

STAFF REPORT

Site Plan Review and Variances (Type III Review)

REVIEWER: Tom Dixon, Planning Administrator

DATE: February 7, 2017

APPLICANT: Monet Ragsdale, Leadership Circle
P.O. Box 259
Montrose, Colorado

OWNER: Swanton Investments
2120 West 23rd Avenue
Eugene, Oregon

LOCATION: 514, 522, 530, 562 and 576 North Broadway Street and
525 and 599 Bayshore Drive, Coos Bay, Oregon
T. 25S, R. 13W, S. 26CA, Tax Lot 5600

SUBJECT: **#187-ZON16-070 Site Plan Review and Variances for a new specialty retail grocery use containing approximately 13, 560 square feet.**

I. APPLICANT'S REQUEST

The owner and applicant are requesting approval of a Site Plan Review (SPR) to allow a new one-story specialty retail grocery store of some 13,560 square feet in size. The applicant is also requesting the following variances: 1) reduce the rear yard on the south side of the building from the required 10 feet to six (6) feet, 2) a reduction in the required 15% site landscaping to 12.48%, and 3) a reduction in the number of required off-street parking spaces from 55 to 45. The site is located in the Commercial (C) zone district.

II. EXISTING CONDITIONS

The property is currently developed with several buildings which generally front at or near the property lines along the respective streets they face. Land uses involve or have involved retail, personal services, auto repair, and a restaurant. The center of the property is asphalted parking which appears to be shared by the various tenants. Several rental spaces are now vacant in anticipation of the site's redevelopment which will require a complete tear down and

reconstruction of a new building and associated improvements such as parking, lighting, landscaping, and drainage. There is a topographic drop in the property from the west side (North Broadway frontage) to the east (Bayshore frontage) of approximately 12 feet. However, the entire site is just outside the flood zone.

III. APPLICABLE REGULATIONS

Coos Bay Municipal Code Chapter 17.230 Commercial Districts (C and MX)
Coos Bay Municipal Code Chapter 17.320 Site Plan Review
Coos Bay Municipal Code Chapter 17.330 Variances
Coos Bay Municipal Code Chapter 17.362 Supplemental Development Standards

IV. STAFF RECOMMENDATION

Staff prepared the following report based on the applicant's submittal, information available at City Hall and the City of Coos Bay Land Development Code (CBMC Title 17).

Staff finds there is sufficient evidence in the record upon which an approval can be based; therefore, staff is recommending approval with conditions of application #187-ZON2016-070 as found on pages 10 and 11 of this staff report.

V. SECTION 17.320 DECISION CRITERIA, STATEMENT OF FACT/FINDINGS AND CONCLUSIONS

The following is a list of the decision criteria applicable to the request. According to Chapter 17.320 of the City of Coos Bay Municipal Code (CBMC) a Site Plan Review request must be supported by the applicable decision criteria. Each criterion is followed by findings or justification statements.

APPROVAL CRITERION 1. The proposed use is permitted within the district in which it is located.

STATEMENTS OF FACT AND FINDINGS:

Retail sales – Food Markets is a permitted use in the Commercial district. Therefore, the proposed specialty retail grocery use would be in satisfaction of this criterion.

APPROVAL CRITERION 2. The proposal meets the lot, yard, building, height and other dimensional requirements of the district within which it is located.

STATEMENTS OF FACT AND FINDINGS:

As presented, this proposal can satisfy all dimensional standards of the Commercial district except for the minimum rear setback of 10 feet. A variance is being requested to allow the rear setback to be reduced to approximately six (6) feet. The proposed project can only satisfy this criterion if this variance is granted. This setback variance must be found to meet the approval criteria and is considered below, under Section 17.330.

APPROVAL CRITERION 3. The proposal meets the screening, buffering and landscape strip requirements, as set forth in Chapter 17.362 CBDC, Supplemental Development Standards.

STATEMENTS OF FACT AND FINDINGS:

Screening, buffering and landscape strip requirements under this chapter apply to commercial and industrial developments and/or to any project containing at least seven (7) parking spaces. The 15% landscaping standard is not met with proposed landscaping taking up only 12.48% of the site. No screening or buffering is required for this proposed development since there are already non-residential developments on all sides and all surrounding properties are designated Commercial except to the east, across Bayshore Drive, which is the edge of the Waterfront Heritage (WH) district, zoning that allows both commercial and industrial uses.

