

Dana Nichols

From: ROBERT L. JOHNSON <unitedcountry@ymail.com> on behalf of ROBERT L. JOHNSON
Sent: Friday, October 6, 2023 1:14 PM
To: planning@cityofbandon.org
Subject: Gravel Pt Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Bob Johnson
Address: 1486 Fir Ct, Bandon Or

To: Bandon Planning Commisioners
Oct 6, 2023

Dear Commissioners:

I offer this testimony in support of the above referenced project. I have attended both hearings to date and have carefully listened to all of the testimony to date. The predominant concerns raised by both residents and commissioners seems to be centered around traffic. This is a totally legitimate concern. I'd like to point out some relevant facts as well as my own experience regarding the existing traffic conditions. First of all, the traffic analysis presented at the second hearing (Oct 5) by the appicants clearly indicated that any additional traffic generated by the project was well within the current standards as set forth in the city ordinances and ODOT (on Hwy 101). I believe the concerns expressed are based in FEAR, not fact. The accident records over the last several years on Sea Bird Dr and Hwy 101 interersection, Seabird Dr itself, Beach Loop Dr and 11st (west) will illustrate this. My wife and I have owned our home since 2009 and have walked Beach loop hundreds of times at various times of day on the way to our beach walks. We have never had a close call, seen an accident of any sort, or heard of any. What we have seen is people exceeding the speed limit. But guess who it is? - the locals. Usually late to work, going to church headed out for appts, etc. The tourists, however, drive TOO SLOW taking in the stunning ocean views. We've all seen this and I think you know this is the reality about traffic, especially on Beach Loop. I urge the commission to use some basic common sense in contemplating the traffic issue. Building new roads that may be advisable in the future is the responsibility of the city, not the developer at this point in time.

As Planning Commisioners, you represent all of the residents of Bandon. Conspicuously absent at the hearings were young family members. People who are raising kids and hoping their kids will have the opportunity to stay in Bandon as adults, which has historically not been the case. I hope you will reach out to this demographic of your constituents and see what they think. The vast majority that I know and have spoken with are in favor of sensible, compatable growth that will provide the opportunities that will enable their children to stay. The economy of Bandon is heavily reliant on tourism as it's base. The high quality Gravel Point project will enhance the tourist experience and enable them to stay longer and spend more of the money that underpins virtually every small business owner in town. Furthermore, the property taxes and bed taxes generated by the project will make it a major supporter of the ever growing financial needs of the city.

The applicants have skillfully designed their project to be sensitive to the site, the surrounding areas and the public. Planning by its'very nature is about looking to the future. As planning commissioners, you have been selected to be the decision makers that shape the future for generations to come. Balancing the various needs is complex and demanding. I urge you to approve this project on its' visionary merits. It checks all the boxes for the appropriate growth that will fuel the vitaiety of this special community into the future.

Respectfully,

Bob Johnson

Sent from my iPhone

RECEIVED

OCT 10 2023

BY: handdelivered
LE 11:10AM

A few more thoughts on the Gravel Point proposal.

So many Bandon businesses have had Help Wanted posters on their doors for over a year. Some of our eateries are closing or reinventing themselves due to staffing problems.

Some people have learned to work from home and some have learned "how to work the system". But the fact is that finding enough workers to bring this project to fruition and staff it afterwards will be far from an easy task!

It's also well known that Bandon already has a lack of affordable housing - rental or otherwise. Where do the planners expect these imagined workers to live if low cost housing is not provided.

And as the lady questioned at the last hearing, why choose to build this project in the middle of an established neighborhood? There must be other properties that could provide easier access and less public dissent! Ah - but, of course - the ocean view at an affordable price!

Most that I've talked to consider this to be a done deal, I consider it a shame that we are headed down the path to be another Lincoln City!

Janet McCarty

Fax

| | | | |
|----------|---------------------|----------|-----------------------------|
| TO: | Planning Commission | FROM: | Kathleen J. Friedland |
| COMPANY: | City of Bandon, OR | COMPANY: | |
| FAX: | 5413471415 | FAX: | |
| SUBJECT: | Extension request | DATE: | Wednesday, October 11, 2023 |

Please refer to the attached Word document.

11 October 2023

Kathleen J. Friedland, 2705 Spinnaker Drive, Bandon, OR 97411

To: The City of Bandon Planning Commission

I am respectfully requesting an extension of the deadline for the Planning Commission to receive public comments from 5 pm on 12 October 2023 to 5 pm on 19 October 2023.

If additional information is required, please let me know.

Thank you.

Kathleen J. Friedland

friedland1@hotmail.com

October 11, 2023

TO: BANDON PLANNING COMMISSION

FROM: RICK CODDINGTON 1460 STRAWBERRY DRIVE

SUBJECT: GRAVEL POINT

AFTER WATCHING 2 PREVIOUS MEETINGS I AM AGAINST THIS PROPOSED DEVELOPMENT. I THOUGHT THE APPLICANT WAS UNABLE TO ADDRESS QUITE A FEW OF THE QUESTIONS THAT YOU ASKED OR THEY SAID THEY FELT THEY DIDN'T HAVE TO ADDRESS WHAT YOU WERE ASKING AT THIS TIME.

I QUESTION IF THEY ARE AWARE OF WHAT THEIR COMPETITION IS? . FOR EXAMPLE THEY STATED THERE USED TO BE 4 HOTELS ON BEACH LOOP AND NOW THERE ARE ONLY 2. I COUNT 4 TABLE ROCK, SUNSETS, BEST WESTERN AND WIDERMERE. ALSO I BELIEVE YOU HAVE PERMITTED A NEW ONE ON COQUILLE POINT.

