

CITY OF COOS BAY
PLANNING COMMISSION MINUTES
Tuesday, December 11, 2018 at 6:00 P.M.
Coos Bay City Hall, 500 Central Avenue, Coos Bay

ATTENDANCE

COMMISSIONERS: Chairman Rex Miller, Commissioners Christine Coles, Chris Hood, Jeff Marineau and John Peery

ABSENT: Commissioner Jim Berg and Bill Davis

STAFF: Carolyn Johnson, Community Development Administer
Debbie Erler, Planner 1

SIGNED-IN GUESTS: Carol Ventgen, 1210 N Front Street, Coos Bay
Susan Tissot, 1210 N Front Street, Coos Bay
Steve Greif, 93672 Curlew Lane, North Bend
Sam Baugh, 665 Telegraph, Coos Bay

CCI/PUBLIC COMMENTS None

PUBLIC HEARING

ITEM A: Site Plan Review Application & Variance #187-18-146 – 303 D Street and 260 2nd Avenue. The applicant (Coos Bay School District) is requesting approval for the construction of a new “Eastside” elementary school and renovations and a classroom addition to the existing “Millicoma” school; and, a Variance to the 35-foot height restriction as outlined in the Urban Public zoning district.

Chairman Miller asked if there were any objections to the Planning Commission hearing the item on jurisdictional grounds. He asked if any Planning Commissioner had ex parte contact or conflict of interest to report.

Chairman Miller opened the public hearing.

Debbie Erler, Planner 1 read disclosure statement and summarized the applicant’s request.

Bryan Trendell, 1022 Elrod Avenue, Superintendent of Coos Bay Schools, summarized the school replacement funded in part by passage of a bond measure. Commissioner Hood asked about bus route. Mr. Trendell stated the new facility will have a full lane from Eastside to Millicoma, which will allow buses and parents to drop off students. Commissioner Hood asked about the need for a three-story structure. Mr. Tibble stated they needed the third story for the classrooms, to allow more outdoor space for students. Commissioner Hood asked about the limited accesses into the school. Mr. Tribble stated for safety there will be one entry into the school, which will be unlocked prior to school beginning and locked during school hours. Visitors will use an intercom to gain access to the building; the grounds will be fenced with locked gates for exiting in case of emergency. Commissioner Hood asked about emergency exiting if the elevators can’t be used.

Mr. Wilson, applicant's representative, indicated there will be an emergency backup for the elevator that would allow it to be used and there will also be secure areas that would allow for anyone to be carried down the stairs by staff or emergency personnel.

Chairman Miller closed the public hearing.

Chairman Miller stated it is very important not only for the students, but the community, that the landscape be maintained in good shape. He said the district's budget is thin in the maintenance area and this is a centerpiece for Eastside and the Coos Bay community. Commissioner Hood agreed, and stated that irrigation is also important so that the landscaping is maintained even in the summer months. He encouraged the District to take pride in the entire development.

MOTION: Commissioner Coles – Based on the adopted Findings and Conclusions, attached hereto and incorporated herein by reference as Attachments "A", approve land use application #187-18-146 for the proposed development as submitted with the requested variance, subject to the Conditions as noted in the Staff Report.

SECOND: Commissioner Marineau

VOTE: Unanimous

ITEM B: Planned Unit Development with dedication of right of way, Replat, Architectural Design Review #187-18-136 – 1360 North Bayshore Drive. The applicant is proposing to establish the Coos Bay Village project; a multiple building retail, restaurant and office development of approximately 72,737 square feet, with a pedestrian plaza. The project includes the re-plating of a portion of two existing subdivisions to create 12 new lots and the dedication of a public right-of-way, development of a boardwalk along the waterfront, off-street parking, landscaping, installation of a lighted intersection at Hemlock Avenue, and related infrastructure.

Chairman Miller asked if there were any objections to the Planning Commission hearing the item on jurisdictional grounds. He asked if any Planning Commissioner had ex parte contact or conflict of interest to report.

Chairman Miller opened the public hearing.

Debbie Erler read disclosure statement and summarized the applicant's request. She noted that the site plan evolved from the original submittal to address concerns regarding emergency access and access to and from the Coos History Museum, and the updated site plan was included in the Planning Commission packet for this item. She mentioned there is a pedestrian pathway planned along the waterfront. The applicant completed a traffic impact study to set minimum standards and help direct traffic related to the development and the abutting museum.

Larry Wilson, Wilson Architects, PLLC stated they were contacted 18 months ago by Mr. Drobot the developer of the property, who thought this location was a very good opportunity to put a very nice waterfront development in, while reclaiming an abandoned site that will come with a lot of expense. Over the last 18 months they have worked with the Southern Oregon Transportation Engineers, who are doing some studies of different areas of Coos Bay with the Coos Bay Village being a part of that study. They have coordinated with ODOT, City of Coos Bay, Port Rail Access, Army Corp of Engineers, DEQ, DSL and other state agencies. Also, we have worked with Sergio Camino, who is the transit program manager for CCAT. They are interested in incorporating a transit stop at the village, and Sergio indicated CCAT is very much in favor of a transit stop.

