be approved by the Reviewing Body and installed and subsequently maintained in good condition and in perpetuity by the owner of the property. Maintenance shall include, but not be limited to, watering, pruning, trimming, mowing, debris and weed removal, and if necessary, replanting or replacement of failed landscape elements. Failure to maintain the landscaping in good condition shall be considered a nuisance and subject to citation to Municipal Court under Section 8.08 of the Bandon Municipal Code.

FINDING: The applicant's landscaping plan shall be approved by the reviewing body, in this case the reviewing body is the Planning Commission. If Planning Commission finds the applicant's landscaping plan meets the applicable landscaping requirements, the Planning Commission can delegate their authority to the Planning Director to conduct a final review and approval of the landscaping details. Criterion addressed.

2. Building facades which face a street or sidewalk, shall have a four-foot-wide landscaping strip separating the building from the street and/or sidewalk. This section shall not apply to building facades separated from a street or sidewalk by a parking lot.

FINDING: Civil sheets SP-02 and SP-03 show typical 12-foot asphalt streets will contain a 8-foot planter bio-infiltration landscape buffer. Criterion met.

3. Landscape density shall be uniform throughout the site and include site amenities such as focal points, public trash receptacles, low wattage lighting, and water features, for areas around a building over 2,500 square feet.

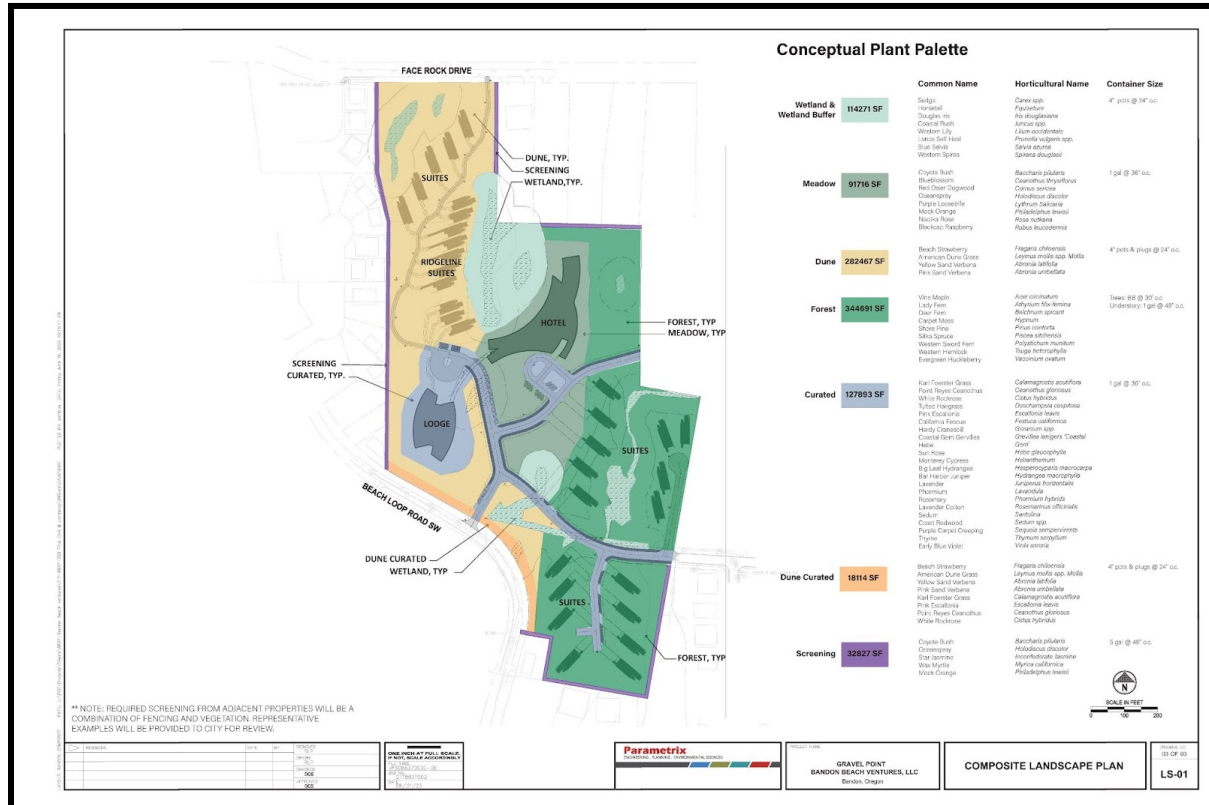
FINDING: As seen on the rendered site plans, it is evident that the applicant is proposing a landscape density that is uniform throughout the site and includes amenities and makes good use of the site's natural features. Criterion addressed.

4. Trees and shrubs used shall be selected from varieties compatible with the Southern Oregon Coast climate and which do not have destructive root systems which could damage either buildings or paved surfaces.

FINDING: As seen on the applicant's conceptual plan palette, the trees and shrubs proposed for the site are compatible with the Southern Oregon Coast climate and have been selected to provide the site with a robust and balanced appearance. The applicant might consider using a selection of native plants to have the most success in ensuring the shrubs and ground cover last into maturity. Staff has included a native plant list prepared for the city by a local nursery specializing in native plants.

Applicant's Response: The applicant asked the City for a list of acceptable plants on several occasions. BMC 17.102 refers to a "Restoration Plants List (on file in the

Planning Department).” The Planning Department did not provide this document and could not find a copy of it. The applicant included “native plants” in their findings. The Landscape Plan shows the proposed plants. Additionally, the Design Team has spoken with Darcy Grahek and will be meeting with her on Friday, October 6th.



LANDSCAPE PLAN

5. Trees shall be planted in landscaped areas such that the tree trunk is at least 3 ft. from any curb or paved area.

FINDING: The applicant acknowledges that trees shall be planted such that the tree trunk is at least 3- feet from any curb or paved area. This shall be clearly shown on the final landscaping plan that is to be submitted and reviewed, prior to issuance of zoning compliance.

6. The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% coverage within 5 years. (Landscaped area is either covered with low lying plants or overhung by the branches of shrubbery).

FINDING: The applicant acknowledges that the landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years. The final landscaping plan to be reviewed and approved, prior to issuance of zoning compliance, shall clearly show that the landscaped area will be planted to assure 50% coverage within 1 year and 90% within 5 years.

7. All bare earth shall be covered with bark, mulch, landscape rock, or other similar landscaping material to prevent dust and soil erosion.

FINDING: Per the Galli Group erosion control plan, exposed earth will be covered with bark, mulch, landscape rock or other material know to be an erosion control method to prevent dust, soil erosion and stormwater runoff. Criterion met.

8. Landscaping shall conform to the vision clearance standards of the underlying zone.

FINDING: All landscaping and other items within the vision clearance areas will be complied with. Landscaping shall continue to remain in compliance with vision clearance standards. Criterion met.

B. Screening

1. Dense landscaping and/or architectural treatment shall be provided to screen features such as storage areas, trash enclosures, transformers, generators, propane tanks, and other appurtenant structures.

FINDING: The applicant's plan does not show compliance with screening features such as storage areas, trash enclosures, transformers, generators, propane tanks and other appurtenant structures. The applicant shall submit plans as to how they intend to meet this requirement. Staff recommends the hearing be continued or the record be held open for the applicant's submittal of plans demonstrating compliance. Alternatively, because the record does not include any plans as to how this criterion is met, the Planning Commission may deny the proposal.

Applicant's Response: The revised plans show a screened area for trash enclosures and receiving. HVAC equipment will be located in the basement floor of the structure. Propane tanks will likely be buried, and those locations will be determined when approval of the Conditional Use is granted and engineering starts. All features are required to be reviewed during Zoning Compliance for full compliance.

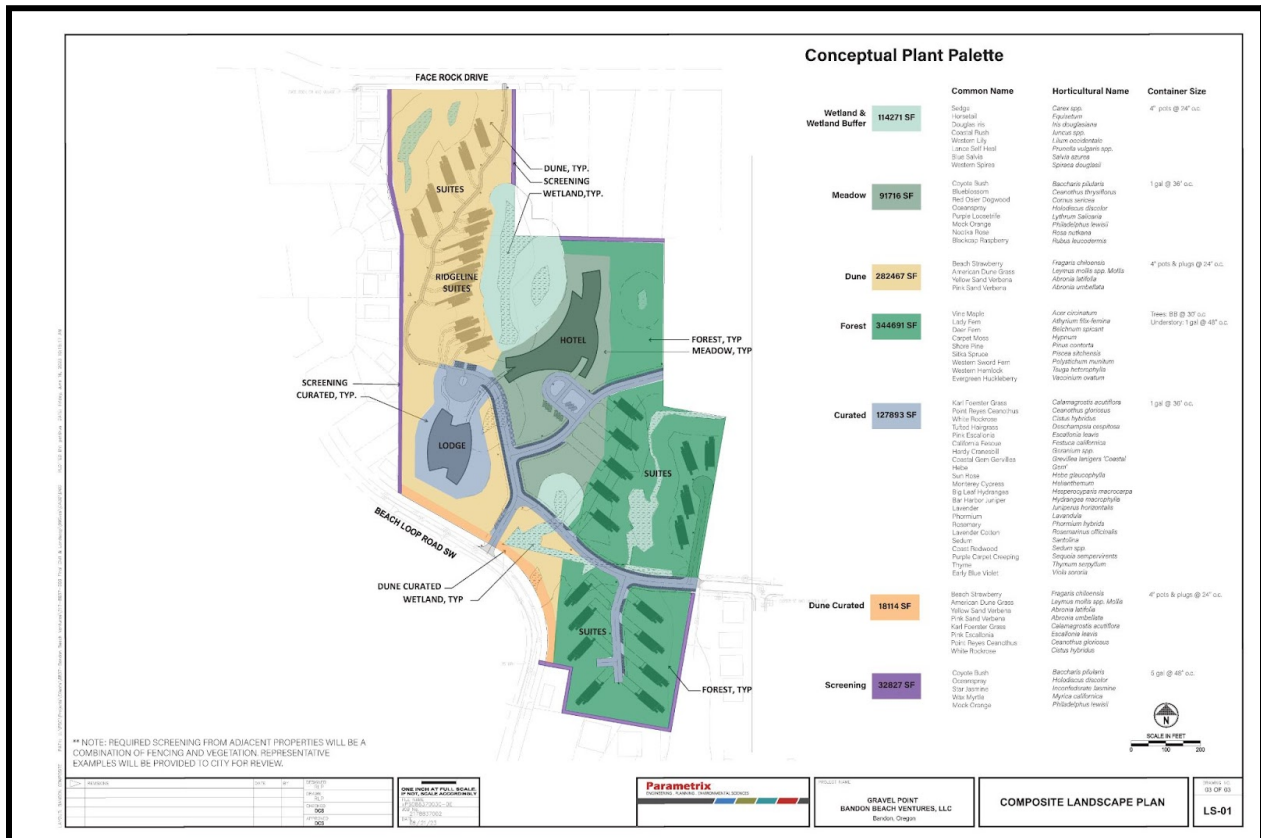
2. Features used to screen electrical equipment shall be approved by the electric department.