In order for this criterion to be satisfied, the requested variance to reduce the required landscaping from 15% to 12.48% must be granted. This landscaping variance must be found to meet the approval criteria and is considered below, under Section 17.330.

APPROVAL CRITERION 4. Minimum parking and loading space requirements are met, as required by Chapter 17.340 CBDC, Off-Street Parking and Loading Requirements.

STATEMENTS OF FACT AND FINDINGS:

The off-street parking requirement for retail use is one (1) space per 250 square feet. The proposed project will contain approximately 13,560 square feet of building area which equates to 55 off-street parking spaces for this project. The submitted site plan indicates 45 parking spaces with a variance request to allow the reduction of 10 required spaces. In addition, a loading berth for the new store is proposed along the building's east side directly off of Bayshore Drive. Due to restricted access and the location of the loading dock, a few of the identified parking spaces will have short-term limitations when deliveries occur.

This criterion to satisfy minimum parking requirements can only be satisfied with the granting of the variance requesting the parking reduction. This is addressed below, under Section 17.330 of this review.

APPROVAL CRITERION 5. Improvement requirements are provided in accordance with the applicable sections of the Coos Bay development code.

STATEMENTS OF FACT AND FINDINGS:

Public improvements for this project include reducing the number of access drives along Bayshore from four to two. Curbing and a 5-foot sidewalk with ADA standard corner flares with truncated cone mats must also be provided along Alder Avenue. The sidewalk along Alder Avenue, along with existing sidewalks along Bayshore Drive and North Broadway Street, will provide fully-improved pedestrian access to the new use which is necessary since a reduction in off-street parking is being requested due to the proximity of the development to pedestrian users. In addition, the Operation Administrator has provided comment that a 'No Parking' sign must be placed along the south side of Alder Avenue at applicants' expense. Final construction plans will need to indicate these additional improvements. All other required improvements appear to be

included in the proposal or in the three variances being requested for relief of certain standards, as noted in part I. Applicant's Request in this report.

APPROVAL CRITERION 6. All conditions of any applicable previous approvals, e.g. conditional use, have been met.

STATEMENTS OF FACT AND FINDINGS:

No previous or outstanding land use approvals have been applied to this property. However, a previous right-of-way was vacated with the stipulation that a reservation be placed over the vacated area for future service and utility lines. That reservation is now being dissolved, pending action through a City Council ordinance, since there has been no identified past, present or future need for the reservation.

This criterion will be met once the City Council releases the reservation from the property.

APPROVAL CRITERION 7. Development subject to site plan review has provided underground public and private utility lines including but not limited to those for electricity and communication.

STATEMENTS OF FACT AND FINDINGS:

All utility lines required for the project will have to be placed underground from the point of entry onto the site. The satisfaction of this criterion will occur when final building plans are submitted that depict the location of such facilities.

The City's Engineering Division provided these comments:

" The City of Coos Bay does not have jurisdiction over the following utilities:

Electricity- Pacific Power

Internet, cable and telephone- Charter Communications

Internet and telephone- Frontier

Natural gas -Northwest Natural

Potable water – Coos Bay North Bend Water Board

This criterion can be satisfied with a condition assuring compliance with the development needs of these providers.

APPROVAL CRITERION 8. Public water, sewer and stormwater lines have been installed in conformance with the standards of the city code. Public water, sewer and stormwater lines within or along the frontage of a development have been extended to the extreme property lines of that development unless it can be demonstrated to the public works department that such extensions are impractical or infeasible or inappropriate; and

STATEMENTS OF FACT AND FINDINGS:

The satisfaction of this criterion can only be achieved when development happens. However, a condition of approval will specify that proper domestic water, sanitary sewer, and stormwater connections be made. The Coos Bay-North Bend Water Board had indicated during the pre-application conference

that three service lines current provide domestic water to various businesses on the site and the proposed re-development will only require one water line.

The City's Engineering Division provided these comments:

"The public sanitary sewer line is approximately 50 feet north of the property. Specialty Grocery is proposing to connect their private sanitary sewer lateral to the public manhole located on Alder Avenue. There is a potential risk involved with connecting into a manhole. An inside drop is required and applicant takes full responsibility for any damage to the public manhole associated with the connection. The contractor must core drill into the manhole and use a flexible rubber boot KOR-N-SEAL or equal as approved.

