

AUG 21 2023

BY: Alonso

**CONSOLIDATED REQUEST  
GRAVEL POINT  
Project Narrative and Proposed Findings of Compliance**

**APN:** 28-15-36C Tax Lots 1500, 400, 500, 600, 700  
28-15-36BC 219

**OWNER/APPLICANT:** Bandon Beach Ventures, LLC  
Perk Development Group, LLC

**APPLICANT'S REPRESENTATIVE:** Coos County Consulting (Sheri McGrath)  
PO Box 1548, Bandon, OR 79411

**PROJECT NARRATIVE**

Gravel Point will be located on a 24.8 acre (6 tax lots combined) parcel zoned CD-1, situated East of Beach Loop Drive, South of Face Rock Drive, and North and West of the existing Carter Street terminus. As shown on the attached plans, it will feature a 110 room hotel building (Meadow Lodge) with guest rooms and amenities including a secondary building (Dune Lodge), spa, guest breakfast room, and valet. A pedestrian skybridge will connect to Dune Lodge with amenities including 3 meeting rooms, a lounge, bar, dining facilities and valet; plus 32 Villas/Suites of 2 different configurations (Meadow Suites and Ridge Line Suites). All guest and staff parking will be located in the lower basement level parking garage under each lodge, with access to the Villas/Suites provided by a golf cart transit system. Additional on street parking is provided at the entrance of both lodges and at the Meadow Suites on the Eastern side of the property.

The design has been developed by delivering on a few guiding principles:

- "Restore the Oregon Coast" by using native plant species and removing invasive plant species to restore the natural and organic environment.
- "Concentrate and Touch Lightly" to make room for wildlife by leaving much of the site as habitat.
- "Be Good Neighbors" by blending into the undulating land, screening with the existing trees and supplementing with new native bushes; by sharing in the amenities of the site by creating walking trails and supplying restaurants within walking distance of home.
- "Gracious Hospitality" with a goal to attract visitors with a high quality hotel with a resort atmosphere that serves golfers, hiking enthusiasts, cyclists, outdoors-people, birdwatchers and beach-goers that love this stretch of the Oregon Coast.

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

## SITE CONDITIONS

The site is unique in that the elevation ranges from 70' to 115' above sea level. The high portion of the site is next to the residential neighborhood at Strawberry Drive. The lower area is similar in elevation to the Ocean Trails Subdivision, though buffered by vegetation.

Nearly the entire site is covered with surficial layers of organic topsoil and peat of varying thicknesses. The West side of the site consists of an irregular pattern of sandy dunal deposits. The dunes are hummocky and most of the surface is covered with a minimum of 12" of organic topsoil. Depending on the elevation, the soils subsurface consist of loose to very loose, fine sand. Below these fine sands are layers of dense, gravelly sands and sandy gravels. The East side of the site is relatively flat and between 12" and 24" feet of highly organic/peat topsoil covers this area.

The site is not located within the 100-year floodplain. There are inventoried wetlands on the site and additional insignificant wetlands have been delineated. The site is not identified as a high landslide or high liquefaction area as identified by DOGAMI.

The site is located in the gorse abatement district and the management of the gorse has been a focus over the last year. Endeavors to reclaim the landscape are underway and proposed, in that the wetlands will be enhanced and managed for gorse and other invasive species. The dunes and meadow lands will be replanted with native shrubs and trees.



LANDSLIDE= SMALL HIGH AREA

LIQUEFACTION= LOW



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.*

**Applicant's Response: Gravel Point will significantly exceed the minimum yard setback requirements. This will benefit and protect surrounding properties with respect to views, open space, sunshine, and the like.**

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%.*

**Applicant's Response: The lot coverage for the proposed buildings is 9.6%. The total impervious surface coverage does not exceed 25%.**