FINDING: The applicant states they will work with the electric department to locate appropriate areas for transformers and the type of screening preferred, as agreed upon during the pre-application meeting. Staff recommend a condition of approval related to this criterion. Prior to issuance of zoning compliance, applicant shall obtain approval of screening materials for electrical equipment from City electrical department or their designee.

3. Where property abuts a residential zone, a fence, a minimum of six feet in height shall be installed on the property line to minimize adverse effects of the development on neighboring residences.

FINDING: As the applicant states in their narrative, a 6-foot-tall landscaping screen is proposed to be located on sides abutting residential properties. The surrounding properties have fences installed already. The setbacks exceed the minimum City standards, so there is design flexibility and the opportunity to be good neighbors. See image below from applicant's narrative demonstrating compliance. The Controlled Development 1 zone is a mixed-use zone that allows for a mixture of residential and commercial uses. This property abuts CD-1 zoned property to the west, and residential to the east. Staff recommends a condition of approval that a fence be required on the property lines abutting the residential zone unless it is found that a dense landscaping buffer is preferable.

Applicant's Response: The applicant met with City Staff to determine the definition for "screening" and was told that a fence or hedge were appropriate. The proposal shows a 6' tall hedge for screening. The adjacent property owners who have installed fences along with property lines are for their residential use. Those are not shared fences with shared maintenance. The application requirement is to provide a 6' tall screen which is clearly shown on the plans.



LANDSCAPING SCREEN ABUTTING ALL RESIDENTIAL PROPERTIES

4. Perimeter fencing, security fencing, or gateways shall be constructed of materials which are compatible with the design and materials used throughout the project.

FINDING: All fencing will be constructed of wood and compatible with other materials used throughout the project. Criterion met.

5. Razor wire and electric fencing are prohibited.

FINDING: No razor wire and/or electric fencing is proposed. Criterion met.

6. Chain link fencing, with slats, may be allowed provided it is used as a screening element and the slats are a material consistent with the main building.

FINDING: No chain link fencing is proposed. Temporary fencing during construction may be necessary to secure the site and building materials. Criterion met.

7. All rooftop mechanical equipment, including satellite or other telecommunications equipment, shall be screened from public view at building grade.

FINDING: Similar to the finding related to screening of trash enclosures, storage areas, etc., the applicant has not submitted plans demonstrating compliance with this criterion. Staff recommend the hearing be continued and the record be left open to allow for the applicant to submit plans demonstrating compliance.

Applicant's Response: The enclosed plans are correctly drawn. There are no proposed mechanical, satellite or telecommunications equipment located on the roofs.

17.94.070 Lighting

A. Night lighting and security lighting shall be shielded to ensure that there is no off-site glare or skyward illuminations.

B. Parking lot and landscape lighting shall be low to the ground, to reduce glare and illuminate all pedestrian walkways.

C. Light standards (poles) shall not exceed the height of the building at any time and shall not exceed 14 ft. in height along pedestrian pathways.

D. All other outdoor light fixtures emitting 2,050 lumens or more shall be shielded as follows:

1. Within 50 ft. of the property boundary, light fixtures shall be full cutoff.

2. All other outdoor lighting fixtures shall be semi-cutoff or full cutoff.

E. Location and type of lighting shall be submitted in a lighting plan.

FINDING: All lighting fixtures will meet or exceed the City's requirements. See images of proposed lighting plan below. The applicant's plans show probable location of lights and that all lights will be shielded to avoid glare and skyward illuminations. The images of the proposed lighting fixtures demonstrate compliance.

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17.94.080 Parking Lots

A. General:

1. Perimeter landscape strips, not less than five feet in width, shall be required for all parking lots in order to screen and/or buffer the parking lot from abutting streets or residential areas. Perimeter landscaping shall consist of plants, a minimum of two feet in height and/or trees a minimum of five feet in height and spaced no more than 20 feet apart.

FINDING: Proposed parking structures and spaces are located on the lower basement level of the lodge structures and therefore do not abut or are adjacent to residential areas. Criterion met.

B. Parking lots with more than 40 spaces:

1. Must provide landscaped islands and walkways which break up the visual expanse of blacktop and provide safe pedestrian areas.
2. For every parking space there shall be 20 sq. ft. of landscaping within the parking lot. Perimeter landscaping or landscaping required for visual screening of buffering shall not be included in the 20 sq. ft. requirement. Landscaping required for walkways shall be included in this calculation.
3. There shall be a minimum of one tree for every 250 square feet of landscape.

FINDING: The main parking lots are located on the lower basement level of the lodge structures. The other parking areas are provided throughout the site and do not contain 40 spaces per cluster. However, abundant and robust landscaping throughout the site is proposed, including in parking areas, and exceeds the minimum requirements for a full parking lot as listed. Criterion met.

17.94.090 Site Design, Building Design, Massing, Materials

A. Buffering

1. In the event of a common property line, a side or rear yard abutting a residential zone shall be at least twenty (20) feet plus one foot for each two feet by which the height of the building exceeds twenty-eight (28) feet.

FINDING: As seen on the applicant's plans, minimum setbacks are met, and a landscape buffer is provided between the site and the neighboring residential properties. Criterion met.

B. Connectivity

1. The site design must provide direct vehicular connections and safe street crossings to abutting properties.

FINDING: As shown on the applicant's plans, the site will provide adequate connectivity and direct vehicular connections to Beach Loop Drive and Carter Street, as well as safe pedestrian street crossings. The applicant has also shown an additional street from Carter northeast and

stated it will be a “private street with public access”. This street should be a public street and may make sense to be the continuation of Edna from the east.

The applicant is asking to vacate the current street configuration, which provides access to both north and south and east and west. If the Council chooses to approve their vacation request, the applicant will dedicate the streets as proposed in their plans. The Planning Commission, per 16.12.040 may require additional rights-of-way or require public improvements such as streets. Staff recommends that the proposed street configuration as proposed provides for the required circulation, but should remain a public, open street. Criterion met.

C. Pedestrian walkways: in addition to the section on parking lot landscaping, the following shall apply:

1. Continuous pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all retail buildings on the site.

FINDING: As stated in the applicant’s written narrative, one of the primary features of Gravel Point will be the provision of pedestrian sidewalks that meander throughout the entirety of the site. The pedestrian walkways will be open to the general public, as well as offer golf cart access. As shown on the applicant’s plans, a number of pedestrian paths will connect to Beach Loop Drive walkways and the residential neighborhood along Carter Street. A new street will be provided, along with gravel sidewalks, to the boundary of the undeveloped land to the east and will provide an opportunity to extend the walkways to Face Rock Drive, and eventually to the City Park. Criterion met.

2. Walkways shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such walkways shall be located at least 4 ft. from the facade of the building with planting beds in between facade and the walkway for foundation landscaping, except where features such as covered passageways or entryways are part of the facade.

FINDING: As seen in the applicant’s plans, pedestrian walkways and circulation is provided for along the frontage of the main lodges and will contain landscaping. Criterion met.

3. Pedestrian walkways provided in conformance with 17.94.090, C, 2, above shall provide weather protection features such as awnings or covered passageways within 30 ft. of all customer entrances.

FINDING: As seen on the applicant’s plan, pedestrian walkways in conformance with BMC 17.94.090, C,2 are provided. The two main lodges feature portions of covered main entryways.

4. The site design shall provide convenient pick-up and drop-off areas for cars and transit vehicles.

FINDING: As seen on the applicant's plans, the site provides for convenient pick-up and drop-off locations. Valet parking is offered and is an integral piece of the design concept. Criterion met.

D. Building Facades

1. Front and publicly visible building facades greater than 50 ft. in length, measured horizontally, shall incorporate architectural projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending for at least 20 percent (20%) of the length of the facade. Such architectural features shall be incorporated into exterior wall design at least every 50 horizontal feet.

FINDING: As shown on the applicant's plan, the building facades meet these standards and contain a curvature. The curve recesses at a depth that exceeds 3% of the length of the facade and extends for at least 20% of the length. Architectural features are incorporated more than every 50-feet. See images from applicant's plans below. Criterion met.

2. Facades facing a street shall have covered passageways, windows, columns, awnings or other such features along at least 60 percent (60%) of their horizontal length.

FINDING: As seen on the applicant's plans, the proposed building facades meet the above standards. Criterion met.

3. Windows, when used as a design feature:

- a. The size and total area of required windows shall be determined by the facade area of the building.
- b. Building facades facing a street shall incorporate window areas equal to a minimum of ten percent of the facade area.
- c. When a building provides multiple storefronts or entry ways to individual businesses, each storefront space shall have window areas equal to 10% of the business facade.

FINDING: The proposed building facades meet these standards. Refer to the applicant's building elevations. Proposed buildings will not have storefronts. Criterion met.

4. Facades must include a repeating pattern that includes at least three of the following elements, one of which must repeat horizontally:

- a. Color change;
- b. Texture change;
- c. Material change;

FINDING: As seen on the applicant's plans and building evaluations, the facades meet these standards.

5. Architectural or structural bays, provided through a change in plane of at least 12 inches in width, such as an offset, reveal or projecting rib. All elements shall repeat at intervals no more than 30 feet horizontally and vertically.

FINDING: As seen on the applicant's plans and building elevations, the facades and building meet these standards.

E. Entrances

1. All public entrances shall be covered. The minimum width of coverings shall be the width of the entry doors and shall be a minimum of ten feet in length.

FINDING: As shown on the applicant's plans and building renderings and elevations, public entrances are covered and meet the required minimum length. Criterion met.

2. Where multiple businesses will be located within the same building, the main customer entrance to the building shall conform to the requirements of this Section.

3. Delivery and service bays shall be located in rear of the building, unless the Reviewing Body determines the configuration to be impractical. Ingress and egress of service drives shall be clearly posted.

FINDING: Delivery and service bays are proposed to access via the underground parking structure. If a vehicle is too large for the underground parking structure, a secondary delivery and service bay area may be accommodated at the cul-de-sacs. In no case will streets be blocked with delivery trucks. Criterion met.