The storm water will be captured on site and flows will travel to a proposed swale on the northeast side of the property. The flow then travels to a public storm catch basin on North Broadway Drive. Specialty Grocery is proposing to connect their private storm sewer lateral to the public catch basin located on Bayshore Drive. There is a potential risk involved with connecting into a catch basin. The applicant takes full responsibility for any damage to the public catch basin associated with the connection. The contractor must core drill into the catch basin and use a flexible rubber boot KOR-N-SEAL or equal as approved.

The proposed plan has private catch basins and the roof drain connecting into a swale at the northeast side of the property. The flow then travels to a public storm catch basin on North Broadway Drive. There is also a swale over flow on the east side of the property that directs flow to the street on North Broadway Drive. Stormwater Drainage Plan prepared December, 2016 by SHN Consulting Engineers and Geologist, Inc concluded that the "runoff from the proposed improvements will reduce runoff to the existing storm system by roughly 1.44 cfs during the 25 year design storm event. All stormwater being detained onsite will either infiltrate into the ground or be stored to attenuate the storm event".

This criterion is capable of being satisfied when the actual service extensions and connections are successfully made, including the satisfaction of conditions of approval.

APPROVAL CRITERION 9. Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development.

STATEMENTS OF FACT AND FINDINGS:

No phasing plan is proposed with this request; therefore, this criterion does not apply.

VI. SECTION 17.330 DECISION CRITERIA, STATEMENT OF FACT/FINDINGS AND CONCLUSIONS

The following is a list of the decision criteria applicable to the request. According to Chapter 17.330 of the City of Coos Bay Municipal Code (CBMC) a variance request must be supported by the applicable decision criteria. Each of the criteria is followed by findings or justification statements that may support staff's conclusions. Although each of the findings or justification statements specifically applies to at least one of the decision criteria, any of the statements may be used to support the final decision.

Based on these conclusions, staff must approve, conditionally approve or deny the application. Conditions may be imposed by in order to address concerns about the compatibility of the proposed use. The three requested variances are each considered below.

VARIANCE 1 - Reduce the rear yard on the south side of the building from the required 10 feet to six (6) feet.

APPROVAL CRITERION A.: The variance is the minimum variance necessary to make reasonable use of the property.

STATEMENTS OF FACT AND FINDINGS:

- 1a. The setback issue is somewhat awkward in this instance because the property has three sides of full street frontage. Although the street address will be from North Broadway Street, the property opposite the frontage with Alder Avenue is considered the site's rear yard. If it was deemed to be a side yard, then the setback would be 0 and no variance would be necessary. The three frontages create a unique situation and reducing the rear yard setback would support the notion that a more reasonable use of the property for re-development can occur by supporting its decrease to six feet.

CONCLUSION: Staff finds that the requested variance is minimal relative to the value of having new development in the near downtown. Based on the consideration described, this criterion is sufficiently satisfied.

APPROVAL CRITERION B.: The variance will not result in violation(s) of any other code standard, and the variance will meet the purposes of the regulation being modified.

STATEMENTS OF FACT AND FINDINGS:

- 2a. The variance, if granted, would not be in violation of other known code standards, including Fire and Building Code standards. In addition, it should be noted that this property has street frontage on three sides so that the property line opposite Alder Avenue is, by definition, the rear yard. If the property were being developed with only frontage along North Broadway Avenue and Bayshore Drive, then the south side would be considered a side yard and a 0-foot setback would apply.

CONCLUSION: Based on the factors cited above, this criterion is satisfied.

APPROVAL CRITERION C.: The need for the variance was not created by the applicant and/or owner requesting the variance.

STATEMENTS OF FACT AND FINDINGS:

- 3a. In essence, the variance need is being created by the request and by the circumstances to re-develop the property in an economically feasible manner. It is worth noting that the existing restaurant structure at the southeast corner of the property has an overhang of the roof line that is at or near the south property line.

CONCLUSION: The proposed building will have a greater setback from the property line than an existing building currently has. Although that building was constructed under an earlier development standard (the prior Development Code required only a five-foot rear yard setback), it does illustrate that a structure can be built next to an existing parking lot (referencing the motel to the south) without encumbering the neighboring property. This criterion is considered adequately satisfied and the variance request can be supported.