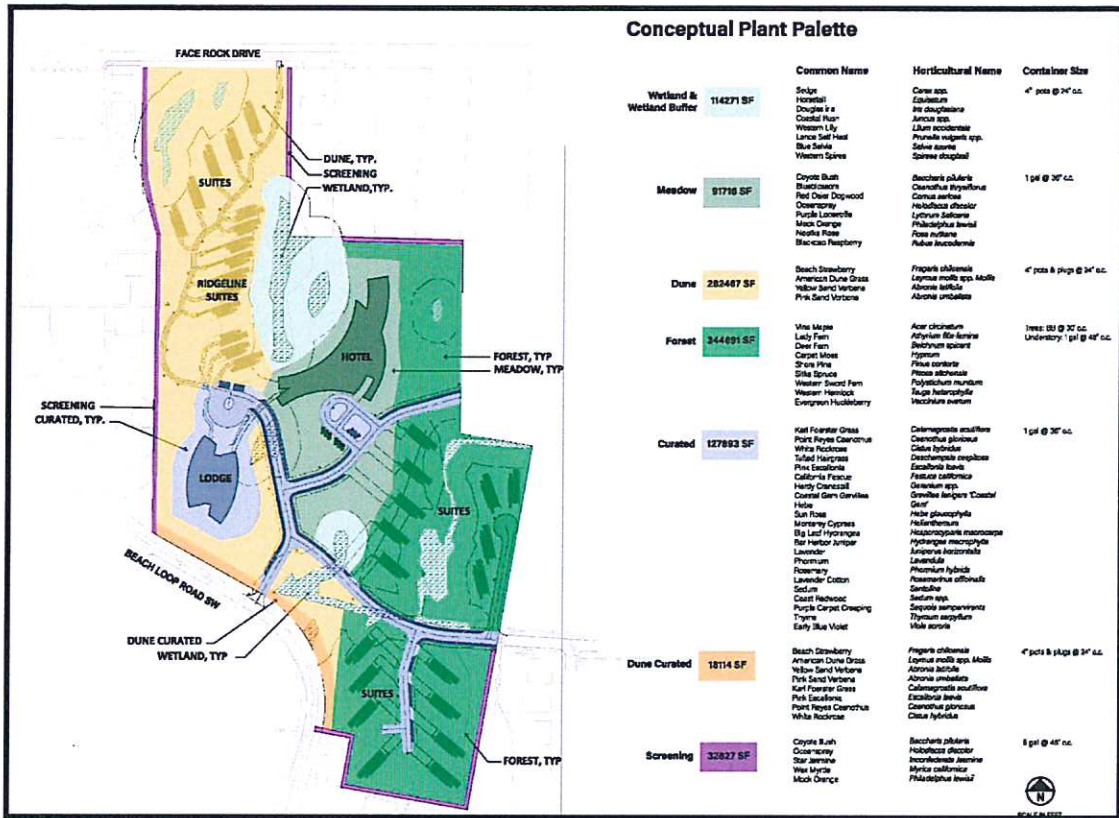
17.20.090(B) Height of Buildings and Structures.

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

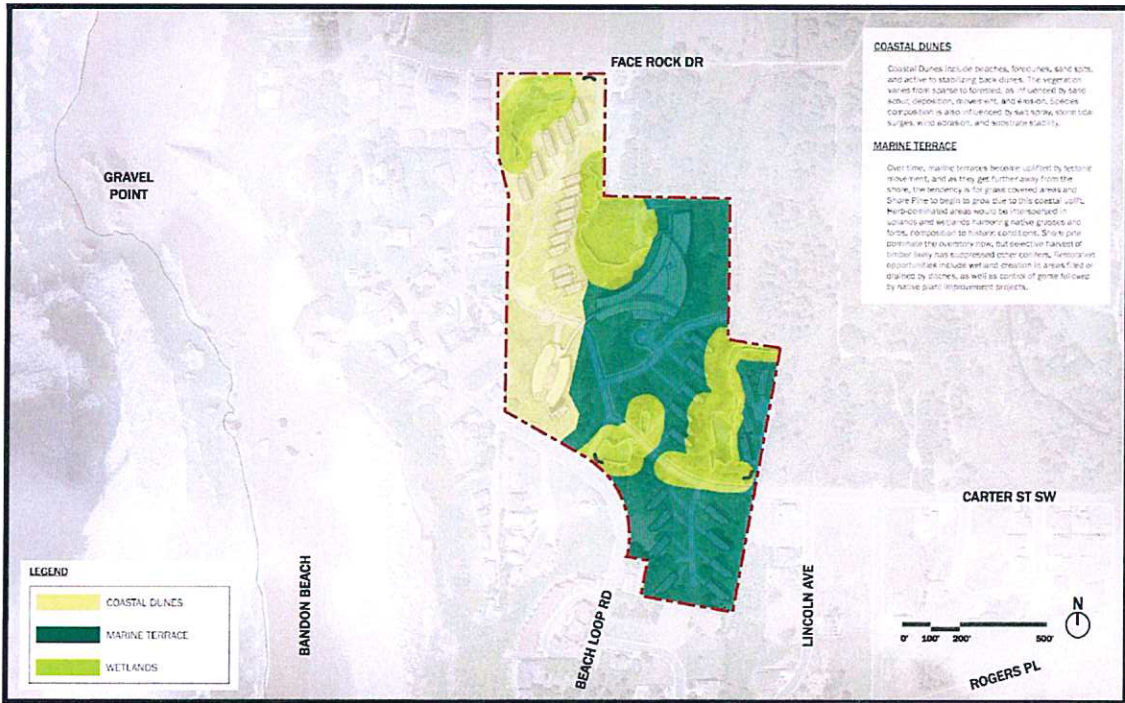
*B. East of Beach Loop Drive and south of Seventh Street SW, except as otherwise permitted in 17.20.100 Exceptions to height limitations, or pursuant to 17.20.090.B.1 (below), no portion of any building or structure shall exceed a height of twenty-eight (28) feet, measured as provided in 17.02 Definitions,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