4. At least one facade shall feature a customer entrance. The entrance shall be on a facade that faces a street with pedestrian walkways or main parking lot. All entrances shall be architecturally prominent and clearly visible from the street.

FINDING: As shown on the applicant's plans, the buildings will have at least one façade that features a primary customer entrance. The applicant has proposed a design that makes the entrances architecturally prominent and clearly visible from the street and the public realm.

5. Each establishment shall have clearly visible customer entrance areas. The design of facades with customer entrances, as well as those abutting public streets, shall be enhanced with a least one feature from a minimum of three of the following groups:

a. Group 1

1. Canopies

2. Awnings

3. Porticos

4. Overhangs

b. Group 2

1. Recesses/projections

2. Architectural details, such as tile and moldings, which are integrated into the building and design
3. Windows and/or display windows
- c. Group 3
 1. Covered walkways
 2. Arches
- d. Group 4
 1. Raised corniced parapets over entrances
 2. Peaked roofs
- e. Group 5
 1. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting
 2. Public plazas

FINDING: As indicated on the applicant's plan, including renderings and building elevations, the applicant is proposing at least one feature from a minimum of three groups. The features shown on the plans, include but are not limited to overhangs, recesses, covered entries, windows, covered walkways, a public plaza, and integral planters. Criterion met

F. Materials and Colors

1. More than 75% of exterior building materials shall include brick, fire resistant cedar shakes and shingles, beveled or shiplap or other narrow-course horizontal boards or siding, vertical board and batten siding, durable stucco, rock, stone, or tinted and textured concrete masonry units. Other materials may be permitted if approved by the Reviewing Body.
2. Visible exterior building materials shall not include smooth-faced concrete block, smoothfaced tilt-up concrete panels, or unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard) unless approved by the Reviewing Body.

FINDING: As seen in the applicant's plans, building materials include wood siding, board form concrete, corten steel, glass railings and aluminum clad windows with bird proofing. The color palette is proposed as seen in the image below and appears to meet the spirit and intent of the materials and colors code standard. Criterion met.

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H. Roofs

1. Roofs shall have no less than two of the following features:
 - a) Parapets, the average height of which shall not exceed 15 percent (15%) of the height of the supporting wall, unless greater heights are necessary to screen HVAC equipment. Parapets shall not at any point exceed one- third of the height of the supporting wall. Parapets shall feature three-dimensional cornice treatment and shall not be of a constant height for a distance greater than 150 ft.
 - b) Overhanging eaves or cornices, extending at least 3 ft. past the supporting walls.
 - c) Sloping roofs with three or more slope planes. Sloping roofs shall:
 2. not exceed the average height of the supporting walls; and

3. have an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run; and
4. have a vertical rise less than or equal to one foot for every one foot of horizontal run.

FINDING: The applicant's plans do not meet the roof standards of H(1). The applicant is seeking a modification to these standards. The Planning Commission has the discretion to evaluate the applicant's proposal against the code standards, while taking into consideration the site's unique characteristics and weighing subjective factors such as neighborhood compatibility.

The applicant states that features such as roof pitches and overhangs are intended to add architectural interest to commercial development located in dense, multi-use and multi-owner areas of town. Those features do not take into account a site-specific design based on "Human-scale design/development", "Sensitive Lands" and "Compatibility" with the area in which development is proposed. The Gravel Point site is unique in that the topography varies from 70-feet to 115-feet in elevation and its location is in the midst of a 25-acre natural landscape that holds community value. The traditional architectural standards of the development code are intended to "break-up" the monotony of an urban landscape. These features do not belong in a location such as this because of its natural landscape.

In lieu of the roofing standards of the development code, the applicant proposes a design that takes into account the surrounding residential area and proposes to sink development into the existing landscape. In lieu of parapets the lodges will be vegetated to provide screening of mechanical and HVAC equipment. The view from above, the lodges, will be one that seamlessly blends into the existing landscape. The applicant is seeking a design modification for the roof that takes into account the compatibility of the surrounding area, the environmental impact, and the neighborhood.

The Planning Commission's review and decision is requested on this matter before finding this criterion met.

Applicant's Response: The roof does not show or contain any mechanical equipment. There are two elevator shafts as shown.

Title 17 – Chapter 17.96 – Off-Street Parking and Loading

17.96.010 Applicability.

In all zones, off-street parking and loading space shall be provided as set forth in this chapter.

FINDING: The applicant is proposing a new commercial development, which requires parking spaces be provided to meet the allowed use.

17.96.020 Off-street parking.

At the time a new structure is erected or enlarged or the use of an existing structure is changed, offstreet parking spaces shall be provided as set forth in this section unless greater

requirements are otherwise established. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if it would result in less space than is required by this title. When square feet are specified, the area measured shall be the gross floor area of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space. Parking requirements for specific uses are shown in the following table:

Xxx

FINDING: The applicant provided a parking table showing the number of parking spaces required for each use (pg. 29 of original plan set), which staff agree with, generally. It is unclear whether the square footage for "eating and drinking establishment" includes both the 250-seat restaurant and the bar/lounge. Additional evidence should be provided indicating the square footage of each eating and drinking establishment on-site. In total, the resort will provide 164 vehicle parking spaces and 16 bicycle parking stalls.

Applicant's Response: The square footage includes the restaurant and lounge- all eating establishments.

17.96.030 Off-Street Loading

B. Merchandise, Material, or Supplies. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain offstreet loading berths in sufficient number and size to handle adequately the needs of the particular use.

FINDING: The applicant has not provided evidence showing conformance with this criterion. This may be because the applicant feels this criterion does not apply. Because the proposed use contains a 250-seat restaurant, staff assumes that materials will be received at the property and that evidence should be provided. Staff recommends the hearing be continued to allow the applicant to submit additional evidence into the record.

Applicant's Response: The revised plans show a receiving area at both lodges.

17.96.040 General Provisions for off-street parking and loading

A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. No building or other permit shall be issued until plans are presented which show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title. Should the owner or occupant of any lot or building change

the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be a violation of this title to begin or maintain such altered use until such time as the increased off-street parking or loading requirements are complied with.

FINDING: The applicant has shown delineated parking spaces meeting the off-street parking and loading requirements. All proposals of the applicant become conditions of approval. Criterion met.

B. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning Commission based upon the requirements for comparable uses listed.

FINDING: The suites as proposed do not fit any of the uses listed in the code, except for "motel." The planning commission may find otherwise. The spa amenity was not considered in developing the parking requirement. Criterion met.

C. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of several uses computed separately.

FINDING: The parcel will contain hotel rooms, suites, meeting rooms, and a restaurant. The sum of the required parking spaces is the total of all required parking.

E. Off-street parking spaces for dwellings shall be located on the same parcel as the dwelling. Other required parking spaces shall be located not farther than five hundred (500) feet from the building or use they are required to serve, measured in a straight line from the building.

FINDING: The applicant's plans show parking areas at the Meadow Lodge and Dune Lodge, as well as valet parking and overflow parking. The applicant has not provided evidence that parking is located within 500 feet of the building it is intended to serve since it appears the suites do not have on-site parking. Staff recommends continuing the hearing to allow for the inclusion of additional evidence.

Applicant's Response: The hotel is providing shuttle service to the Villas along with options for golf cart and electric bicycle rentals/usage. There is parking available at the Villas, though it is not the intent to use those spaces. The updated plans show the additional parking spaces.

F. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of vehicles or materials or for the parking of trucks used in conducting business or use.

FINDING: A condition of approval has been added to ensure compliance with this criterion.

17.96.050 Design Requirements for parking lots

A. Areas used for parking vehicles and for maneuvering shall have durable and dustless surfaces maintained adequately for all weather use and so drained as to avoid flow of water across sidewalks.

FINDING: The applicant's plans show porous asphalt and drainage swales, which are durable and dustless surfaces that can be used in all weather conditions. Criterion met.

B. Except for parking in connection with dwellings, parking and loading areas adjacent to or within residential zones or adjacent to dwellings shall be designed to minimize disturbance of residents by the erection between the uses of a sight-obscuring fence or not less than five nor more than six feet in height, except where vision clearance is required.

FINDING: The applicant has stated that a 6' tall screen is required and shown on the attached plans for the portions of the site that are adjacent to a residential property. Criterion met.

C. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches high, and which is set back a minimum of four and one-half feet from the property line.

FINDING: A condition of approval has been added that final construction plans for the parking lot shall include the above design requirements.

D. Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.

FINDING: A condition of approval has been added to require lighting be deflected so as to not shine or create a glare on any adjacent dwelling.

E. A standard parking space shall be eight and one-half feet by nineteen (19) feet).

FINDING: The applicant has stated that parking spaces show a minimum dimension of 8'-6" x 19'-0". ADA spaces have also been accounted for with the size requirement as set forth in ORS 447.233. Criterion met.

F. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.

FINDING: No parking spaces require maneuvering in city rights-of-way. Criterion met.

G. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety of traffic and vehicular traffic on the site. The number of service drives shall be limited to the

minimum that will allow the property to accommodate and service anticipated traffic. In no case shall access point of service drives to a street be less than one hundred (100) feet apart, measured from center to center. Service drives shall be clearly and permanently marked and defined through the use of rails, fences, walls or other barriers or markers on street frontage not occupied by service drives.

FINDING: The applicant has not proposed any service drives.

H. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line and straight line joining said lines through points thirty (30) feet from their intersection.

FINDING: The applicant has stated that the vision clearance requirements are met in the proposed plans. Staff will visually inspect these prior to issuing a certificate of occupancy.

I. All parking lots will meet the requirements of the American with Disabilities Act.

FINDING: The applicant's plans meet the requirements of the ADA. Criterion met.

J. For standards not specifically cited in this title, additional dimensional standards for parking lot features shall be consistent with the most recent edition of Architectural Graphic Standards.

FINDING: The Architectural Graphic Standards have been referenced and relied upon in the development of the enclosed plans. Criterion met.

K. For uses other than residential uses, one third of the required spaces may be compact spaces. Compact spaces shall be eight feet by sixteen (16) feet.

FINDING: The applicant has not proposed providing any compact spaces.

L. For parking lots for motels, restaurants or retail businesses of more than twenty (20) spaces, five percent of the total number of spaces will be R.V. spaces at least ten (10) feet wide by thirty (30) feet long.

FINDING: The applicant has stated: It is the desire of the developer to maintain a natural environment and reduce the need for impervious surfaces, i.e.: unnecessary parking. The requirement for 8 RV parking spaces is in excess of the intended and proposed use as a Hotel/Motel which is not meant to accommodate RVer's. The design team is showing 2 RV spaces. If additional RV parking spaces are required by the Planning Commission, parking can be located on the adjoining 60 acres, though not ideal for the new pedestrian paths and streets that are proposed. Additionally, leased parking may be obtained within 500' of the subject property. The applicant is requesting a Condition of Approval to provide RV parking if required.