THE APPLICANT IS TRYING TO ACT LIKE THEY ARE LOCAL BUT WHY IS THERE LLC LOCATED IN ANCHORAGE ALASKA. THE APPLICANT MADE A COMMENT THAT SHE WAS IN BANDON LONG BEFORE ANY OF THE COMMISSIONERS. I THOUGHT THAT SOUNDED LIKE SHE WAS TRYING TO INTIMIDATE YOU. ONE OF THE COMMISSIONERS ASKED IF THEY THOUGHT THEY COULD FILL UP THE ROOMS AND THEY SAID THEY WERE SURE THEY COULD. WHEN WE WERE BUILDING OUR HOUSE WHICH TOOK 3 YEARS (2017 TO 2020) WE EITHER STAYED AT BEST WESTERN OR SUNSETS AT LEAST ONCE A MONTH. YES THEY WERE BOOKED IN THE SUMMER BUT IN THE OFF SEASON WE WERE PRETTY MUCH BY OURSELVES. I'M SURE YOU COULD FIGURE THIS OUT BY LOOKING AT THE TAXES THAT HAVE BEEN PAID BY OUR EXISTING MOTELS. PLEASE DO NOT FIGURE YOUR EXPECTED REVENUE FROM THIS PROJECT BY THEM ASSUMING THAT THEY ARE GOING TO FILL 142 ROOMS 365 DAYS A YEAR. THAT JUST WON'T HAPPEN. IF THEY WERE TO BUILD THE RESORT IT WILL MOST LIKELY TAKE REVENUE AWAY FROM OUR EXISTING MOTELS AND THE REVENUE THAT THE CITY IS GETTING FROM THEM WILL BE DECREASED.

I CAN'T IMAGINE THE NOISE THAT A PROJECT LIKE THIS WILL CREATE FOR THE NEIGHBORHOOD. CURRENTLY THERE IS A HOUSE BEING BUILT ON BEACH LOOP THAT IS A FEW HUNDRED YARDS FROM OUR HOUSE AND WE CAN HEAR EVERY NAIL GUN EVERY WORD SPOKEN EVERY TIME THEY DROP A PIECE OF LUMBER.

AS MOST OF THE TESTIMONY HAS STATED TRAFFIC IS GOING TO BE A PROBLEM. CURRENTLY IF YOU ARE WALKING OR RIDING YOUR BIKE ON BEACH LOOP IT IS INCREDIBLY DANGEROUS. I DO NOT KNOW IF ANY OF YOU THE COMMISSIONERS HAVE EVER DONE EITHER OF THESE RECENTLY BUT I SUGGEST THAT YOU SHOULD TRY AND SEE HOW COMFORTABLE YOU FEEL WHEN 2 CARS ARE PASSING YOU GOING IN DIFFERENT DIRECTIONS. IT CAN ONLY GET WORSE WITH CONSTRUCTION VEHICLES PUT INTO THE MIX. WITH THE RESORT BEING BUILT, THERE WILL BE INCREASED PEDISTRIAN TRAFFIC FROM GUESTS OF THE RESORT ON BEACH LOOP MAKING IT WORSE. IF YOU THINK THAT THE GUESTS AT THE RESORT ARE GOING TO JUST WALK ON THE SO CALLED WONDERFUL TRAILS THAT THEY ARE CREATING WITHIN THE RESORT YOU ARE DREAMING. HOW MANY TRAILS CAN YOU HAVE ON 24 ACRES. VISITORS TO BANDON ARE WANTING TO SEE AND GO TO THE OCEAN AND WILL BE HEADING STRAIGHT TO BEACH LOOP. WHICH BRINGS ME TO ANOTHER POINT FOR OUR LITTLE CUL-DE-SAC. YOU CAN'T BELIEVE THE TRAFFIC BOTH FOOT AND AUTO THAT WE ALREADY HAVE ON THE WEST SIDE OF STRAWBERRY. A LARGE

NUMBER OF THEM HAVE NO RESPECT FOR PRIVATE PROPERTY AND WALK TO THE EDGE OF THE CLIFFS AND INTO RESIDENTS YARDS TO GET A BETTER LOOK AT THE OCEAN .

THE PATH THAT THEY ARE PROPOSING ON THE EAST SIDE OF STRAWBERRY IS NOT FAIR TO RESIDENTS THAT LIVE THERE. THERE WILL BE ADDED NOISE. THEY SPOKE OF HOW THEY WERE GOING TO CONTROL THE NOISE FROM GUESTS BUT NOT LETTING THEM COME AGAIN BUT EVEN IF THEY WERE ABLE TO FOLLOW THROUGH WITH THAT THE DAMAGE IS ALREADY DONE.

THEY SAID THEY WERE GOING TO PAY \$1,100,000 IN SYSTEM DEVELOPMENT FEES. THAT'S THE EQUIVALENT OF 80 NEW UNITS. 142 NEW UNITS WOULD BE \$1,900,000. THEY WILL BE PUTTING INCREASED STRAIN ON OUR SYSTEM. USING TOILETS, SHOWERS, SEWER, WATER AND ELECTRICITY. AS ONE PERSON SPOKE AT THE LAST MEETING A MILLION DOLLARS DOES NOT GO VERY FAR THESE DAYS.

WE ALREADY HAVE VERY LOW WATER PRESSURE AT OUR HOUSE. I HAVE BEEN TOLD THAT HOUSES THAT ARE ON BEACH LOOP HAVE ADEQUATE PRESSURE BUT THE STREETS THAT FEED OFF OF IT HAVE REDUCED PRESSURE. I CAN ONLY SEE THIS GETTING WORSE WITH ALL THESE NEW UNITS.

I AGREE WITH THE PERSON WHO SAID THE 32 SUITES SHOULD BE TREATED AS VRD'S. MAKE THEM WAIT 3 YEARS TO RENT JUST LIKE ANYONE ELSE BUILDING A NEW VRD. THEY HAVE 2 BEDROOMS, TWO AND A HALF BATHS AND LAUNDRY FACILITIES AND ARE OVER 1200 SQUARE FEET THAT IS FAR FROM A MOTEL ROOM.

I GOT THE IMPRESSION THAT STAFF SAID THE PROJECT WAS GOOD FOR THE CITY. I WAS TOLD THE ORIGINAL PLAN FOR THE PROPOSED AREA CALLED FOR 80 DWELLINGS. IF WE WERE TO BUILD 80 NEW UNITS THEY WOULD BE SPREAD OVER MANY YEARS AND WOULDN'T BE AS DISRUPTIVE FOR THE RESIDENTS IN THE AREA. IT WOULD ALSO PROVIDE MORE HOUSING FOR THE WORK FORCE.

I HOPE THAT THE RECENT DECREASE IN NEW APPLICATIONS FOR SINGLE FAMILY RESIDENCES DOES NOT INFLUENCE YOUR DECISION ON THIS MATTER. BUILDING WILL INCREASE AGAIN.

I AM A STRONGLY GAINST THE PROJECT AND HOPE THAT YOU TURN IT DOWN.