APPROVAL CRITERION D.: If more than one variance is requested, the cumulative effect of the variances results in a project that is consistent with the overall purpose of the zone.

STATEMENTS OF FACT AND FINDINGS:

4a. It is recognized that re-development of properties, particularly non-residential, often requires flexibility in adhering to adopted standards. The variance process is available to evaluate exceptions to these standards when the outcome of granting the relief is to further a public or private need but without compromising the objectives the development requirements were meant to provide. In this instance, the three variance requested, if all were to be granted, would further an economic development objective of the City of Coos Bay to encourage new investment in the near downtown area. This can be achieved without diminishing the purpose each of the three standards is trying to provide.

Likewise, the three variances are somewhat intertwined in the sense that, if the 10-foot setback was adhered to, then additional parking and/or landscaping would likely be lost.

CONCLUSION: Based on the balance of considerations for the cumulative effect of the three proposed variances, this criterion is satisfied and the setback variance request can be supported.

VARIANCE 2 - A reduction in the required 15% site landscaping to 12.48%.

APPROVAL CRITERION A.: The variance is the minimum variance necessary to make reasonable use of the property.

STATEMENTS OF FACT AND FINDINGS:

1a. The site is devoid of landscaping except for a small plot at the southwest corner of the site next to an existing building along North Broadway Street. The new development will provide 12.48% landscaping which is 2.52% under the required amount. However, if the full landscaping amount would be required, it would likely result in less parking being provided. After considering this effect and acknowledging that the landscaping scheme will incorporate 'green infrastructure' methods, it is deemed that the variance request is reasonable and the minimum necessary to promote a quality re-development of the site.

CONCLUSION: Staff finds that the requested variance is the minimum needed

relative to the value of having a desirable re-development project in the near downtown. Therefore, this criterion is deemed to be sufficiently met.

APPROVAL CRITERION B.: The variance will not result in violation(s) of any other code standard, and the variance will meet the purposes of the regulation being modified.

STATEMENTS OF FACT AND FINDINGS:

- 2a. The variance, if granted, would not be in violation of other known code standards, including Fire and Building Code standards. The inclusion of a small bioswale does further the City of Coos Bay's approach to better utilizing 'green infrastructure' in order to improve stormwater run-off.

CONCLUSION: Based on the factors cited, this criterion is satisfied.

APPROVAL CRITERION C.: The need for the variance was not created by the applicant and/or owner requesting the variance.

STATEMENTS OF FACT AND FINDINGS:

- 3a. In essence, the variance is needed due to a re-development project that must also be economically feasible. With such sites, it is common to have need of creative building design and placement as well as the granting of exceptions in order to satisfy supplemental development requirements. In this instance, the need for the variance is, at least in part, necessary to allow full re-development of the property which is a City of Coos Bay aspiration and was not created by the applicant's petition.

CONCLUSION: Staff concludes that the fundamental need for the variance was not caused by the applicant any more than it was by the City of Coos Bay and the desire to foster new development in the near downtown. Based on the above findings, the proposed landscaping requirement will not negatively affect abutting properties and will provide added landscaping improvements in the immediate neighborhood where, presently, there is very little. This criterion is therefore considered to be adequately satisfied and the variance request can be supported.

APPROVAL CRITERION D.: If more than one variance is requested, the cumulative effect of the variances results in a project that is consistent with the overall purpose of the zone.

STATEMENTS OF FACT AND FINDINGS:

- 4a. It is recognized that re-development of properties, particularly non-residential, often requires flexibility in adhering to adopted standards. The variance process is available to evaluate exceptions to these standards when the outcome of granting the relief is to further a public or private need but without compromising the objectives the development requirements were meant to provide. In this instance, the three variance requested, if all were to be granted, would further an

economic development objective of the City of Coos Bay to encourage new investment in the near downtown area. This can be achieved without diminishing the purpose each of the three standards is trying to provide.

Likewise, the three variances are somewhat intertwined in the sense that, if the landscaping requirement was fully adhered to, then additional parking and/or a greater setback reduction would likely be impacted.

CONCLUSION: Based on the balance of considerations for the cumulative effect of the three proposed variances, this criterion is satisfied and the landscaping reduction variance request can be supported.

VARIANCE 3 - A reduction in the number of required off-street parking spaces from 55 to 45.