The applicant is only proposing to provide 2 RV parking spaces, though their calculation states that eight should be required. The Planning Commission does have the ability to change the number of required off-street parking spaces required, if it is appropriate.

17.96.070 Vehicle Access Points

To promote public safety, the number of vehicle access points to arterial roads and highways shall be kept to a minimum. In reviewing applications for land divisions and discretionary permits, the Planning Commission shall limit the number of vehicular access points by requiring shared access, reserve strips, eliminating circle drives (with two access points) and taking other actions consistent with the directives of this chapter.

FINDING: The applicant has stated that: There is only one primary street access point proposed at this time, which is from Beach Loop Drive via the Carter Street extension. The future connection to a North/South street is provided to enable the looping of City rights-of-way and utility lines. The stub for future Northeast and North/South connection will be a private road that can be dedicated for a right-of-way in the future as needed. Carter Street will remain a publicly dedicated street, redirected slightly North and then South to access Beach Loop Drive in a safe manner. Staff finds that the proposal meets the standards listed above, but clarifies that Staff's position is that all vehicular access streets should be dedicated as public rights-of-way, and not private streets with public access easements. Future development may require the extension of public right-of-way to meet the standards set forth in the City's Transportation System Plan.

Applicant's Response: The applicant discussed the private vs public streets with City Staff on several occasions. This is the first mention of Staff wanting all public streets. The proposal was first seen and discussed on December 8, 2022 where private streets were specifically encouraged. The applicant paid for a formal Pre-application meeting that took place on May 31, 2023. Staff had the proposed plans prior to that meeting, yet no comments were provided to the applicant or the development team of any issues with the proposed streets. The applicant attempted to gain clarity with City Staff on several occasions, more recently on September 25, 2023. No response was received.

Whether the streets are Private or Public do not change the proposed street layout; however, Staff needs to determine what the requirement will be. Until this Staff Report, the applicant was completely unaware of an issue with the proposal.

III. Wetlands

The City's wetland code, chapter 17.102.010 states that:

This chapter is intended to provide protection for identified significant wetlands within the City of Bandon as designated under Statewide Planning Goal 5. Wetlands have been inventoried within the City of Bandon and the Urban Growth Boundary according to procedures, standards and

definitions established under Goal 5 and are identified on the Wetlands map as adopted in the Comprehensive Plan.

This chapter is also intended to 1) ensure reasonable economic use of property while protecting valuable natural resources within the City of Bandon and, 2) establish clear and objective standards to protect these resources.

The proposed project site does contain wetlands as indicated on the map below. The City uses the adopted, "Bandon Local Wetlands Inventory" map to determine when there are wetlands present (see below) and uses the inventory to determine their significance. The relevant inventory documents have been attached to this staff report and show that these are not significant wetlands.

Xxx

The city's code states:

Prior to alteration or development of any property or parcel containing a wetland area identified in the Local Wetlands Inventory, a determination of local significance shall have been made. Locally significant wetlands are determined by OAR 141-86-350, including any optional wetlands adopted by the City Council as locally significant. If an assessment according to the Oregon Freshwater Wetland Assessment Methodology is necessary to determine local significance pursuant to OAR 141-86-350, it shall be the responsibility of the property owner and/or developer, if such an assessment has not been previously performed by the City of Bandon or others, and subject to acceptance and approval of the Reviewing Body.

[...]

The provisions of Section 17.102.020 shall be applied to any property or parcel containing a wetland identified as being locally significant. The provisions shall apply regardless of whether or not a building permit, development permit, or zoning compliance is required, and do not provide any exemption from state or federal regulations. For riparian corridors located adjacent to wetlands, the provisions of Chapter 17.102.030 shall also be applied.

The applicant states that the National and Local wetland maps are inconsistent and that they prepared a delineation to determine where the wetlands are located. This delineation was not submitted to the City as part of this review. The City's wetland map supersedes the national inventory as the information is more specific and adopted by our code. The State's aquatic resource planner has stated: Bandon has an LWI [Local Wetland Inventory], and LWIs supersede the SWI [State Wetland Inventory] for WLUN [Wetland Land Use Notification] and Goal 5 planning.

The site contains TUP-5 and JOH-6, as well as potentially jurisdictional creeks or drainages. Neither TUP5 nor JOH-6 are locally significant wetlands, thus the remainder of this chapter does not apply apart from what is listed below.

Wetlands Notification to Oregon Division of State Lands: The Oregon Division of State Lands shall be notified of all applications to the City of Bandon for development activities, including applications for plan authorizations, development permits, or building permits, and of development proposals by the City of Bandon, that may affect any wetlands, creeks, or waterways identified on the Local Wetlands Inventory.

The applicant has submitted a delineation for concurrence by the Department of State Lands. Staff has submitted a Wetland Land Use Notification to the Department of State Lands.

That being said, the code also states:

The applicant shall be required to submit a resource protection plan prior to commencement of ground disturbing activities that may affect wetlands or riparian corridors. The plan shall be submitted and approved by the Planning Director and must contain methods ensuring that the resource is not disturbed during construction, which includes both physical barriers such as fencing and methods to ensure that no runoff or other surface impacts affect the resource. The approved plan shall be implemented and maintained until such time as the Planning Director deems it is no longer necessary. Failure to implement and/or maintain the approved plan will result in an immediate stop work order and possible abatement in accordance with Chapter 16.04.

This will be added as a condition of approval.

IV. Recommendations

The application may be approved, approved with conditions, or denied. Staff recommends the Planning Commission continue the hearing to a date and time certain to allow the applicant to submit additional evidence into the record.

As included above, Staff recommends asking for additional evidence related to the following:

- Evidence of the linear street frontage to be used to calculate signage allowance.

Applicant's Response: An updated Civil plan showing the dimensions have been added to the record. The street frontage on Face Rock Drive is 370.04' and 719' along Beach Loop Drive. That results in a total sign size of 360sf of signage allowance on Beach Loop Drive and 185sf on Face Rock Drive. The proposed signs are significantly smaller than the equation allows. The signs are smaller than the maximum allowed size of 48sf. No exceptions are being requested.

- Screening required for storage areas and other appurtenant structures.

Applicant's Response: The revised plans show screening for storage areas used for trash enclosures and receiving of deliveries.

- Evidence regarding the screening of rooftop mechanical equipment.

Applicant's Response: Rooftop mechanical equipment have not been proposed or shown on the plans.

- Off-street loading berths required for receiving materials.

Applicant's Response: The revised plans show off-street loading berths.

- Provide evidence that parking requirements have been met (including RV spaces).

Applicant's Response: The plans reflect the 2 spaces that the applicant has requested to be approved.

- Provide evidence that setback requirements have been met.

Applicant's Response: The revised plans show setbacks from the buildings to the property lines. Villas that exceed the dimension shown have not been dimensioned to provide clarity on the drawing.

- Provide evidence that the views and sunlight will not be negatively affected by the 35-foot height allowance.

Applicant's Response: The Architect provided a sun study showing the shadows at Summer and Winter Solstice.

Staff recommends approval of the proposal with the following conditions:

1. All proposals of the applicant shall become conditions of approval.
2. Approval of the plan is based on information provided by the applicant. No other approvals are expressed or implied. Any changes to the approved plan shall be submitted, in writing, and approved by the Planning Department prior to implementation.
3. All state, federal, and city permits associated with this approval shall be obtained by the applicant prior to operation.
4. The conditional use permit shall become void one year from the date the decision is final unless a zoning compliance permit has been issued.

Applicant's Response: BMC 16.04.040 states the expiration date to be two years from the date of the final decision. There should not be a more strict expiration date than provided in the BMC.

5. The applicant shall submit for zoning compliance approval prior to any ground disturbance.

Applicant's Response: The Planning Department told the applicant that a Public Works Permit would be required for ground disturbance of the streets and infrastructure.

6. Metal-sided buildings shall be prohibited anywhere on the site.

7. Areas used for parking vehicles and for maneuvering shall have durable and dustless surfaces maintained adequately for all weather use and so drained as to avoid flow of water across sidewalks.

8. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches high, and which is set back a minimum of four and one half feet from the property line.

9. A standard parking space shall be eight and one-half feet by nineteen (19) feet.

10. All parking lots will meet requirements of the Americans with Disabilities Act.

11. The applicant shall be required to obtain zoning compliance prior to the start of construction.

Applicant's Response: Zoning Compliance is required for the start of construction on any structure. The streets and infrastructure are covered under the Public Works Permit.

12. The applicant shall sign an anti-remonstrance agreement to the formation of an LID for the construction of a future sidewalk system along Beach Loop Drive.

13. A final landscaping plan shall be reviewed and approved, prior to issuance of zoning compliance. Trees shall be planted such that the tree trunk is at least 3 ft. from any curb or paved area.

14. A final landscaping plan shall clearly demonstrate that planted area will cover 50% within 1 year and 90% within 5 years.

15. Prior to issuance of zoning compliance, applicant shall obtain approval of screening materials for electrical equipment from City electrical department or their designee.

16. A 6-foot-tall fence shall be required on the property lines abutting a residential zone.

Applicant's Response: The applicant disagrees with the requirement to install a fence instead of the proposed landscape screening which is permitted by the BMC and preferred for overall aesthetics. Staff has reviewed the plans most recently on September 7, 2023 with the applicant. The landscaped screen was discussed specifically and the BMC Definitions support the proposal.

"Screening" see "Fence."

"Fence" means an artificially constructed barrier of any material or combination of materials erected to enclose, screen or separate areas

17. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of vehicles or materials or for the parking of trucks used in conducting business or use.

18. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches high, and which is set back a minimum of four and one half feet from the property line.

19. Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.

20. The applicant shall be required to submit a resource protection plan prior to commencement of ground-disturbing activities that may affect wetlands or riparian corridors.



Sheri McGrath <cooscurry@gmail.com>

Plant Restoration List

2 messages

Sheri McGrath <cooscurry@gmail.com>

Mon, Jun 26, 2023 at 1:28 PM

To: Dana Nichols <dnichols@ci.bandon.or.us>, Kristan Liechti <kliechti@ci.bandon.or.us>

Hi, there,

I am following up on an email I sent last week. Can I receive a copy of the Plant Restoration List that is referenced in the wetland standards? I cannot find it online, but I wanted to include it in our application for Gravel Point.