THANK YOU

RICK CODDINGTON

Dana Nichols

From: schwirian@frontiernet.net
Sent: Wednesday, October 11, 2023 5:10 PM
To: Planning Dept - Bandon Department
Subject: additional testimony re: Gravel Point project

Follow Up Flag: Follow up
Flag Status: Flagged

Oct 11, 2023

To: City of Bandon Planning Commission
From: George Schwirian, 1087 Carter St. SW, Bandon, OR 97411
Re: Gravel Point Project Hearing Testimony

My name is George Schwirian and I live at 1087 Carter St. SW in Bandon, OR 97411. I want to submit additional testimony after seeing the hearing on Sept. 28th.

Lighting - the developers announced a change to ballards in the dunes area. I would like to see this change implemented throughout the project.

Traffic thru the Carter access into the residential neighborhood - the developers patronizing dismissal of this major concern for the whole neighborhood as "just not there" is galling. This is a very real concern to the residents and for them to so callously ignore it makes us wonder if we really want to work with these guys. Perhaps this access point could be controlled rather than wide open for abuse.

Noise - These Meadow "Suites", which appear to be more like 3 bedroom 3 bath homes complete with full kitchens, dining room, living room and spas at the rear will be directly across from us. I don't know how much screening will be required to deaden the possible drunken antics that can occur at rental spas but I imagine that what they are proposing won't be enough.

Finally, in the staff report on page 22 of 41 under Landscaping, B. Screening, 3. Findings recommend a fence or dense landscaping if desired. Well speaking for us, we prefer the dense landscaping. On page 41 of 41, the staff recommendation #16 states that a 6 foot fence be required. Will we be consulted prior to construction of screening?

I don't know about you but I found Ms. McGraths' flippant attitude to be a bit more than annoying. She seemed to challenge the Commissioners authority and the repeated claims of being "from here , so we know better" by the team did not go over well with me. Perhaps this is insight to their real attitudes toward the residents of Bandon.

Further I respectfully request that the public comment period be extended so that all sides have every opportunity to weigh in.

Thankyou,

George Schwirian
1087 Carter St. SW
Bandon, OR 97411

Dana Nichols

From: Teri Spencer <tbowspen@gmail.com> on behalf of Teri Spencer
Sent: Wednesday, October 11, 2023 11:07 AM
To: planning@cityofbandon.org
Subject: Gravel Point Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for allowing submission of public comments on the pending application 23-045 Type III Consolidated Application.

After reviewing the available documents and attending both meetings via Zoom, it is clear to me now that approval of construction of Gravel Point prior to creation of a functional road access directly from hwy 101 to the resort will pose an elevated risk to public safety by compelling all construction traffic to use an access route that is through residential neighborhoods and is inadequate to manage the traffic safely.

The 24.8 acre site for the proposed resort is currently vacant unimproved land. The applicant proposes that the access for all vehicles to the site use the route of Hwy 101 to Seabird to Beach Loop to Carter during this major infrastructure and multi-year construction project. Such a proposal will bring a large number of not only the personal vehicles of the construction crews, but also the full load of commercial and industrial vehicles and supplies necessary to construct the infrastructure and buildings for a 110 room hotel, 2 additional lodges, 30+ additional dwellings, restaurants, and service buildings. Many of the industrial vehicles will likely exceed the weight and length that ensures safe passage along this un signaled residential route. The construction traffic for several years will probably far outnumber the continuing staff and visitor traffic of the resort once opened.

I appreciate the clarity the "Addendum to Staff Report" from the Planning Department brought to the inadequacy of the 101/Seabird intersection that is demonstrated in the applicant's traffic assessment by Parametrix. I have used that intersection nearly daily for 10 years, and can wholeheartedly confirm the failing rating the Parametrix assessment documents. It's significant to note that the Parametrix rating is based on delay at the intersection, and not safety, with no mention to crash or safety data or safety ratings in the report.

I am of the opinion that the un signaled intersection at 101 and Seabird is, in fact unsafe for drivers, bicyclists and pedestrians now, due to speeding vehicles, including frequent fully loaded lumber trucks. If the Planning Department were to inquire with the 100's of residents of south Bandon, most of whom frequently use the 101/Seabird intersection, I believe most would agree that it unsafe as it is. How many "near misses" already occur there? Adding all of the Gravel Point construction traffic to it seems short-sighted and not in the interest of public safety.

The "Addendum to Staff Report", under the "Recommendations", item 21 suggests imposing a condition for the applicant to participate with the city to establish a "future" road from 101 to the resort if the application is approved. Although this is a commendable suggestion, it is not sufficient to address the hazards that will be created if the application is approved and construction of the resort is allowed to occur using the proposed route of 101/Seabird/Beach Loop/Carter.

If approval of the application is granted before there is a direct access to the resort from 101, knowing that the currently proposed access to the resort is inadequate and probably unsafe, does the City hold liability if an accident involving Gravel Point traffic occurs, causing harm or worse to those involved?

Thank you, and please encourage all Planning Commissioners to review all of the written public comments submitted.

Teri Spencer

Dana Nichols

From: Terry Westover <tnwestover@gmail.com> on behalf of Terry Westover
Sent: Wednesday, October 18, 2023 5:04 PM
To: planning@cityofbandon.org
Subject: comment: gravel point

Follow Up Flag: Follow up
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Hello,

My name is Theresa Westover, I live at 2976 Lincoln Ave SW in Bandon. I have concerns about the Gravel Point development. I have listened on zoom to the recent public meetings Planning has provided and follow the local discussions on social media.

While I am very impressed with the thoughtful designs and vision of the developers, I cannot support this development. It is too large and intrusive for the location. I am especially concerned about the increased traffic and the available traffic routing that is proposed. Routing both construction vehicles and, later, tourists and delivery trucks through residential, subpar streets and Beach Loop is a threat to both the city's and neighborhoods' quality of life and the viability of local roads. It will be damaging and highly intrusive. I have heard others say that it will not be any more intrusive than the residential development that was planned by the city for the proposed site. However, I disagree. We are accustomed to residential development in our neighborhood - it is incremental and while construction noise is bothersome it does not last for long and the residential contractors' equipment is far smaller and lighter than is true of major developers' equipment. Further, the resort build will go on far longer and louder than residential projects. Additionally, it is much easier to integrate residential growth because it occurs at a slower pace, allowing both existing residents and the city time to adjust and respond to increased traffic and population.