**Applicant's Response: The applicant is requesting Planning Commission approval of the 35' height allowance for the Meadow Lodge. This will**



**LANDSCAPE PLAN**



**HABITAT PLAN**



*Standards by Classification and shall be constructed according to the standards in Appendix B. Existing, open access streets may be rebuilt or improved to existing width, provided the street complies with the minimum pavement and base rock depths. Existing, open local access streets shall not necessarily require sidewalks and bike lanes and may be permitted with drainage ditches.*

**Applicant's Response:** As shown in the proposed plans, the applicant is requesting an exception to the street standards. There are notable aspects behind the design of these road sections that align to the overall philosophy of environmental stewardship of the project, each seeking to minimize environmental impact and/or increase ecological uplift of the dune ecosystem.

**Road Placement:** Placement of the roads in relation to existing topography will minimize grading operations while maintaining unique dune character and sense of place.

**Reduce Pollution Generating (Impervious) Surfacing:** Use of 12' Lane Section as access to Villas/Suites (as opposed to a traditional road section) coupled with reducing and/or eliminating instances of curb and gutter, and utilizing crushed gravel material in lieu of sidewalks will all greatly reduce the amount of pollution generating surface, stormwater runoff and consequently, erosion potential.

**Bioinfiltration for Stormwater Treatment:** Providing areas for bioinfiltration within the proposed road sections (through use of bioswale/planter strips) will treat stormwater in a manner that is much closer in alignment to natural forested conditions than a typical catchment and pipe conveyance system. This will allow us to both manage and treat stormwater in a more holistic manner.

Within the proposed site plan for Gravel Point, we have provided three road sections reflected within the Civil Site Plan. The individual components of each section are provided below:

**Asphalt Road Section 1 – 52'**

**Carter Street and the Private Roads with Public Easement**

- 2- 12' asphalt travel lanes
- 2- 8' bioswale/planter strips
- 2- 6' chip sealed sidewalks

**Asphalt Road Section 2 – 46'**

**Meadow Suite Private Roads without Public Easement**

- 2 - 12' asphalt travel lanes

- 2- 8' bioswale/planter strips
- 1- 6' chip sealed sidewalk

Asphalt Lane Section – 12'

Ridge Line Suite Private Path with Public Easement

- 1- 12' asphalt path.

*D. The City shall encourage the use of local improvement districts for improving existing local access streets.*

**Applicant's Response:** The developer is bearing the cost for all improvements.

*E. The City will require limited or shared access points along arterials and collectors as is necessary to preserve traffic-carrying capacity.*

**Applicant's Response:** The proposed plan limits the access to point to the development.

*The City shall ensure adequate pedestrian safety by continued development of sidewalks and alternate routes for pedestrian traffic.*

*Development proposals shall be reviewed to assure the continuity of sidewalks, trails, bicycle facilities, and pedestrian ways with adjoining properties and rights-of-way.*

**Applicant's Response:** The proposed plans show continued sidewalks from Carter Street to Beach Loop Drive and alternate routes to the Face Rock Drive and City Park areas to the North. There is a stub for a future street connection.