Thank you,

Sheri McGrath
Coos Curry Consulting
P.O. Box 1548
Bandon, OR 97411
541-982-9531
cooscurry@gmail.com

Dana Nichols <dnichols@ci.bandon.or.us>

Mon, Jun 26, 2023 at 2:19 PM

To: Sheri McGrath <cooscurry@gmail.com>, Kristan Liechti <kliechti@ci.bandon.or.us>

Sheri,

I haven't been able to identify exactly what this document is, but the best I could find was the attached list of plant species found or expected within our local wetlands. Please note that this list is old and contains gorse, which is obviously not permitted anymore. Let me know if you have any questions.

Thanks!
-Dana

[Quoted text hidden]



Restoration Plant List.pdf
1427K

**Plant species found or expected within
the City of Bandon LWI study area**

Scientific Name	Common Name	USFWS Rating*
TREES		
<i>Acer macrophyllum</i>	big leaf maple	FACU
<i>Alnus rubra</i>	red alder	FAC
<i>Arbutus menziesii</i>	madrone	UPL
<i>Chamaecyparis lawsoniana</i>	Port Orford cedar	FACU+
<i>Picea sitchensis</i>	Sitka spruce	FAC
<i>Pinus contorta</i>	Shore pine	FAC
<i>Pseudotsuga menziesii</i>	Douglas fir	UPL
<i>Salix scouleriana</i>	Scouler's willow	FAC
<i>Thuja plicata</i>	western red cedar	FAC
<i>Umbellularia californica</i>	California bay laurel	FAC-
SHRUBS/ VINES		
<i>Acer circinatum</i>	vine maple	FAC-
<i>Amelanchier alnifolia</i>	Saskatoon serviceberry	FACU
<i>Arctostaphylos columbiana</i>	Hairy manzanita	UPL
<i>Bacharis pilularis</i>	Chaparrel broom	UPL
<i>Berberis aquifolium</i>	tall Oregon grape	UPL
<i>Berberis nervosa</i>	Oregon grape	UPL
<i>Cornus stolonifera</i>	red osier dogwood	FACW
<i>Cotoneaster lacteus</i>	Cotoneaster	NOL
<i>Crataegus monogyna</i>	ornamental hawthorn	FACU+
<i>Cytisus scoparius</i>	Scot's broom	UPL
<i>Garrya elliptica</i>	Wavy leaf silk tassle	UPL
<i>Gaultheria shallon</i>	salal	FACU+
<i>Hedera helix</i>	English ivy	UPL
<i>Holodiscus discolor</i>	Ocean-spray	UPL
<i>Ilex aquifolium</i>	English holly	UPL
<i>Ledum glandulosum</i>	Smooth Labrador-tea	FACW+
<i>Lonicera involucrata</i>	bearberry honeysuckle	FAC+
<i>Malus fusca</i>	Pacific crabapple	FACW
<i>Myrica californica</i>	Pacific wax-myrtle	FACW
<i>Oemleria cerasiformis</i>	Indian plum	FACU
<i>Prunus sp.</i>	Cherry sp.	NOL
<i>Rhamnus purshiana</i>	Cascara buckthorn	FAC-

Scientific Name	Common Name	USFWS Rating*
<i>Rhododendron macrophyllum</i>	Pacific rhododendron	UPL
<i>Ribes sanguineum</i>	Red flowering currant	UPL
<i>Rosa eglanteria</i>	Sweet briar	FACW
<i>Rubus discolor</i>	Himalayan blackberry	FACU
<i>Rubus laciniatus</i>	evergreen blackberry	FACU+
<i>Rubus parviflorus</i>	western thimbleberry	FAC-
<i>Rubus spectabilis</i>	salmonberry	FAC
<i>Rubus ursinus</i>	California blackberry	FACU
<i>Rubus sp.</i>	Blackberry-thornless cultivar	NOL
<i>Salix geyeriana</i>	Geyer's willow	FACW+
<i>Salix hookeriana</i>	Hooker willow	FACW-
<i>Salix scouleriana</i>	Scouler's willow	FAC
<i>Salix sitchensis</i>	Sitka willow	FACW
<i>Sambucus racemosa</i>	red elderberry	FACU
<i>Spiraea douglasii</i>	Douglas' spiraea	FACW
<i>Symphoricarpos albus</i>	snowberry	FACU
<i>Ulex europaeus</i>	gorse	UPL
<i>Vaccinium ovatum</i>	Evergreen huckleberry	UPL
<i>Vaccinium parvifolium</i>	Red huckleberry	UPL
FORBS		
<i>Achillea millefolium</i>	Yarrow	FACU
<i>Adiantum pedatum</i>	Maidenhair fern	UPL
<i>Anaphalis margaritacea</i>	Pearly everlasting	UPL
<i>Angelica hendersonii</i>	Henderson's angelica	UPL
<i>Aster sp.</i>	Aster	FAC-FACW
<i>Athyrium filix-femina</i>	lady fern	FAC
<i>Bellis perennis</i>	English daisy	UPL
<i>Blechnum spicant</i>	Deer fern	FAC+
<i>Cakile maritima</i>	European sea-rocket	FACU
<i>Callitriche sp.</i>	Water starwort	OBL
<i>Calystegia soldanella</i>	Beach morning glory	UPL
<i>Cardamine angulata</i>	Angled bittercress	FACW
<i>Cardamine oligosperma</i>	Few-seed bittercress	FAC
<i>Cardionema ramosissima</i>	Sand mat	UPL
<i>Chrysanthemum leucanthemum</i>	Oxeye daisy	UPL
<i>Cirsium arvense</i>	Canada thistle	FACU+
<i>Cirsium vulgare</i>	Bull thistle	FACU

Scientific Name	Common Name	USFWS Rating*
<i>Claytonia sibirica</i>	Siberian spring beauty	FAC
<i>Convolvulus arvensis</i>	Field bindweed	UPL
<i>Daucus carota</i>	Queen Anne's lace	UPL
<i>Disporum smithii</i>	Fairy-bells	UPL
<i>Epilobium angustifolium</i>	Fireweed	FACU+
<i>Epilobium watsonii</i>	Watson's willow-herb	FACW-
<i>Equisetum arvense</i>	Common horsetail	FACW
<i>Erechtites minima</i>	Australian fireweed	UPL
<i>Fragaria chiloensis</i>	Coast strawberry	UPL
<i>Galium aparine</i>	Catchweed bedstraw	FACU
<i>Geum macrophyllum</i>	Large-leaved avens	FACW-
<i>Glehnia littoralis</i>	Glehnia	UPL
<i>Hypericum anagalloides</i>	Bog St. John's wort	OBL
<i>Hypericum perforatum</i>	Common St. John's wort	UPL
<i>Hypochaeris radicata</i>	Hairy cats-ear	UPL
<i>Iris sp.</i>	Iris sp.	NOL
<i>Lapsana communis</i>	Nipplewort	UPL
<i>Lathyrus japonicus</i>	Beach peavine	FACU-
<i>Leontodon autumnalis</i>	August flower	FAC
<i>Lotus corniculatus</i>	Birds-foot trefoil	FAC
<i>Lupinus littoralis</i>	Beach lupine	UPL
<i>Lysichiton americanum</i>	Skunk cabbage	OBL
<i>Maianthemum dilatatum</i>	False lily of the valley	FAC
<i>Marah oreganus</i>	Wild cucumber	UPL
<i>Mentha x piperita</i>	Peppermint	FACW+
<i>Mimulus guttatus</i>	Monkey flower	OBL
<i>Mitella ovalis</i>	Small bishops-cap	OBL
<i>Nasturtium officinale</i>	Watercress	OBL
<i>Nuphar luteum</i>	Yellow pond lily	OBL
<i>Oenanthe sarmentosa</i>	Water-parsley	OBL
<i>Oxalis oregana</i>	Wood sorrel	UPL
<i>Parentucellia viscosa</i>	Yellow parentucellia	FAC-
<i>Plantago lanceolata</i>	English plantain	FAC
<i>Plantago major</i>	Common plantain	FACU
<i>Plantago maritima</i>	Seaside plantain	FACW+
<i>Polygonum sachalinense</i>	Giant knotweed	FACU
<i>Polygonum sp.</i>	Knotweed	FACW-OBL
<i>Polypodium glycorrhiza</i>	Licorice fern	UPL

Scientific Name	Common Name	USFWS Rating*
<i>Polystichum munitum</i>	Sword fern	FACU
<i>Potamogeton natans</i>	Floating pondweed	OBL
<i>Potentilla anserina</i>	Silver-weed	OBL
<i>Prunella vulgaris</i>	Heal-all	FACU+
<i>Pteridium aquilinum</i>	Bracken fern	FACU
<i>Ranunculus repens</i>	Creeping buttercup	FACW
<i>Raphanus sativus</i>	Wild radish	NI
<i>Rumex crispus</i>	Curly dock	FAC+
<i>Rumex obtusifolius</i>	Bitterdock	FAC
<i>Rumex salicifolius</i>	Willow dock	FACW
<i>Salicornia virginica</i>	Virginia glasswort	OBL
<i>Senecio jacobaea</i>	Tansy ragwort	FACU
<i>Sisyrinchium californicum</i>	Golden blue-eyed grass	FACW+
<i>Solanum dulcamara</i>	Climbing nightshade	FAC+
<i>Stachys cooleyae</i>	Cooley's hedgenettle	FACW
<i>Stellaria media</i>	Chickweed	FACU
<i>Tanacetum douglasii</i>	Dune tansy	UPL
<i>Taraxacum officinale</i>	Common dandelion	FACU
<i>Tellima grandiflora</i>	Fringecup	UPL
<i>Tolmiea menziesii</i>	Piggy-back plant	FAC
<i>Trifolium repens</i>	White clover	FAC
<i>Trifolium wormskoldii</i>	Cow's clover	FACW+
<i>Veronica americana</i>	American speedwell	OBL
<i>Vicia gigantea</i>	Giant vetch	UPL
GRAMINOIDS		
<i>Agrostis stolonifera</i>	Creeping bentgrass	FAC
<i>Agrostis tenuis</i>	Colonial bentgrass s	FAC
<i>Alopecurus pratensis</i>	Meadow foxtail	FACW
<i>Ammophila arenaria</i>	European beach grass	FACU
<i>Anthoxanthum odoratum</i>	Sweet vernal-grass	FACU
<i>Carex deweyana</i>	Short-scale sedge	FACU
<i>Carex obnupta</i>	Slough sedge	OBL
<i>Dactylis glomerata</i>	Orchard grass	FACU
<i>Deschampsia cespitosa</i>	Tufted hairgrass	FACW
<i>Eleocharis ovata</i>	Ovate spikerush	OBL
<i>Festuca arundinacea</i>	Tall fescue	FACU+
<i>Festuca rubra</i>	Red fescue	FACU+
<i>Holcus lanatus</i>	Velvet grass	FAC

Scientific Name	Common Name	USFWS Rating*
<i>Juncus acuminatus</i>	Taper-tip rush	OBL
<i>Juncus articulatus</i>	Jointed rush	OBL
<i>Juncus bolanderi</i>	Bolander's rush	OBL
<i>Juncus effusus</i>	Soft rush	FACW
<i>Juncus leseurii</i>	Salt rush	FACW
<i>Juncus tenuis</i>	slender rush	FACW
<i>Phalaris arundinacea</i>	reed canary grass	FACW
<i>Poa trivialis</i>	Rough bluegrass	FACW
<i>Poa spp.</i>	Bluegrass spp.	NOL
<i>Scirpus microcarpus</i>	Small seed bulrush	OBL
<i>Scirpus tabernaemontanii</i>	Softstem bulrush	OBL
<i>Sparganium emersum</i>	Narrow-leaf burreed	OBL
<i>Typha latifolia</i>	Cattail	OBL

*=USFWS Region 9 Wetland Indicator Status; indicates species' moisture preferences.