Second, I am concerned about the potential large increase in tourist visitation for the wider resources and attractiveness of the city in general. As it stands, there are so many tourists during the summer, in particular, that it is very difficult to navigate through Bandon and nearly impossible to park in Old Town, or at the parking areas off Beach Loop, such as Face Rock. I have lived in a couple of similar cities - Santa Cruz, Ca and Boulder, Co. In both locations there was a tipping point where increased growth eventually destroyed the character of both cities and put enormous stress on the very natural resources that attract vacationers. Further, both cities became so crowded and expensive that no one but the very wealthy can afford to live there. I realize much of the City of Bandon's income depends on tourists. However, it is important to carefully weigh the non-financial costs of this large resort in a location that will stress our infrastructure, our beautiful beaches and the creatures that depend on the natural resources, and the livability for full time residents.

If we have difficulties with housing for working people now, it will only get worse with a large new resort. I know the developers intend to build housing for employees, but it does not appear from the hearings that it is a "sure thing" or that it will come anywhere close to accommodating the number of people who will be working there. The existing local hotels and restaurants have huge problems finding and keeping workers; where are all the housekeepers, wait staff, clerks, etc. of this new development going to come from? Where are they going to live?

I have been impressed since I moved here with the transparency and hard work of City employees. While I am against this particular development, I do appreciate the work that Planning does and have been impressed with the caliber of the staff and council during the recent hearings. Believe me, I have experienced much, much less professional and thoughtful local government actions in other places. Thank you for encouraging input from residents and for your clear explanations during the hearings. Yes, Bandon will and should grow, let's just be thoughtful about how and where it grows and what the unintended consequences might be.

Respectfully,
Theresa Westover

October 18th, 2023

City of Bandon
Bandon Planning Commission

RE: App #23-045 Bandon Beach Venture, LLC; Gravel Point Resort

The following are some additional comments in regards to the Geotechnical report for the Gravel Point Resort development.

1). On page 9 of the report under 6.2.8 Tsunami and Seiche it states that the “project site is located approximately 80 miles inland and is therefore not subject to inundation from a tsunami”. According to the Oregon tsunami mapping the project site (drawn in red on map below) is within the local tsunami zone and is less than 1/4 mile from the Pacific Ocean (even during the last Ice Age the project site would have been located only 25 miles inland from the Pacific Ocean - so for the project site to be located inland 80 miles maybe the Geotechnical report writer must referring to a different geologic time period such as the time of the dinosaurs or before then).

6.2.7 Seismic Ground Amplification or Resonance

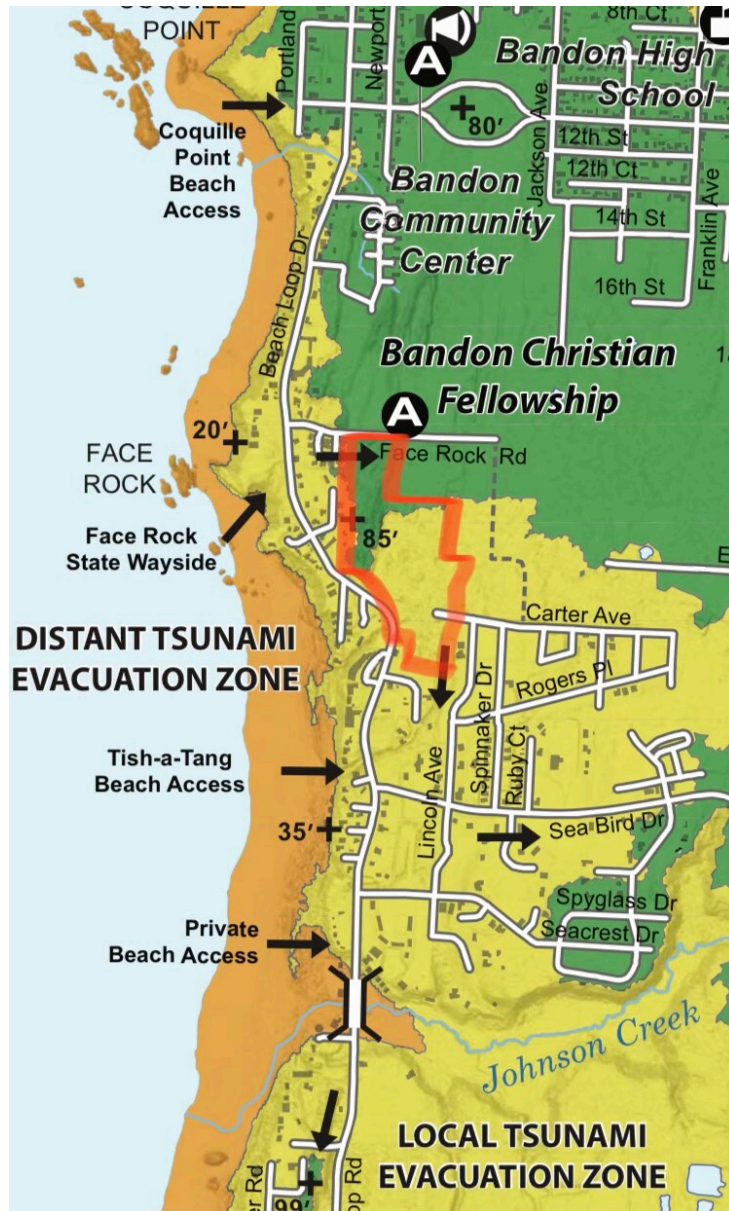
No unexpectedly hazardous amplification or resonance effects from seismic waves have been associated with the soil subsurface conditions in the project area. Potential amplification or resonance effects in the project area are accounted for in the ASCE 7-16 seismic design methods, as prescribed in OSSC, 2019. The risk of damage at the site from unexpectedly severe shaking due to seismic wave amplification is low.