Two transit stops are recommended for the area, including the one that is immediately south and adjacent to highway 101, and south of the Coos History Museum as well. As outlined by staff, the applicant has worked with the museum for joint access improvements to Greenwood to incorporate changes to the internal vehicular circulation of the museum traffic through the village, which has resulted in several alterations to the site plan, as Ms. Erler has indicated. The site plan before you is our final version. The color buildings page A-1, A-2, C-1, and C-2 are in purple as opposed to the two-story buildings where the first story would be retail and the second story would be office use. Buildings D, E, F, G, B, H, I, and J would all be a combination of retail and office space. We are looking at estimates on the amount of square footage that could be used for restaurant type uses as well.

Along the way there has been a lot of coordination with the Army Corps of Engineers, Department of Fisheries, DEQ, etc. for the development of the site adjacent to the water itself. They have had a lot of input and the entitlements have been completed, are in place, and onsite. Recently you may have seen some work going on there demolishing some of the old concrete structures that were onsite to get the site cleared and ready for development. Soil testing has been completed for the site and we are aware of the challenges ahead for developing this site. HSN local engineers will be working with us on civil engineering of the site, preparing storm water designs for the development, and we will probably be engaging them sometime in the next month or so to organize the engineering. The Pre-Application Conference was completed about a year ago and we have had two meetings with the Design Assistance Team about a year apart; the result of those meetings is what is here before you tonight.

Our request is for a planned unit development. There are components to this project that don't actually fit code but they do work very nicely with the planning and development approach. Mr. Wilson stated that as a result of the Design Assistance Team comments, they modified the site plan to reduce the larger building footprint sizes to less than 10,000 square feet. They also adjusted Hemlock Street access to the village to create a right angle into the property with a signalized intersection. Hemlock Street comes in at a 45-degree angle from Highway 101. They worked with the Design Assistance Team, staff and a lot of input from ODOT and the Port of Coos Bay; it was recommended to move the main entrance to the side further north to create a right angle, so a signal can be installed on Highway 101. Hemlock street has been vacated and the applicant owns both sides of abutting property. More recommendations that came from the City included adjusting building locations on site to allow for vehicle stacking. Vehicles now have a couple hundred feet when exiting the Village for stacking before the tracks. Additional comments that have been incorporated include using native plant materials for landscaping to go along with those used at the museum site. Bus shelters are shown on the final plan and they will work with CCAT for final location onsite. Other comments were to give consideration to high winds and weather shelters. Thus, pedestrian covers and awnings have been incorporated into the site. There is a sign ordinance that will need to be followed. In the most recent meeting with the Design Assistance Team they recommended using the historical color pallets and corrugated metal siding. Design standards will meet the waterfront heritage with some variations. Improvements and utilization of Front Street will provide access to the Village and Coos History Museum. A plat will be created for 12 individual parcels and a common area parcel and development of a plan for maintenance of the grounds which will be contributed to by each of the parcels. Allow for drive thru facilities on one or more of the following buildings E, F, G, H, I and J. Allow for flexibility for parking; we currently have some tenants lined up, but not all of them, so we asked for some flexibility to the parking. Create a design identity for the building which is compatible with, and conforms to, the Waterfront Heritage standards, such as building articulation and heritage colors and signage.

Due to the nature of these buildings, and the fact they might have multiple tenants, we are doing flat roof design to accommodate multiple mechanical units, so they are not located on the ground. The Development Code dictates that buildings cannot be further than five feet off Front Street to accommodate parking, so we are asking for a larger set back to accommodate parking.

Ms. Erler stated that currently "Drive-Thrus" are prohibited in the W-H District, so prior to development of any drive-thru, an ordinance amendment would be required. There was a discussion (between the applicant, Planning Commission and staff) about not allowing a "deviation" to a prohibited use.

Mr. Wilson discussed with the Planning Commission location of business frontages, pedestrian pathways (15-foot wide sidewalks around all the buildings) and the 14-foot wide multi-use path along the bay. He said the buildings will also open to the bay side of the property and the multi-use path and boardwalk. The development is designed to be a very pedestrian oriented village type atmosphere, with access to retail users on all sides. Commissioner Hood asked if the walkway along the bay is a dedicated public right of way. Mr. Wilson stated it is not dedicated, and they are not sure just how the City wants it listed, but it is intended to be used by the public. The city has a long-range plan to have a continuous boardwalk along the bay, so they are providing the area in the replat, so it can be connected to future boardwalks.