- OBL** Obligate wetland. Estimated to occur almost exclusively in wetlands (>99%)
- FACW** Facultative wetland. Estimated to occur 67-99% of the time in wetlands.
- FAC** Facultative. Occur equally in wetlands and non-wetlands (34-66%).
- FACU** Facultative upland. Usually occur in non-wetlands (67-99%).
- UPL** Obligate upland. Estimated to occur almost exclusively in non-wetlands (>99%)
- NI** Has not yet received a wetland indicator status, but is probably not obligate upland.



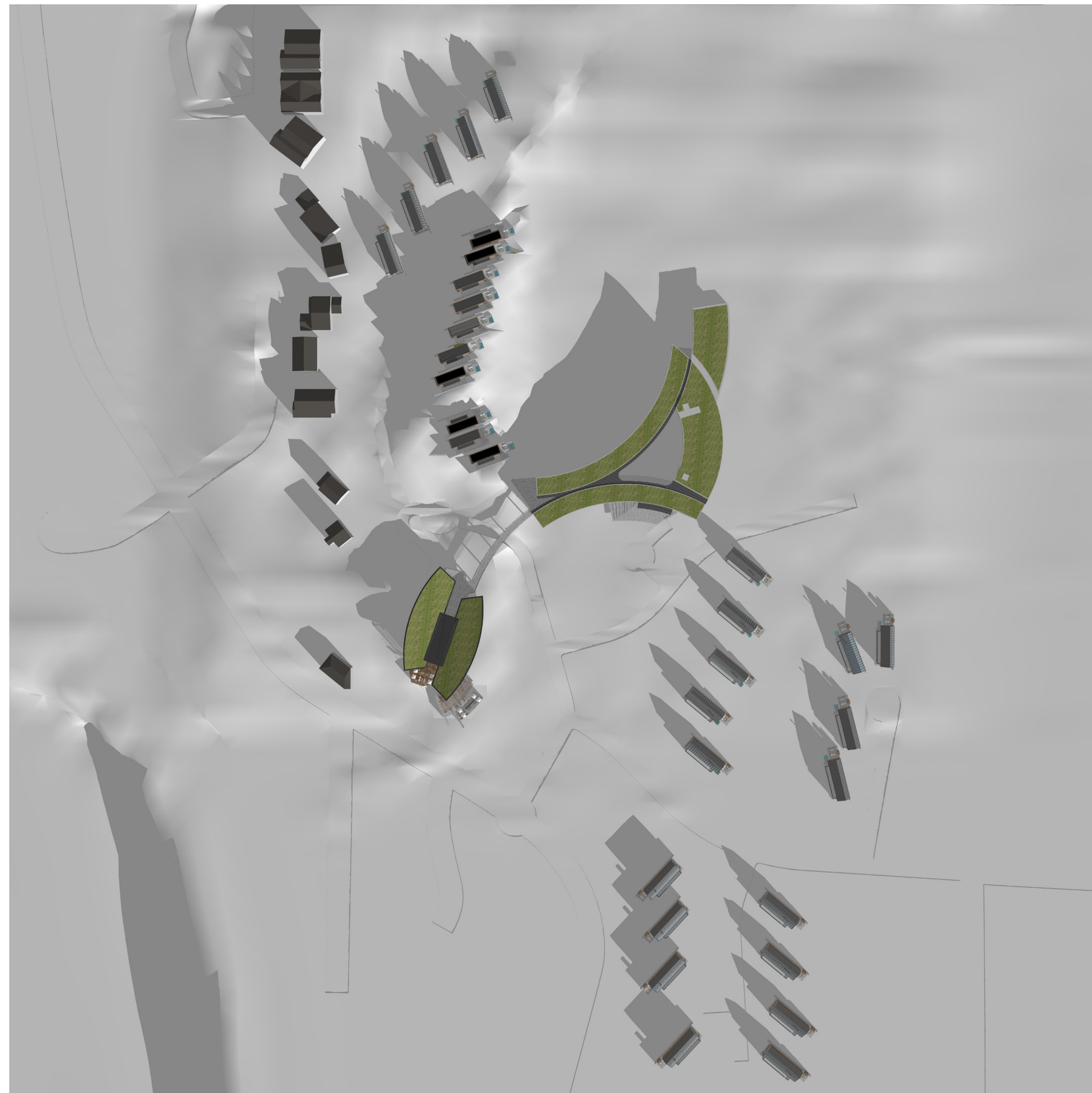
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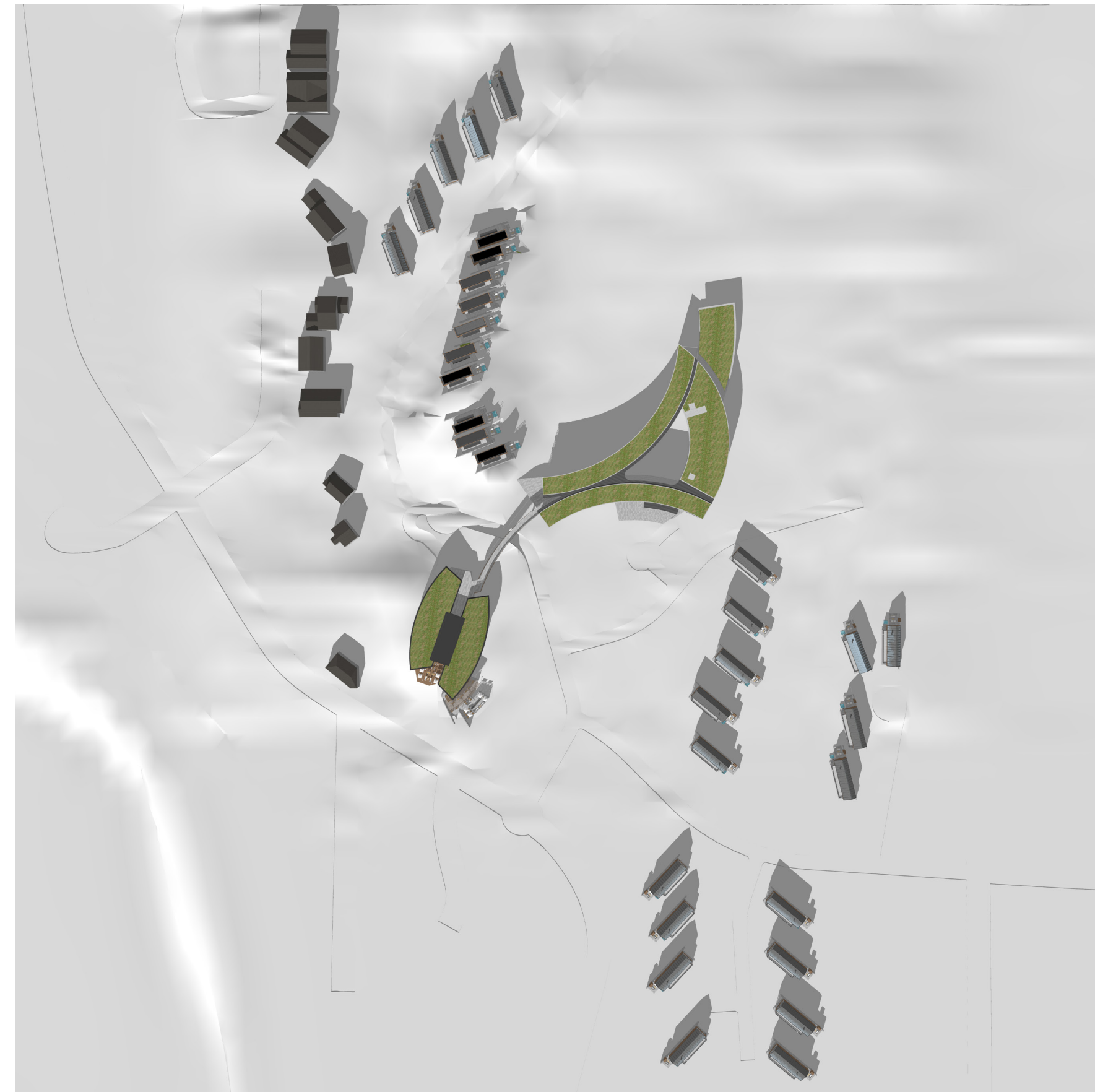
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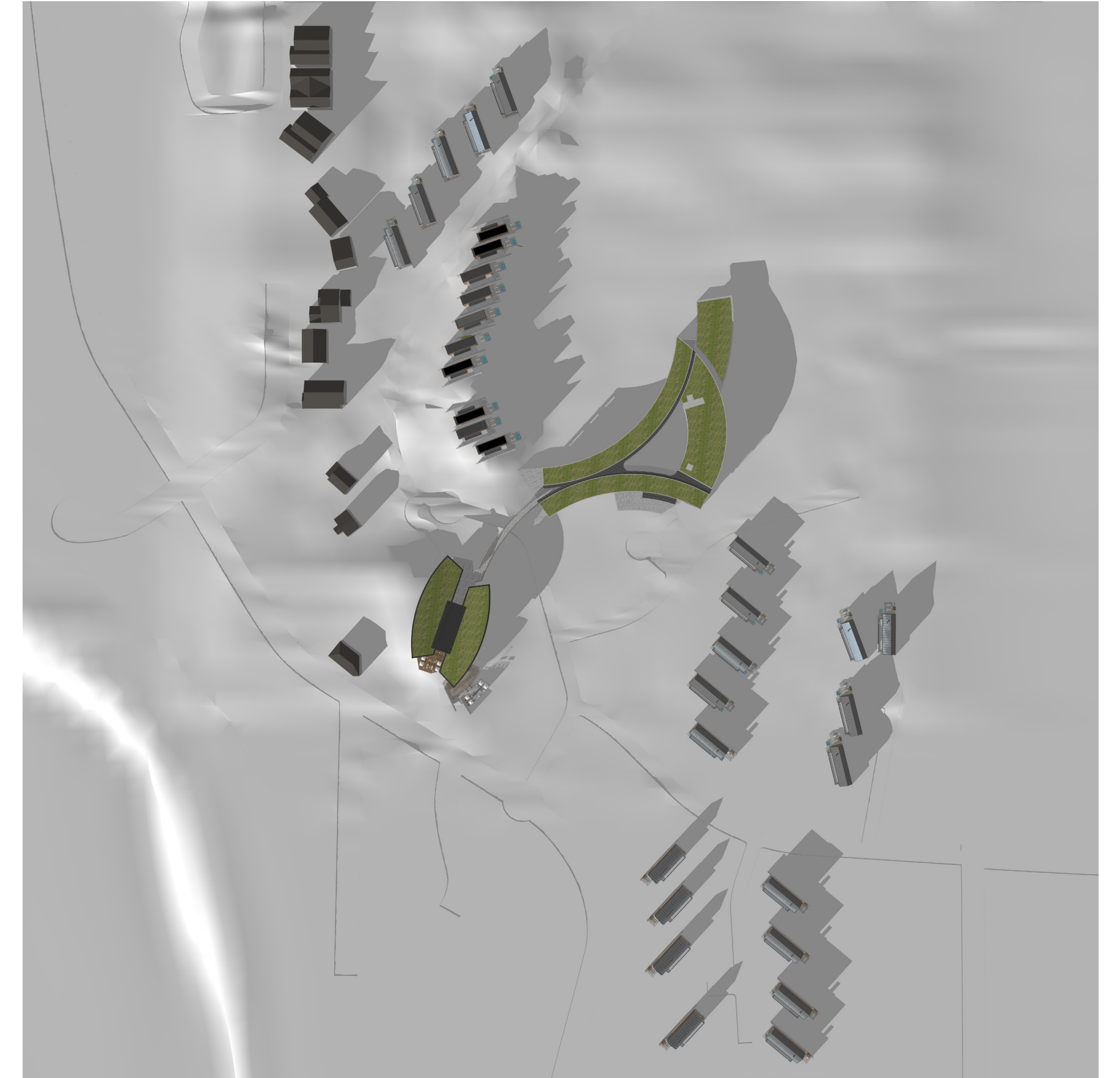
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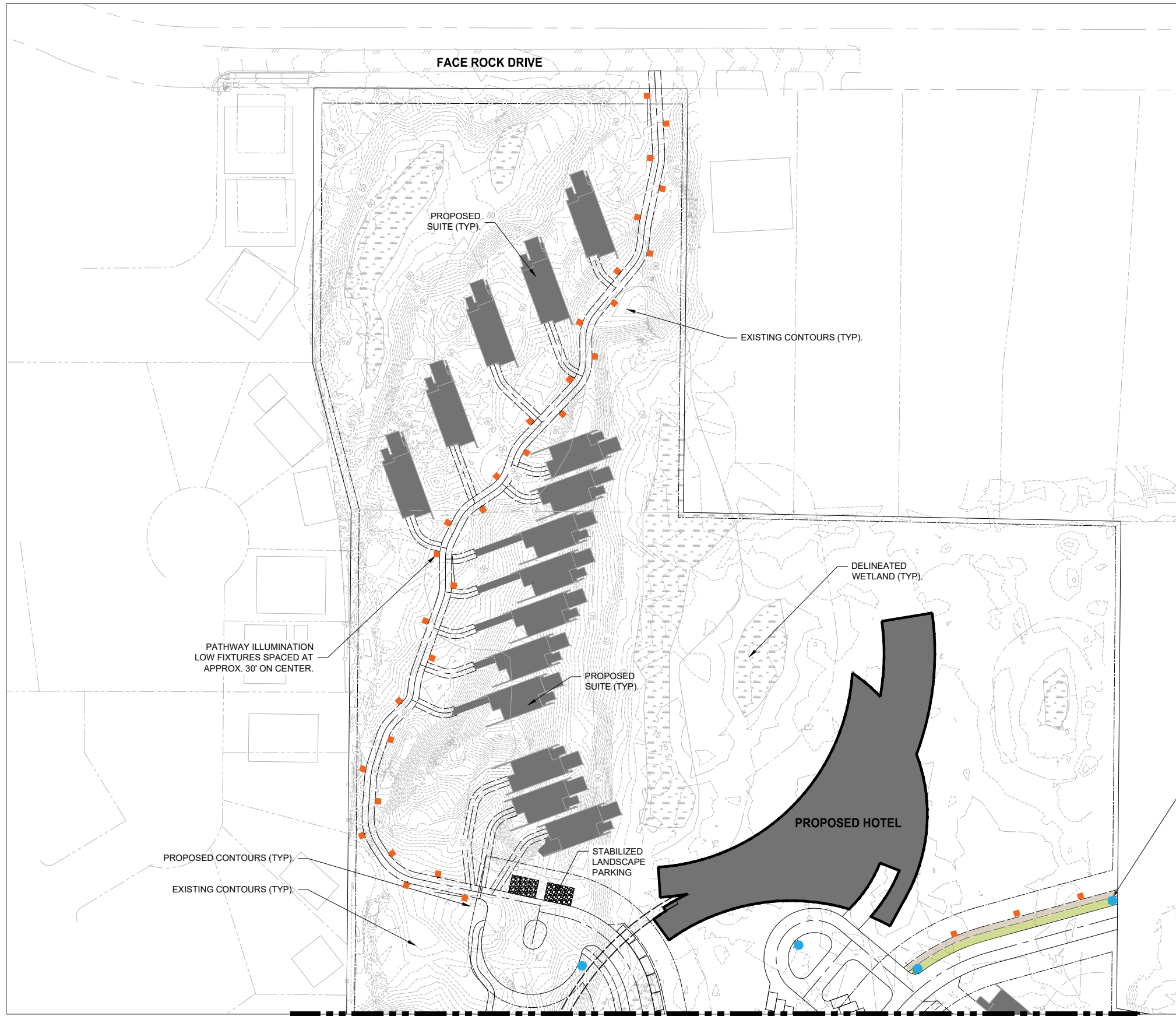