6.2.8 Tsunami and Seiche

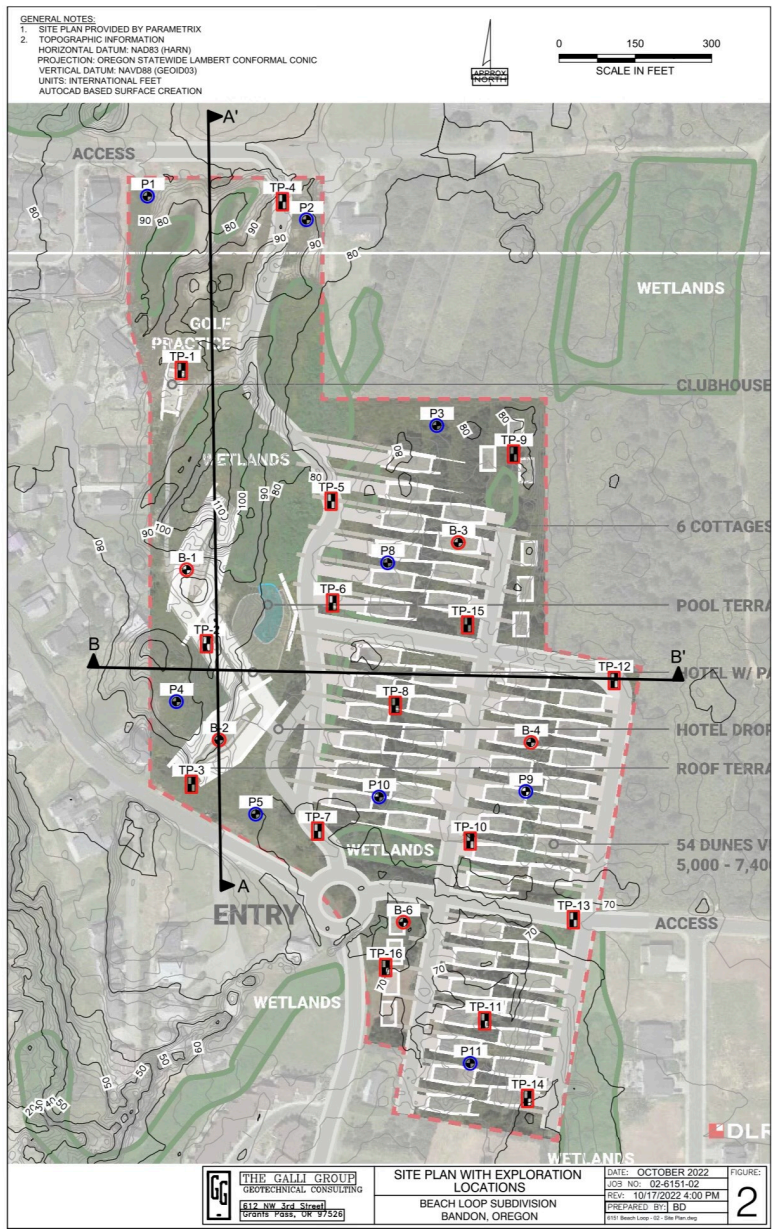
The project site is located approximately 80 miles inland, and is therefore not subject to inundation from a tsunami. The site is not located downstream of any dams, reservoirs, lakes, or any significant body of water. Therefore, the risk of damage to the site due to hazard from seiche or seismic-induced flooding is very low.

6.3 SITE SPECIFIC GROUND MOTION HAZARD ANALYSIS

Site Specific Ground Motion Hazard Analysis was carried out in order to meet the requirements of the new ASCE 7 (2016), as specified in (OSSC, 2019); that a site-specific study is required for structures on sites with a Site Class D or E with S_1 greater than or equal to 0.2g, and all sites with Site Class F. Based on our site reconnaissance, desk study and subsurface exploration, the subject site was determined to have a Site Class E, based on the Site Classification Procedures for Seismic Design set forth in the ASCE 7-16 Chapter 20. Therefore, a Ground Motion Hazard Analysis is required to determine the design acceleration parameters for structures constructed in these areas.



2.) In figure 2 - the Site Plan with Exploration Locations on page 46 it appears the exploration locations are overlaid on a site plan that is unrelated to the actual proposed Gravel Point resort developed that has been submitted. The site plan on the exploration locations map shows a development containing 54 houses, 9 cottages, a clubhouse and golf practice area, a hotel with pool and terrace and a completely different road system layout. Where the hotel with pool and terrace are shown is where the Gravel Point resort restaurant and bar were proposed to be located. It seems like it might be more appropriate for the Geotechnical report to show the actual proposed site plan in relation to the exploration locations and not some unrelated development.



3). In figure 2 - the Site Plan with Exploration Locations on page 46 there are 5 Boring hole locations shown on the map (B1-4 and B6). Was there not a B5 boring hole? If there was a B5 boring hole is there a reason it wasn't included on the map? In the data for the Boring holes in Appendix A, there is only data listed for B1-4 boring holes. Is there a reason why the data for Boring holes B5 and B6 not included in the report data?

4). In figure 2 - the Site Plan with Exploration Locations and in Appendix C (the Permeability testing results) the map shows and data contains information for P1-5 and P8-11. Was there not P6 and P7? If there was a P6 and P7, was there a reason why it wasn't included on the map and in the results data?

5). In the Geotechnical report it is mentioned that the ground water comes within 2 feet of the surface in the eastern portion of the project site. A number of the Test Pit logs show the soil to be moist even when the pits and bore holes were dug during the driest part of the year (August and September, 2022). The report mentions in order to build in those areas the the top 2 feet of organic material would need to be removed down to the native soil for the building footings. Because of the high water table the report also mentions that the site would need to be dewatered (page 20 and 21 in the report) by installing sump pumps to keep the ground water level below the level of the building footings.

It seems the need to dewater the site in order to build conflicts with the stated goal of the Gravel Point development to enhance the areas wetlands on the site as it might hard to maintain the wetlands if one is pumping ground water out of the site and lowering the water table in the area.

Sincerely,
Bob Schroeter

Planning Committee Statement
David and Beverly Koepke
2488 Beach Loop Drive

It is our desire to have the planning committee do a detailed cost analysis of alternative routes into the Gravel Point development utilizing routes thru Edna, Carter or 20th street. To our knowledge there has been observed property ownership assessment but no in depth inquirer of feasible passage or purchase, nor general quotes on paving from local vendors

From: jean polequaptewa <jeanpolequaptewa@yahoo.com>
Subject: Statement for letter from Jean & Honani

The residential area bordering the resort on the south side including Carter Street SW and portions of Lincoln Avenue and Spinnaker Drive are located in the R-1 Zone. It is apparent that an entrance off of Carter into the Gravel Point Resort would not be in accordance with the Title 17, Purpose for R-1. Below is an excerpt from the city's zoning regulations.