APPROVAL CRITERION A.: The variance is the minimum variance necessary to make reasonable use of the property.

STATEMENTS OF FACT AND FINDINGS:

- 1a. The site, as it is presently developed, does not appear to meet parking requirements for existing businesses. Despite that, it does not appear to have had parking issues even though there were combined uses as varied as a restaurant, automotive repair use, private mailing and parcel post distribution, a real estate office, a barber shop, and a pest control business. In addition, to facilitate much needed re-development of the property, it is important to consider that the existing parking area has no landscaping to subtract from its parking provision. When considering the notion that the reduction of 10 vehicular spaces is the minimum for reasonable use, the fact that nearby residents can potentially walk or bicycle to the new development are also compelling considerations to support the request.

CONCLUSION: Staff finds that the requested parking variance is the minimum relative to the value of having additional development in the near downtown. However, a total of 10 parking stalls for bicycles will be required as a condition of approval to ensure that bicycle access and secure storage are both encouraged and provided. Overall, this criterion is satisfied with the condition for additional bicycle parking.

APPROVAL CRITERION B.: The variance will not result in violation(s) of any other code standard, and the variance will meet the purposes of the regulation being modified.

STATEMENTS OF FACT AND FINDINGS:

- 2a. The variance, if granted, would not be in violation of other known code standards, including Fire and Building Code standards. The proximity of residential uses and bicycle access to the site makes the request to reduce on-site parking supportable.

CONCLUSION: Based on these factors, this criterion is satisfied.

APPROVAL CRITERION C.: The need for the variance was not created by the applicant and/or owner requesting the variance.

STATEMENTS OF FACT AND FINDINGS:

- 3a. In essence, the variance need is being created by the request but the circumstances of site constraints in combination with development standards makes exceptions to these requirements plausible. The reduced parking is a function of adding landscaping to a site presently devoid of landscape improvements. This factor, in addition to the availability of walking or bicycling to the future store, reduces the essence of whether the variance is created by the applicant.

CONCLUSION: Staff concludes that the fundamental need for the variance was not caused by the applicant so much as the desire to see the site developed with a quality project that should enhance the surrounding area and provide for a needed use in an area that contains mixed land uses. Based on the above findings, the proposed parking reduction should not negatively affect abutting properties and associated uses in the immediate neighborhood. This criterion is therefore satisfied and the variance request can be supported.

APPROVAL CRITERION D.: If more than one variance is requested, the cumulative effect of the variances results in a project that is consistent with the overall purpose of the zone.

STATEMENTS OF FACT AND FINDINGS:

- 4a. It is recognized that re-development of properties, particularly non-residential, often requires flexibility in adhering to adopted standards. The variance process is available to evaluate exceptions to these standards when the outcome of granting the relief is to further a public or private need but without compromising the objectives the development requirements were meant to provide. In this instance, the three variance requested, if all were to be granted, would further an economic development objective of the City of Coos Bay to encourage new investment in the near downtown area. This can be achieved without diminishing the purpose each of the three standards is trying to provide.

Likewise, the three variances are somewhat intertwined in the sense that, if the parking requirement was fully adhered to, then additional landscaping could be lost and/or a greater setback reduction could be necessitated.

CONCLUSION: Based on the balance of consideration for the cumulative effect of the three proposed variances, this criterion is satisfied and the parking reduction variance request can be supported.

VII. RECOMMENDATION

Based on the adopted Findings and Conclusions, as supported by the applicant's submittal,

attached hereto and incorporated herein by reference as Attachments "A" (Narrative), and "B" (Site Plan, Landscape Plans, and Elevations), approve land use application #187-ZON16-0070 subject to the following Conditions:

1. The applicant shall secure all building and other applicable permits, as required, from the City of Coos Bay or the State of Oregon.
2. The project development shall occur in substantial conformance with the submitted site & grading plan and landscaping plans dated 12/2016.
3. An inside drop for the sanitary sewer is required and the applicant takes full responsibility for any damage to the public manhole associated with the connection. The contractor must core drill into the manhole and use a flexible rubber boot KOR-N-SEAL or an equivalent, as approved by the Engineering Division.
4. The applicant takes full responsibility for any damage to the public catch basin associated with connection to the City's storm sewer system. The contractor must core drill into the catch basin and use a flexible rubber boot KOR-N-SEAL or an equivalent, as approved by the Engineering Division.
5. Applicant shall obtain sign permits from the City of Coos Bay prior to installation of any regulated signage. The mural design for the building frontage along North Broadway shall be submitted to staff for review, consideration, and acceptance prior to its final approval.
6. All landscaping must be maintained in a healthy, growth condition and landscaping material that become diseased and/or die shall be replaced within 30 days of the growth season. It is the responsibility of the owner to clean and maintain the rain garden in order for it to function properly.
7. A new sidewalk shall be provided along the south side of Alder Avenue along with ADA-standard corner flares with truncated cone mats at the intersections with North Broadway and Bayshore Drive. Sidewalk shall be constructed per the City of Coos Bay adopted Engineering Design Standards.
8. Two bicycle racks with at least five spaces each shall be provided at separate locations on the site and within 50 feet of the store entrance. If possible, decorative or thematic-styled racks would be preferred.
9. All utilities and services coming onto the site shall be located underground.

EFFECTIVE DATE OF PERMIT APPROVAL:

Approval shall be withdrawn if the authorized construction or use is not commenced within one year or is not pursued diligently to completion; or, if authorized occupancy or use has been discontinued for over 120 consecutive days.

The effective date of the permit may be delayed if substantive conditions are attached to the approval. The Commission may grant an extension of time for a period not to exceed one year if circumstances beyond the control of the applicant cause delays.



Tom Dixon, Planning Administrator

DATE MAILED: February 7, 2017

cc: Monet Ragsdale, applicant

Attachment A

Planning and Zoning Commission
City of Coos Bay, OR

Project Narrative for Natural Grocers

Development Review Applications:

Our overall goal with the design of the proposed Specialty Retailer in Coos Bay is to create a building, which fits within the natural landscape and community. It is our desire that this building adds to the visual and functional life of the city and becomes a source of pride for the community. Below, we specifically plan to address the design as follows

We have taken into consideration the comments from staff during our pre-application meeting held 09/22/16 and have updated the following narrative to address these comments:

1. Site Design
 - a. Site preparation- The existing site has (4) buildings that will be demolished in order to develop the site.
 - b. Sensitivity to natural features – The site has approximately 12'-0" of grade change from west to east. In an attempt to retain as much of the existing natural features as possible, we propose that we locate the building on the southern most portion of the property locating finished floor at a balanced point of existing grade. We have also taken advantage of the existing grade in order to provide a loading dock.
 - c. Arrangement of spaces – By providing a landscaped buffer at the perimeter of the property, providing covered walkways and sitting areas, access to the municipal sidewalk, and by utilizing an existing curb cut along HWY 101 South, we believe that the site design creates attractive and functional spaces for the community.
2. Drainage Way Design
 - a. Storm water– The improvements will reduce the impervious area by approximately 5 percent reducing the impact of stormwater runoff from the site to the existing system, therefore we have not provided an onsite detention. We have designed (3) onsite catch basins and one offsite to tie into the existing city storm water system. All roof drainage will be coordinated to drain underground into the storm water system to mitigate additional surface drainage.
 - b. Soil erosion and sedimentation control –An erosion and sedimentation control plan will be provided that includes sediment fencing, inlet protection, slope stabilization, a stabilized construction entrance, and other best management practices. This plan will address plans to deal with soil erosion and control sedimentation.
3. Building Placement and Orientation
 - a. Relationship to adjacent developments – We propose a continuous landscape buffer will be generally aligned between the parking area and the adjacent roadways and public sidewalk.
 - b. Relationship to public realm – We propose a connecting sidewalk in front of the proposed specialty retailer connecting HWY 101 South with HWY 101 North.
 - c. Relationship to topography and vegetation – Given the drastic change of grade on the existing site, our building design will work with the grades to ensure the building meets the character of the site while preserving the views of the surrounding neighborhood. Off street truck loading is proposed at the Southeast corner of the site allowing for a loading dock to work with existing grades.
 - d. Climate Considerations – The site is located close to the waterfront and we understand this to be a tsunami inundation zone. No additional site or structural requirements exist for construction within this zone.
4. Linkage and Circulation