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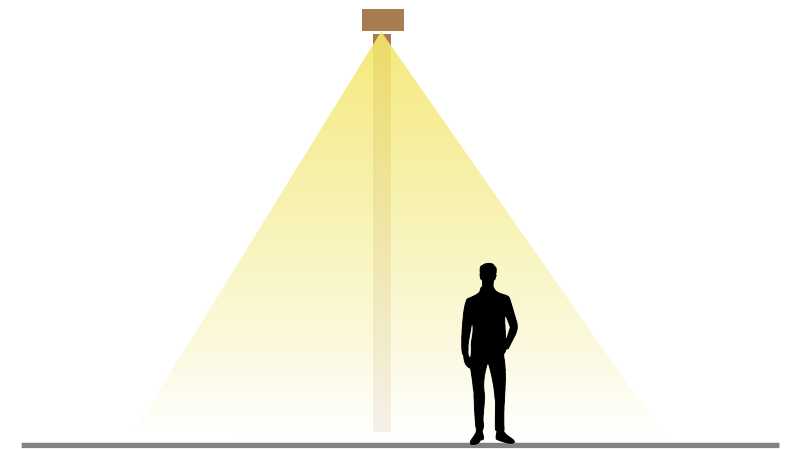
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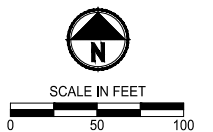
Legend

- 16' Height Decorative LED Street Light - Dark Sky Compliant with Full Cutoff Shielding
- 3' Height Decorative LED Pathway Light - Dark Sky Compliant with Partial Cutoff Shielding



Dark Sky compliant fixtures with full cutoff shielding orient light downward in a fixed pattern to eliminate light pollution upward and greatly reduce light spillage outside of the photometric pattern at street level

ROAD ARM MOUNT FIXTURE WITH 16 FT MOUNTING HEIGHT. POLES ARE SPACED AT APPROX. 150 FT



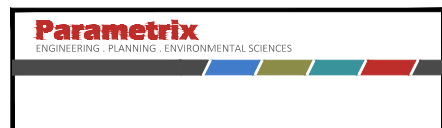
MATCH LINE SEE SHEET IL-02

MATCH LINE SEE SHEET IL-02

PRELIMINARY

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ONE INCH AT FULL SCALE, IF NOT SCALE ACCORDINGLY
 FILE NAME: XPS08837003C-DE
 JOB No: 2178837002
 DATE: 09/20/23



PROJECT NAME
GRAVEL POINT
BANDON BEACH VENTURES, LLC
 Bandon, Oregon

ILLUMINATION PLAN

DRAWING NO.
 01 OF 02
IL-01

MATCH LINE SEE SHEET IL-01

MATCH LINE SEE SHEET IL-01

EXISTING CONTOURS (TYP.)

PROPOSED CONTOURS (TYP.)

PROPOSED LODGE

ROADSIDE STORM WATER SWALE (TYP.)

DELINEATED WETLAND (TYP.)

PATHWAY (TYP.)

PATHWAY (TYP.)

ROADSIDE STORM WATER SWALE (TYP.)

BEACH LOOP ROAD SW

PATHWAY (TYP.)

ROADSIDE STORM WATER SWALE (TYP.)

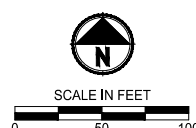
ROAD ARM MOUNT FIXTURE WITH 16 FT MOUNTING HEIGHT. POLES ARE SPACED AT APPROX. 150 FT.

PROPOSED SUITE, TYP.