[]
[]
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Title 17

Chapter 17.12.010 Purpose

[]
[]
[SEP]

“The purpose of the R-1 zone is to provide sufficient and desirable space in appropriate locations for residential uses and to protect these areas against congestion, nuisance and objectionable uses which reduce the quality and value of these areas for residential purposes.”

[]
[]
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We believe the resort entrance on Carter Street SW would create excessive road congestion and interfere with the Ocean Trails residents quality of life. The increased traffic that would be created from lodging guests would not be in compliance with the Purpose of the R-1 Zone. This further supports reasons for not allowing an entrance to Gravel Point on Carter Street SW.

[]
[]
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We feel that a more viable solution would be to create an access to the resort directly off of HWY 101.

I travel Beach Loop Drive often. Mostly between Edison Ave and Seabird, but also the entire loop south back to 101. I travel by car, by bike, and by walking, the walking is sometimes with my dogs. Since I became aware of this project and started to get an understanding of its breadth and size and potential implications, I have taken additional notice of some of the unique characteristics in my neighborhood. I'm guessing many of us have experienced the times people are walking north or south on one side of Beach Loop at the same time bike riders are traveling on the opposite side, all enjoying the outdoors, the scenery, each other. Vehicles passing between them need to use extra care. The need for extra care is even more pronounced when another vehicle is approaching in the opposite direction. In times like these, when I am the driver of a vehicle on Beach Loop, I am blessed that I recognize how Beach Loop is utilized, and that I am in a position like a lot of us in this city to appreciate, and to be patient with, and by doing so to promote, this unique quality.

Obviously this uniqueness is not limited to Beach Loop, or our town for that matter. Similar uniqueness is found all around Bandon, and I understand plans are always being considered to retain and enhance what character we have. My point is, whatever gain is to be obtained, no matter the project, needs to be weighed against not only the tangible costs, but the intangible costs, the opportunity costs of doing something else, the goodwill of the community, the unique qualities and situations we all currently share. I accept and recognize change is inevitable, but it still must be managed to our benefit when we can do so. And while change may be an intangible, there are still several sections in the city's code that tangibly address how change should be managed. I have addressed some of them in previous testimony, but among them, for the particular instance above, Section 17.04.020(G) to avoid congestion, (R) to provide for orderly and efficient growth of the city, and (S) to promote public health, safety, convenience, and general welfare. I dwell particularly on that last one. I don't think the impacts from this development are going to include encouraging people to increase walking and biking in this beautiful area, regardless what the applicant argues. Nor do I think it is going to positively impact the safety of those people. And the construction and subsequent travel over our roadways certainly won't be convenient for anyone around the site or anywhere in the vicinity.

Part of my opinion about this current project involves the above. While this is likely an issue for another time and place, another part of my opinion is the maybe the city code needs addressing to possibly accommodate for some of the concerns and objections that have been brought up during this process. For example, I understand the Pre-Planning for Large Sites I addressed in previous testimonies may not be applicable due to its chapter placement. But the development team has used the term 'spirit of the law' several times in their arguments. Why would the spirit of the law not say to us shouldn't we be looking at their plans in entirety to allow us to properly gauge all the impacts, and on all of the surrounding communities of those 90 acres, regardless of addresses being within city limits, and to properly plan for and strategize for things like construction impacts and traffic flows and city services and so on, and do so before an irreversible decision is made? They've got 90 acres, it only makes sense to me. But again, this is just part of my opinion, and whatever my opinion, I understand and appreciate it is just one of many.

My prior testimonies were probably in a different vein than this, but I wanted to share these thoughts while I had the opportunity. However this turns out, I have faith in the Planning Department and Director, as well as the City Council and Mayor, and everyone else involved in this project working on behalf of our city. I appreciate their responsibilities, efforts, and considerations to the concerns of its citizens, and of course their additional consideration in this particular upcoming vote November 2nd.

Thank You,
Bruce Sencer

October 19, 2023

To:
City Planning Director Dana Nichols
City Planning Commissioners

RE: App # 23-045 Bandon Beach Venture, LLC; Gravel Point Resort

Thank you for an additional opportunity to comment. Following are our statements and recommendations regarding the Gravel Point Resort:

- Developer should be required to seriously explore a direct route to Highway 101 via Edna or Face Rock Drive and determine a more accurate projected cost of such a route.
- Because this resort will directly result in increased traffic volume, including heavy construction vehicles for several years, the developer should assist in financing the cost of a traffic signal or roundabout at the Highway 101 and Seabird Drive intersection. This intersection is already dangerous and increased traffic will make it even more so.
- In the CUP the City should restrict all construction vehicles to a specified route, i.e., Hwy 101 to Seabird to Beach Loop, to avoid the R-1 Ocean Trails neighborhood (Lincoln, Spinnaker, Carter).
- The developer should be required to coordinate with the City to develop an evacuation plan to ensure the safety of both the residents and the visitors.
- The developer should be required to put in sidewalks along Beach Loop where their resort will be located.
- The developer should furnish and make public the total budgeted cost of the project.

Thank you again for your consideration of the area residents' concerns.

Sincerely,
Nancy Bailey
Bruce Williams
601 Seabird Drive SW

Dana Nichols

From: Tim Haider <timhaider@yahoo.com> on behalf of Tim Haider
Sent: Thursday, October 19, 2023 1:44 PM
To: planning@cityofbandon.org
Cc: Tim Haider; monicahaider@yahoo.com
Subject: Bandon Planning Commission: Gravel Point
Attachments: haider_9.20.23.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Commissioners Jurkowski, Slothower, Starbuck, Scobby, Norman, Orsi, and Frey:
My wife and I have been following this proceeding very closely. As such, we don't see that the questions and concerns that we submitted have been adequately addressed by the Planning Commission. Can you please review our submission (attached) and address any outstanding questions with the developer and architect.

Thank you in advance.

Tim & Monica Haider
714-824-7696

September 20, 2023

City of Bandon Planning Commission:

Let us start by saying our family loves this city. We were attracted to the natural scenic beauty, the robust wildlife, and the city's unique quaintness. The community holds these qualities near and dear and has taken drastic measures in the past to preserve them. We too want our community to maintain its charm and natural beauty without over commercializing this precious land.