- a. Vehicular and pedestrian connections – We propose to link our site with the adjacent site with a continuous sidewalk on HWY 101 South and North. Curb cuts are proposed along HWY 101 South and North for easy access to the parking lot from either direction of travel.
5. Parking
- a. Parking area design and landscaping – We propose to locate the all the of our parking on the north side of our building. This aids in the transition with the existing grade while providing adequate site access and truck turning capabilities for off street loading. We are also proposing landscaping between the parking and the public streets as well as landscaped islands within the parking lot to minimize uninterrupted stretches of paving and to provide shade to the parking area.
 - b. Our proposed site plan does not meet current parking standards. We will be seeking relief from current parking requirements through a variance for parking reduction of approximately 18%.
 - c. We will be providing (4) bike parking loops that will accommodate (8) bikes.
6. Exterior Lighting
- a. General – We propose that all exterior lighting be LED, full cutoff fixtures, with a color temperature of 4000k. Typical sites have (10) light poles maintaining a 2.0 footcandle lighting level throughout the parking lot. We will provide a Photometric plan, these typically provide 0.0 footcandles at the property line.
 - b. Parking area – We propose the use of parking area lighting that achieves a low, but safe, level of lighting. The lighting fixtures will be integrated into the landscaping as much as possible.
7. Signage
- a. Design – We propose to utilize individually lit pan channel letters or reverse pan channel letters for signage.
 - b. Location – We propose to place signage both on the building (visible from northbound and southbound traffic) as well as on a (2) sided monument sign in northwest corner of the property. We have added a (1) sided monument sign in the southeast corner of the property this will also aid in screening the loading area and trash enclosure from north bound traffic.
8. Building Equipment and Services
- a. Service areas, loading zones and refuse enclosures – The proposed location for services areas, and loading zones is at the southeast of the building. This area will be screened from HWY 101 and the main parking lot entrance as well as partially screened from the adjacent property to the south. The refuse enclosure is proposed to be constructed with metal panel walls for durability and to relate to the architectural features of the building. The gates will be constructed of a solid steel paneling in a color that relates to the building. Shopping carts will be stored inside of the building during non-operational hours. During business hours shopping carts will be returned from cart corrals located in the parking area into the stores to ensure the parking lot is clear of carts.
 - b. Rooftop mounted equipment is proposed to be fully screened from the adjacent pedestrian levels with parapet walls.
9. Fences and Walls
- a. Design – The proposed screening wall would be a metal panel intended to relate to the architecture of the building. No chain link, razor wire, corrugated metal or plastic, or unfinished CMU is proposed. Landscaping will be provided on the south side of this wall to soften its visual impact.
 - b. Location - We are proposing a screening wall adjacent to the refuse enclosure along the south and east side of the property.
10. Architectural Character and Building Form
- a. Architectural Character and Style – We have taken into account the comments during our pre-application meeting by the design assistance team requesting more variation in the elevations. We have revised the design to a conventionally

framed structure with pre-finished profiled metal panels and stucco. The revised design brings features characteristic of the downtown business district while still complimenting the surrounding port buildings. While the structure is a simple building form meeting the design guidelines, we are proposing architectural details such as accent screens, change of material to horizontal metal panel with an associated canopy adding character to the entry.

- b. Proportion and scale of project – The proportions of the proposed design are in character with the surrounding architecture and we believe the proposed design will compliment the surrounding structures.
- c. Building heights –The building will have a parapet wall at 26'-3" from the finish floor elevation extending around the majority of the building. This will be approximately 20'-0" above high grade and 30'-0" from low grade.
- d. Building massing – The proposed design consists of one larger mass with articulation achieved through material change with an accentuated entry feature detailed with a canopy and storefront glazing system.
- e. Building materials and textures – The proposed materials for this design are prefinished profiled metal panels with a stucco wainscot, and welded wire mesh screen accents. The entry way will be accentuated with the use of fiber cement lap siding.
- f. Color – The intent of the color selection is to blend with the surrounding natural landscape, and are therefore neutral earth tones.
- g. Public Art - We have added a proposed mural to the west elevation as discussed in our pre-application meeting. While the proposed graphic is a schematic representation it represents the artistic direction on how we are complimenting the many activities and character of Oregon.