BEACH LOOP ROAD SW

Legend

-  16' Height Decorative LED Street Light - Dark Sky Compliant with Full Cutoff Shielding
-  3' Height Decorative LED Pathway Light - Dark Sky Compliant with Partial Cutoff Shielding



PRELIMINARY

LAYOUT: ILLUMINATION2 PATH: U:\PSD\Projects\Bandon Beach Ventures\217-8837-003 Final Civil & Landscape\995\ca\CADD\DWG PLOTTED BY: amandea DATE: Thursday, September 28, 2023 11:35:47 AM

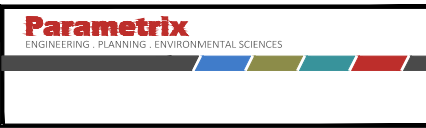
REVISIONS	DATE	BY	DESIGNED
			RLP
			DRAWN
			RLP
			CHECKED
			DCS
			APPROVED
			DCS

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY

FILE NAME: xPS08837003C-DE

JOB No.: 2178837002

DATE: 09/20/23



PROJECT NAME

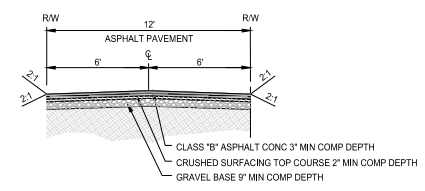
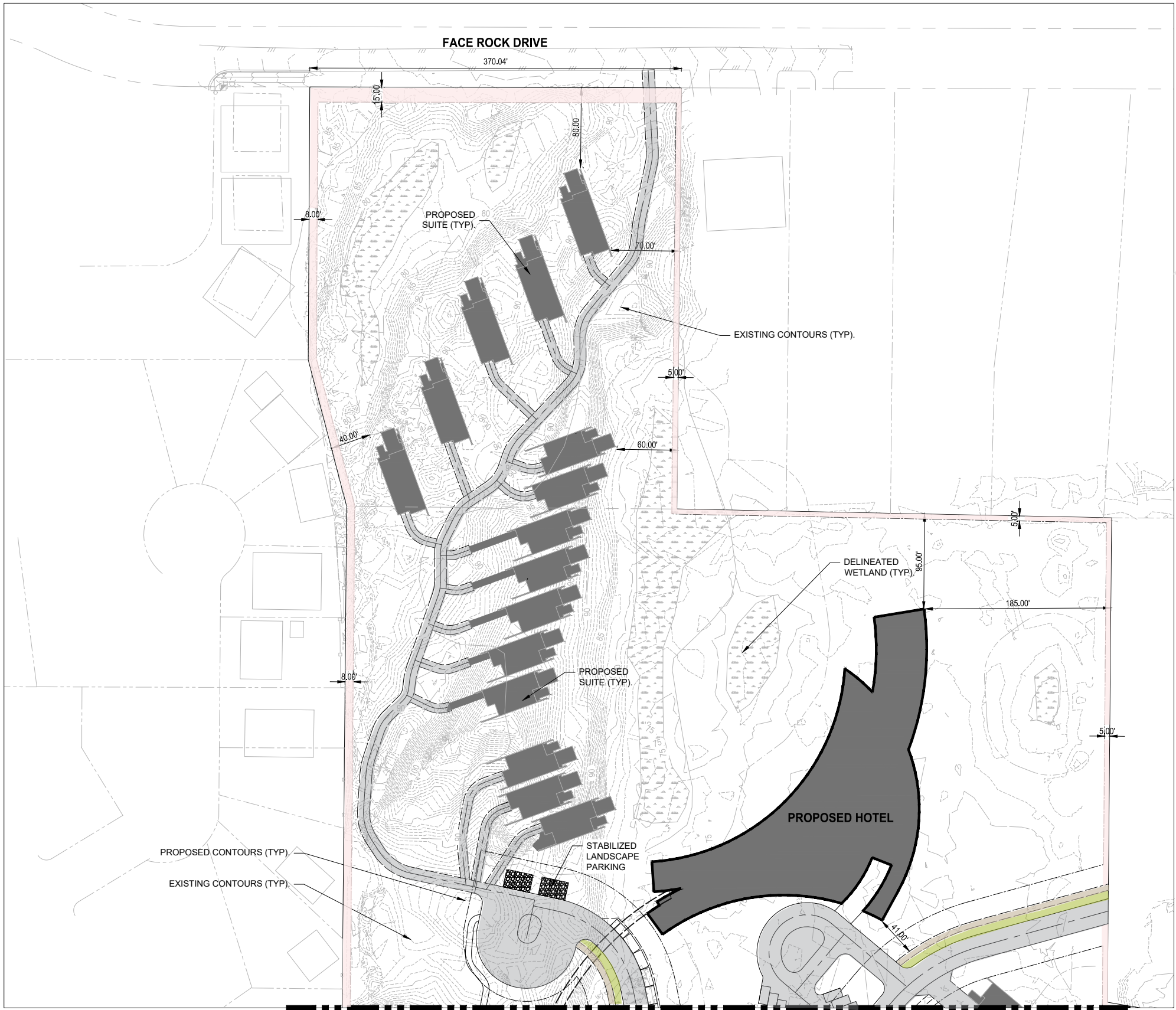
GRAVEL POINT
BANDON BEACH VENTURES, LLC
 Bandon, Oregon

ILLUMINATION PLAN

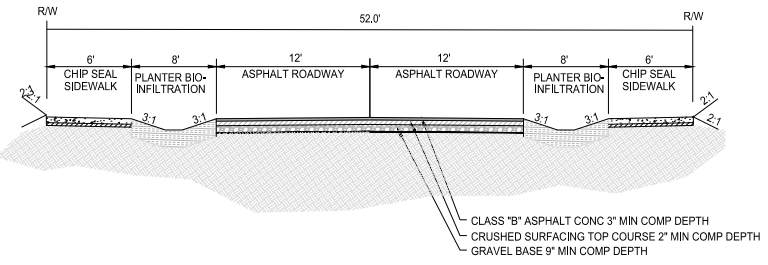
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02 OF 02

IL-02

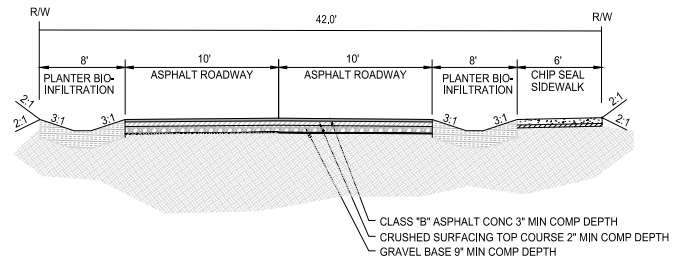
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 LAYOUT: MASS GRADING



TYPICAL 12' ASPHALT LANE SECTION
NO SCALE



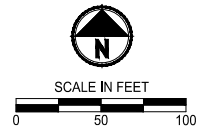
ASPHALT ROAD SECTION 1
NO SCALE



ASPHALT ROAD SECTION 2
NO SCALE

Legend

- Proposed Road
- Proposed Roadside Pedestrian Path
- Proposed Roadside Bioinfiltration Swale
- Setbacks



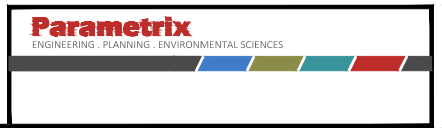
MATCH LINE SEE SHEET GR-02

MATCH LINE SEE SHEET GR-02

PRELIMINARY

REVISIONS	DATE	BY	DESIGNED	DRAWN	CHECKED	APPROVED

ONE INCH AT FULL SCALE,
IF NOT, SCALE ACCORDINGLY
 FILE NAME: XPS08837003C-DE
 JOB No. 2178837002
 DATE 09/20/23



PROJECT NAME
GRAVEL POINT
BANDON BEACH VENTURES, LLC
 Bandon, Oregon





MASS GRADING & SETBACKS

DRAWING NO.
01 OF 02
GR-01

MATCH LINE SEE SHEET GR-01

MATCH LINE SEE SHEET GR-01

Legend

-  Proposed Road
-  Proposed Roadside Pedestrian Path
-  Proposed Roadside Bioinfiltration Swale
-  Setbacks

EXISTING CONTOURS (TYP.)
PROPOSED CONTOURS (TYP.)

PROPOSED LODGE

ROADSIDE STORM WATER SWALE (TYP.)

PATHWAY (TYP.)

DELINEATED WETLAND (TYP.)

ROADSIDE STORM WATER SWALE (TYP.)

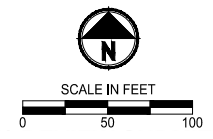
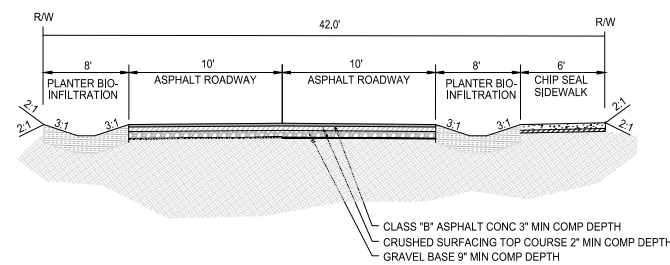
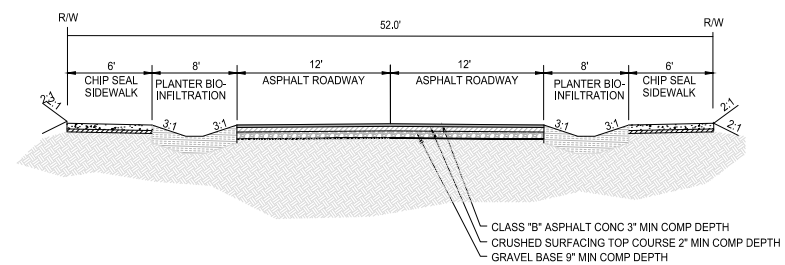
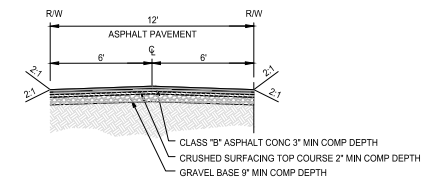
PATHWAY (TYP.)

ROADSIDE STORM WATER SWALE (TYP.)

PROPOSED SUITE, TYP.

BEACH LOOP ROAD SW

BEACH LOOP ROAD SW



PRELIMINARY

PATH: U:\PSD\Projects\Clients\8837-Bandon Beach Ventures\317-8837-03 Final Civil & Landscape\985\swa\CADD\DWG PLOTTED BY: sandiear DATE: Thursday, September 28, 2023 11:13:34 AM LAYOUT: MASS GRADING

REVISIONS	DATE	BY	DESIGNED RLP

ONE INCH AT FULL SCALE, IF NOT, SCALE ACCORDINGLY
FILE NAME: XPS08837003C-DE
JOB NO: 2178837002
DATE: 09/20/23

Parametrix
ENGINEERING, PLANNING, ENVIRONMENTAL SCIENCES

PROJECT NAME
GRAVEL POINT
BANDON BEACH VENTURES, LLC
Bandon, Oregon

MASS GRADING & SETBACKS

DRAWING NO.
02 OF 02
GR-02