As owners with multiple properties affected by this proposed development, we have a few concerns that we wanted addressed by you (see below):

1. We have a property that backs up to Beach Loop Road (across the street from the proposed development). Prior to purchasing our home, 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?
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. As it stands now, with sidewalks not in place that span Beach Loop Road, we (along with our animals), are forced to walk on the shoulder of the road. This is a safety concern of ours and feel it will be a cause of more pedestrian accidents if not properly addressed.
3. Further, with the added road traffic of non-residents to the area, we are concerned that the posted speed limits will not be recognized and adhered to, causing more safety concerns.
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).
5. Along with this added road traffic, we will likely see a decrease in the beautiful wildlife that are home to the Bandon coast. We personally love the deer in our neighborhood (which visit our property daily). This was a major attraction for us in moving to the city of Bandon.
6. With the proposed Beach Loop Road entrance to Gravel Point right behind our home, 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).
7. Moreover, with this large of a commercial property being 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.
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.

Some proposed changes that might want to be considered are below.

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

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.
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.
4. Adding sidewalks to the east side of Beach Loop Road (along the proposed development side of Beach Loop Road).
5. Strict enforcement of traffic speed in the area.
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.
7. Making Beach View Estates a gated community to avoid added traffic from lost drivers and sight seers.
8. Limiting the amount of obtrusive lighting constructed on the proposed property.

Thank you in advance for your consideration of our concerns.

Respectfully,

The Haider's

@ Beach View Estates and Face Rock Court

Fax

| | | | |
|----------|-----------------------|----------|----------------------------|
| TO: | Planning Commission | FROM: | Kathleen J. Friedland |
| COMPANY: | City of Bandon | COMPANY: | |
| FAX: | 5413471415 | FAX: | |
| SUBJECT: | Gravel Point comments | DATE: | Thursday, October 19, 2023 |

18 October 2023 2:40 pm Please submit the attached letter to the Planning Commission. Thank you. / Kathleen J. Friedland

18 October 2023

Sheri's responses to my 10 October 2023 letter are in italics.
My rejoinders are bullet points. / KJF

10 October 2023

From: Kathleen J. Friedland, POB 1135, Bandon, OR 97411

To: Sheri McGrath, Coos Curry Consulting

Re: Gravel Point Resort

Based on the Planning Commission hearings on 28 September 2023 and on 5 October 2023, I have a few questions for you:

(1) Your team stated that the connection from Beach Loop Drive to the resort would be via a stub of Carter Street. Does that statement mean that the Carter Street connection from Beach Loop Drive will terminate as it turns northward into the resort and Carter Street will not be continuous to the east? That is, will there be no access to the resort from Lincoln Avenue and Spinnaker Drive via Carter Street?

Response: The application is for a Hotel/Motel, Restaurant and Spa which are all permitted in the CD-1 zone as conditional uses. We did not apply for a "Resort" as you list above. The entrance to Gravel Point is off of Beach Loop. There is a proposed North/South stub for a future road. That is not Carter, nor is it named at this time. Carter only goes in the East/West direction.

Rejoinder:

- A few points of clarification: according to the Merriam-Webster Dictionary, a resort is "a place designed to provide recreation, entertainment, and accommodation especially to vacationers; a community or establishment whose purpose or main industry is catering to vacationers." This hotel/motel, restaurant, and spa project fits the dictionary definition of a resort.

- Everyone in my neighborhood is well aware that Carter is an East/West road. When I referred to Carter turning north into the resort, that was a reference to the map displayed by your team on 5 October 2023 which shows a stub of Carter heading east from Beach Loop and then banking left (northward) into a roadway heading into the interior of your project.

Response: The City of Bandon is requiring Carter to connect to Beach Loop, so you will want to direct your concerns to them directly. It is possible for them to block the street, so that it is for emergency use only and traffic does not go through your neighborhood. Again, that would be something to direct to the City.

- Rejoinder: Thank you for that advice. Clearly, much work remains to be done to ensure that the Carter-Lincoln-Spinnaker neighborhood is not adversely impacted by Gravel Point. The best solution is a new North/South road from Gravel Point directly to 101 that is capable of handling heavy construction traffic and subsequently, heavy visitor traffic – ideally, with a stoplight at the intersection. It is apparent that neither the developer nor the City want the expense and bother.

(2) Your team stated that the resort is designed to be a wellness center. Exactly what is being proposed? What type of therapeutic services will be provided? Will physical therapy, medical attention, mental health services, or drug and alcohol rehabilitation be involved?

Response: This is a hospitality wellness project and includes spa therapy rooms, an open park concept (78% open space), walking trails and a natural environment with wildlife and quiet hours. A Hotel is not a medical facility, so no medical, mental, drug or alcohol therapies are provided.

- Rejoinder: This article articulates the differences between a wellness center and a spa. <https://handsonhealthnc.com/blog/differences-between-wellness-centers-and-day-spas/> Apparently, Gravel Point is proposing a spa, not a wellness project.

(3) Your team stated that only after the project is permitted, will they hold open houses for the community to ask questions and present their concerns. That's backwards. The entire Bandon community should be involved before it is permitted. The Commission meetings are helpful, but with citizen comments limited to 3 minutes, there has not been a robust conversation about this resort. Would your team hold open houses before the project is permitted?

Response: We contacted as many neighbors as possible before we applied for the conditional use permit- specifically the ones located on Strawberry Drive, Caryll Court and Carter Street. Additionally, the Architect offered to meet with neighbors following both hearings, and he did. Several neighbors made contact and meetings were held on both Friday's. There will be more opportunity for conversations about the proposed project moving forward, and you also have the opportunity to meet with the Architect or Developer to discuss your specific ideas.

- Rejoinder: I appreciate your response, which raise several questions that need good answers before the project is permitted. It's surprising that a project of this magnitude and cost was not more carefully conceived to be compatible with the adjacent neighborhoods. Open houses for community participation before applying for permits, not after permits are issued would have been helpful. This project is also poorly integrated with the City's streets, which are characterized as substandard and inadequate for heavy construction vehicles and extensive visitor traffic. It will be a considerable expense for the developer to pay for the constant repairs of these roads so that they will always be suitable for the taxpayers and residents of Bandon to use in comfort and safety. It will take quite a lot of time for the shortcomings of this project which have been presented by the citizens who have participated in person, online, and in writing before the Commission to be addressed so that this project can be refined to be acceptable to our community.

Kathleen J. Friedland friedland1@hotmail.com

TO: Planning Commission - 10/19/2023
FOR: 11/02/2023 Planning Commission Hearing - Continuation of hearing prior to deliberation and decision
RE: 23-045 Opposition to the Gravel Point Resort project, Bandon, Oregon (PERK DEVELOPMENT)
FROM: Leslie and Don Suva, 1357 Strawberry Dr.