Commissioner Hood stated that he believes that when the History Museum went through the state, there was a requirement put in the deed that they had to maintain a public right of way along the waterfront, so it secures that right of way to the public forever. Commissioner Hood stated he would be leery if the pathway remains private. He said today it's open to the public, and tomorrow there is a problem and it gets closed off. He said it is important for the public to have access to the bay and along the bay. Mr. Wilson stated that is their intention, and if an easement is required, he can maybe speak on Greg's behalf. Commissioner Hood stated it can be a dedicated right of way or an easement. Commissioner Hood asked about soil conditions and if they would be driving piling. Mr. Wilson stated they will not be driving piling, but will be pre-loading the site for however long it takes to compact.

Ms. Erler stated that in the Staff Report, Condition number 18 requires a permanent access easement be granted to the museum for access through the development, and if the applicant is amenable, we could add an access easement for a permanent pathway. Commissioner Hood asked if the applicant was satisfied with the listed conditions of approval. Mr. Wilson stated they have been working with the City for about a year on the development, so there is nothing that is a secret or surprise.

Carol Ventgen, 2071 Garfield Street, North Bend, indicated she is the current president of the Board of Trustees for the museum, she said they have had a lot of input on the project and have a memorandum of understanding with the property owners, and they are fully in support of the project and look forward to the development.

Susan Tissot, 1210 N Front Street, Coos Bay, Executive Director of the Coos History Museum stated they are excited about the project and additional development on Front Street. She stated six of the fourteen Trustees are in the audience in a show of support. The museum has been part of the community for 127 years and they have 17,000 visitors a year. She discussed donors, members and a demographist of the visitors/users of the museum. She stated the development will help beautify the area and will aide with economic development.

Steve Greif, 93672 Curlew Lane, North Bend (Board member) stated they had worked on the museum project for fifteen years. They are very excited about the development and it will be an asset to the Front Street district.

He said the traffic light at Hemlock Avenue will be a major improvement to access Front Street. He explained the current safety and inconvenience issues with access to and from Front Street, especially buses and RVs. They are very excited about the development.

Sam Baugh, 665 Telegraph, Coos Bay (South Coast Development Council), stated the proposed development will be a great benefit to the community and it will bring a lot of new businesses to the community and improve our economy.

Tim Huntley, Knife River Materials, Coos Bay (Executive Committee for the Bay Area Chamber of Commerce), stated they are in full support of the project. He said this is the type of project that is much needed to allow our community to grow and prosper and it will beatify our waterfront.

Jennifer Wirsing, City of Coos Bay Engineering Department, thanked the Planning Commission for addressing the waterfront pedestrian access pathway. She said it was discussed by staff and it was an oversight in the Staff Report. She recommended the Planning Commission add a Condition of Approval addressing the public pathway that indicates "*The applicant shall dedicate a 14-foot wide public access easement. A boardwalk shall be constructed within this easement by the applicant and must be completed prior to final inspection of the last building.*" Carolyn Johnson, Community Development Administrator, stated that the public pathway is part of the applicant's proposed development. The condition of approval is simply language to nail down the mechanics of how it will be established for public use.

Daniel Graham stated it is fine, it's all good to make it a condition. Mrs. Johnson apologized for not including the condition in the Staff Report.

Commissioner Hood confirmed that the pedestrian pathway would be an easement not a dedicated right of way.

Daniel Graham, 2765 Colony Circle, Bandon (Applicant) provided additional details of the project. He discussed the State and Federal permits that were required for this development. He discussed a future mitigation plan to remove the decking of the existing dock, with the possibility of removing up to 400 of the 500 piers, so that a new dock could be installed for water access.

Mr. Greif, one of the goals of the "Front Street Development Plan" is to have water access for non-motorized boats along Front Street and there is a plan to establish that use just south of the museum.

Chairman Miller closed the public hearing.

The Planning Commission discussed the application. They discussed access from HWY 101 and ODOT Railroad and water access and all the possibilities this could bring to the waterfront.

MOTION: Commissioner Coles – Based on the adopted Findings and Conclusions, attached hereto and incorporated herein by reference as Attachments “A”, approve land use application #187-18-136 for the proposed development, subject to the added condition of a 14-foot public access easement along the waterfront and the conditions of approval as noted in the Staff Report.

SECOND: Commissioner Peery

VOTE: Unanimous

ADMINISTRATIVE: None

COMMISSION COMMENTS

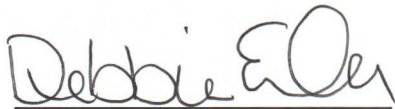
Commissioner Peery announced that due to health issues he will not be seeking reappointment. He thanked the staff and Planning Commission for the experience.

ADJOURNMENT 7:30 p.m.



Rex Miller, Planning Commission Chairman
City of Coos Bay, Coos County, Oregon

ATTEST:



Debbie Erler, Planner 1

APPROVED AS SUBMITTED: July 14, 2020