*It is City policy to have paved streets.*

**Applicant's Response:** The proposed streets are asphalt.

*Bicycle and pedestrian facilities shall be provided on new arterials and collectors. Sidewalks shall be provided on most new local streets in accordance with the Street Standards (Table A , Appendix B of the Bandon Transportation System Plan). This shall occur:*

*A. at the time of construction of new streets*

*B. as funding is available for street construction*

**Applicant's Response:** The proposed streets have 6' wide sidewalks which provides room for both a pedestrian and bicycle path.



*Except as permitted in the Transportation System Plan (TSP), new development shall only occur on property abutting streets opened and developed to standards specified in the TSP. A street shall be considered substandard if not developed to TSP standards.*

**Applicant's Response:** Carter Street is proposed to have 24' of paved surface with 8' bioswales on each side and 6' chip sealed sidewalks on each side.

*Development of property abutting existing, opened substandard streets shall be permitted only if one of the following occurs: (This applies to new development on an undeveloped parcel and to substantial improvements on a parcel with existing development. Substantial improvements shall be defined as improvements which are likely to cause an increase of over 25% in vehicular traffic volumes).*

- A. The developer brings the street frontage of the property up to City standards;*
- or*
- B. The developer signs an anti-remonstrance agreement regarding the formation of a Local Improvement District for street and drainage improvements for that street. This agreement shall be binding on all future owners of the subject property.*

**Applicant's Response:** Beach Loop Drive is considered an opened substandard street. It is impossible to bring the street to current city standards, so the developer has proposed a new street opening that connects Carter Street to Beach Loop Drive. The street standard exceptions take into account the overall design concept and environmental impacts and do not reduce the pavement width or travel lane width.

*The City's policies on costs associated with the initial construction of streets are:*

- A. Local access streets are entirely developer/property owner responsibility.*
- B. Where a collector street is required by the City, the cost differential between local access street standard and the collector street standard is the City's responsibility.*

**Applicant's Response:** The developer has agreed to pay for and maintain the new connection from Carter Street to Beach Loop Drive if the street standard exceptions are approved. Access to the development could be directly off of Beach Loop Drive in lieu of a new street formation.

*Included in the City's parks and recreation priorities shall be ten percent of parks funding shall be used toward the planning and development of shared path*

**Applicant's Response:** Gravel Point and the adjoining 60 acres are located within the area known as South Bandon. The "Donut Hole" area of Bandon contains several wetlands, and the TSP acknowledges that new streets, paths and the like will be natural and move around wetlands as much as possible. The proposed streets and paths take this into account as well and the street standard exceptions appear to be in compliance with the South Bandon Refinement Plan and TSP.

*(Comp Plan Continued)*

*In reviewing development projects, the City will require bicycle parking facilities for new retail, office, industrial, and multi-family development (4 or more units) which is likely to generate bicycle traffic from customers, employees, or residents. These uses shall be assumed to generate bicycle traffic unless the applicant provides evidence to the satisfaction of the Planning Director. The required number of bicycle parking spaces will be determined on a case-by-case basis, and the Oregon Bicycle and Pedestrian Plan (see Table 4, p.30a), can be used to provide guidance. Bicycle parking spaces shall be provided in a visible location which does not obstruct pedestrian traffic.*

**Applicant's Response:** The proposed plans show 16 dedicated bicycle parking stalls and there will be room for parking at each Villa/Suite and Lodge.

*Parking accessible to persons with disabilities shall be required in compliance with ORS 447.233.*

**Applicant's Response:** The proposed plans show an excess of ADA parking spaces per ORS 447.233.

*All development proposals, Comprehensive Plan amendments, and zone changes shall conform with the adopted Transportation System Plan.*

**Applicant's Response:** The proposed development conforms to all but the street standards as written. Resolution No. 08-10 allows the City Council to grant exceptions on an individual basis. The applicant is confident that the proposal is in the best interest of the City of Bandon and can be approved. The exception to the street standard is to eliminate on street parking and curb and gutter. Instead, a drainage swale will be provided on either side of the street. The paved width and travel lanes meet the criteria. The sidewalk is proposed to be chip sealed and not paved.