It is our continuing and urgent request that the Planning Commission exercise due diligence with respect to the Gravel Point project which will have an irreversible and enduring impact on Bandon as a whole, not just those of us in the immediate strike zone. A request to halt this development project is reasonable. We implore you to vigorously represent the interests of the tax-paying residents of Bandon over those of out-of-state developers. Though developer Brett Perkins boasts of being a “local boy” (Coos County), he left many years ago, has not resided in Bandon, yet shows up on the scene seeking to burden us with his insufficiently reasoned and unwanted creation.

Prior to going forward on any project, infrastructure (Beach Loop Road for one) must be assessed, upgraded/enhanced. Beach Loop Road is an accident waiting to happen.

PERK must show that it is vested in the community of Bandon. Do something for residents who actually live and pay taxes here rather than developing a luxury resort for affluent outsiders and guests. Bear in mind that the City of Bandon only benefits from TOT when rooms are sold and occupied. When resort goers depart, Gravel Point is still here, whether occupied or not.

We are hopeful of peaceably living out our lives in quiet, appealing Bandon. Thank you for resolving this matter, for the people of Bandon.

Leslie and Don Suva
1357 Strawberry Dr.
(submitted 10/19/2023)

Additional testimony regarding the Gravel Point Application

After attending the hearings and reading all of the written testimony it appears to me that there are 5 main areas of public concern.

The increased traffic:

Because the impact of the traffic has never been fully understood or explained, I asked my husband Mark, a Civil Engineer to help me unpack the traffic study.

According to the Parametrix traffic engineer, hired by the G.P team, the Resort will generate approximately 111 more car trips along Beach Loop, at the access point to the resort, at peak hours. This is twice as many trips as there are currently.

As of now in 2023 there is an estimated 95 cars trips during peak hours. It is estimated that in 2026 if G.P. is not built there will be an additional 9 car trips for a total of 104 trips during peak hours. In this same location.

If the Resort is built it is estimated that there will be 111 more car trips along this stretch during peak hours. That is twice as many car trips as there are currently. Twice as many.

Some of these trips will be from the south along Beach Loop and some of the trips will be from the north along Beach Loop.

Access to Beach Loop from the South is either from Seabird off of Hwy101 or from the Bradley Lake turn off access point approximately 2 miles south of Seabird.

From the north, access to Beach Loop off of Hwy 101 is either down 11th St. through City Park or off of 101 through Old Town.

There is no mention in the report of how many cars will use Carter to access the Resort from its eastern entrance off of Seabird.

Face Rock Dr was often mentioned as a potential access point to the Resort but it too requires the same number of Beach Loop trips. Currently Face Rock Dr dead ends in gorse just 1,700 feet from its Beach Loop access point, it has no Hwy 101 access.

The increased load on city services:

There is considerable conflicting information about this issue. The City of Bandon regularly reminds us that our wastewater system is in need of repair and that our water storage capacity is inadequate and needs updating.

Additionally, the roads are substandard and there is a dearth of law enforcement. Recently, the outgoing City manager thanked the City employees for their ability to do more with less.

Yet the City has assured the Gravel Point team that they can meet the needs of their project. Gravel Point has promised to pay their fair share through SDCs and has also promised the City a large increase in TOTs to help with budget shortfalls. SDCs are a calculated payment, TOTs are dependent on occupancy.

The assumption here is that if they build it, they will come. Perhaps not.

The disruption during construction:

There is a lot of concern about the traffic, the noise and the general dirt and debris related to the construction process.

This project could take as long as two years to build with daily disruption to the peace and quiet of our lives.

The actual scope of the Gravel Point project:

There is some confusion about what is going to be built on the 26 acre site addressed in the Gravel Point application and what might be built in the future on the adjoining 60 acres in the county.

It has been confirmed that the Gravel Point project does not include a pool, or a reservoir and it is still to be determined what services will be available to the public in terms of restaurants and a wellness center.

A commitment to honoring the guiding principles:

Currently there is a significant disconnect between the current site plan and the guiding principles stated in the application.

I am hoping that the stated principles are not just rhetoric, but in fact will be realized if the project is one day completed.

“Restore the Oregon Coast”

“Concentrate and touch lightly”

“Be good neighbors”

“Gracious Hospitality “

And most importantly for those of us along the perimeter,

“Buildings should be good neighbors”

Thank you,
Nancy Noble Post
October 19, 2023

Dana Nichols

From: Mary Woolley <woolley.pcland@gmail.com> on behalf of Mary Woolley
Sent: Thursday, October 19, 2023 12:29 PM
To: Dana Nichols
Cc: Catherine Mills; Edith Schwirian
Subject: Gravel Point and the Carter Road extension into the resort

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Dana,
Please enter into the record for the planning commission review the following:

Dear Bandon Planning Commission and Planning Department:

October 19, 2023, 12:23 pm

We request that you **put a condition on the approval** of the Gravel Point development that **Carter cannot be extended to Beach Loop**. Approving this will violate the existing code.

Specifically, the following applies:

Bandon Municipal Code 17.12.010 states: "The purpose of the R-1 zone is to provide sufficient and desirable space in appropriate locations for residential uses and **to protect these areas against congestion, nuisance and objectionable uses which reduce the quality and value of these areas for residential purposes**."

Having an entrance and traffic from a large commercial development such as Gravel Point does not provide the protection of our Zoning as per the above. Eliminating this entrance into Gravel Point from Carter will eliminate the need for the 14 ft. long sign on Carter, uplighting and the three proposed street lights in our dark night sky residential development. Our safety, security, and property values will be compromised by the commercial traffic, noise, and night light.

The argument that the development is not in our zone does not apply because the road extension violates the R1 code by funneling traffic into our residential area.

In addition the argument that you have to extend a platted road is incorrect because there are a very large number of platted roads in Bandon which are dead end and not extended.

I know the developer wants this road extension for construction and truck uses, but do you really want to create a situation which violates our existing code?

Thank you very much for all your time and energy on this exciting project.

Best Regards,

Mary J. Woolley, John Mitchell, Cathleen Mills, Edith and George Schwirian (We live on either Lincoln or Carter.)

PS: Dana, Would you please confirm that this is given to the commissioners prior to the deadline? Thanks so very much for all your hard work on this.