11. Landscape

- a. Design – Landscaping will be used to buffer views of parking, to reduce the apparent mass of the building, and to provide shade for parking.
- b. Preservation of existing vegetation and topographic features – The existing site has very minimal landscaping. We plan to redevelop this area and there is no evidence at this time of existing vegetation that should be maintained.
- c. Plant selection – It is our intent to use native plants that thrive in Coos Bay's environment and enrich the surrounding areas while providing a buffer and visual interest to the property.
- d. Outdoor spaces – We propose to install landscaped peninsulas in the parking area as well as in multiple larger areas on the site, including a landscaped berm between the site and the public Right of Way. Furthermore, the natural vegetation and topography preserved in the Southwest of the site will create welcoming spaces for the community.

12. Transportation Engineering

- a. The proposed development consists of a single 13,650 square foot retail space. As the proposed development consists of less than 20,000 square feet of retail space and not residential units, no TIA is required for the proposed development.

We believe this design meets the intent of the Municipal Code. By creating a relatively low building, sited to enhance the existing site to a large degree, and by using materials that reflect the geography and community of Coos Bay, we hope to create a building, which the people of Coos Bay will be proud of.

Requested Variance:

Parking reduction (Table 17.340.010 (A)):

The proposed site requires 55 off street parking stalls and the site only allows for 45 parking stalls. Given the project locations to the downtown district, we believe a majority of patrons will utilize alternate methods of transportation. We are proposing to increase the pedestrian connectivity to the public walkways to accommodate patrons walking. We have provided additional bike parking to accommodate the cyclists. There are bus stops within direct proximity to this location. We request a variance be granted allowing an 18% parking reduction.

Conformance to Variance approval criteria per Section 17.330.040 Approval Criteria

1. The proposed square footage of 13,560 sf is the minimum required to allow the functions of the proposed specialty retailer. Due to the size of the property in relation to the proposed building square footage, a variance to allow a parking reduction is necessary to make a reasonable use of the property.
2. If approval of a parking reduction is granted it will not cause any additional non-conformances.
3. The existing site constraints create a limitation on developable area. We have reduced the building footprint from 15,000 sf typical store area to 13,560 sf in order to make the proposed site get as close to current standards as possible. The existing site has (30) off street parking stalls with (4) buildings consisting of retail, restaurant, and service repair. By our calculations, per the surveyed square footage, the parking required for the site should be (69) stalls. As evidence that we are not creating the need for the variance, the current site is 57% under parked per current parking requirements. Our request of 18% parking reduction would be a drastic improvement.
4. We are requesting an additional variance for landscape reduction as detailed below. Both variances, if granted, will still provide a project consistent with the C-2 zone lot as described in Section 17.

Landscape reduction (17.230.030 (2) (a)):

The property to the south has paved parking extending +/-6'-2" onto our property. In an effort to maintain existing parking for the adjacent property, we are proposing that parking be allowed to remain. Thus, we are requesting a landscaping reduction of 3%. The adjacent parking totaling +/-1,223sf puts an encumbrance by encroaching on our site. Our site would be compliant with landscape standards should this area be redeveloped as landscape area; however, we do not want to put undue burden on our neighbor by forcing the removal their longstanding parking which they would not be able to replace.

We have located the proposed building against the existing portion of parking on the lot to the south of our project in order to provide code compatible site grading given the steep grades on the site. During our pre-application meeting it was noted that the southern property line would be considered the rear property line requiring a 10'-0" setback.

Conformance to Variance approval criteria per Section 17.330.040 Approval Criteria

1. Due to the site constraints granting the landscape reduction variance would be the minimum variance necessary to make reasonable use of the property for our proposed tenant.
2. If landscape reduction is granted this will not create a violation of any other code standard. We have been able to maintain all other code requirements including onsite detention within landscape areas.
3. The current site is composed of +/-1,537 sf for a lot area of 41,783.9 sf. The existing site is under the current code requirements by providing only +/- 3.67% of landscaping. While our design does not meet current codes, it will be an abundant improvement to the existing site.
4. In combination with the request for parking reduction we believe the variances if granted will provide a site development in character with the surrounding area and consistent with the zone (C-2).

Rear setback reduction (Table 17.230.030 (Commercial))

During our pre-application meeting it was noted that the southern property line would be considered the rear property line requiring a 10'-0" setback. We had previously considered this a 0'-0" (Side setback attached) given the unique location being fronted by Highway 101 to the East and West of the subject property with Alder Ave to the north. The existing building holding an address of 581 N. Bayshore Dr.

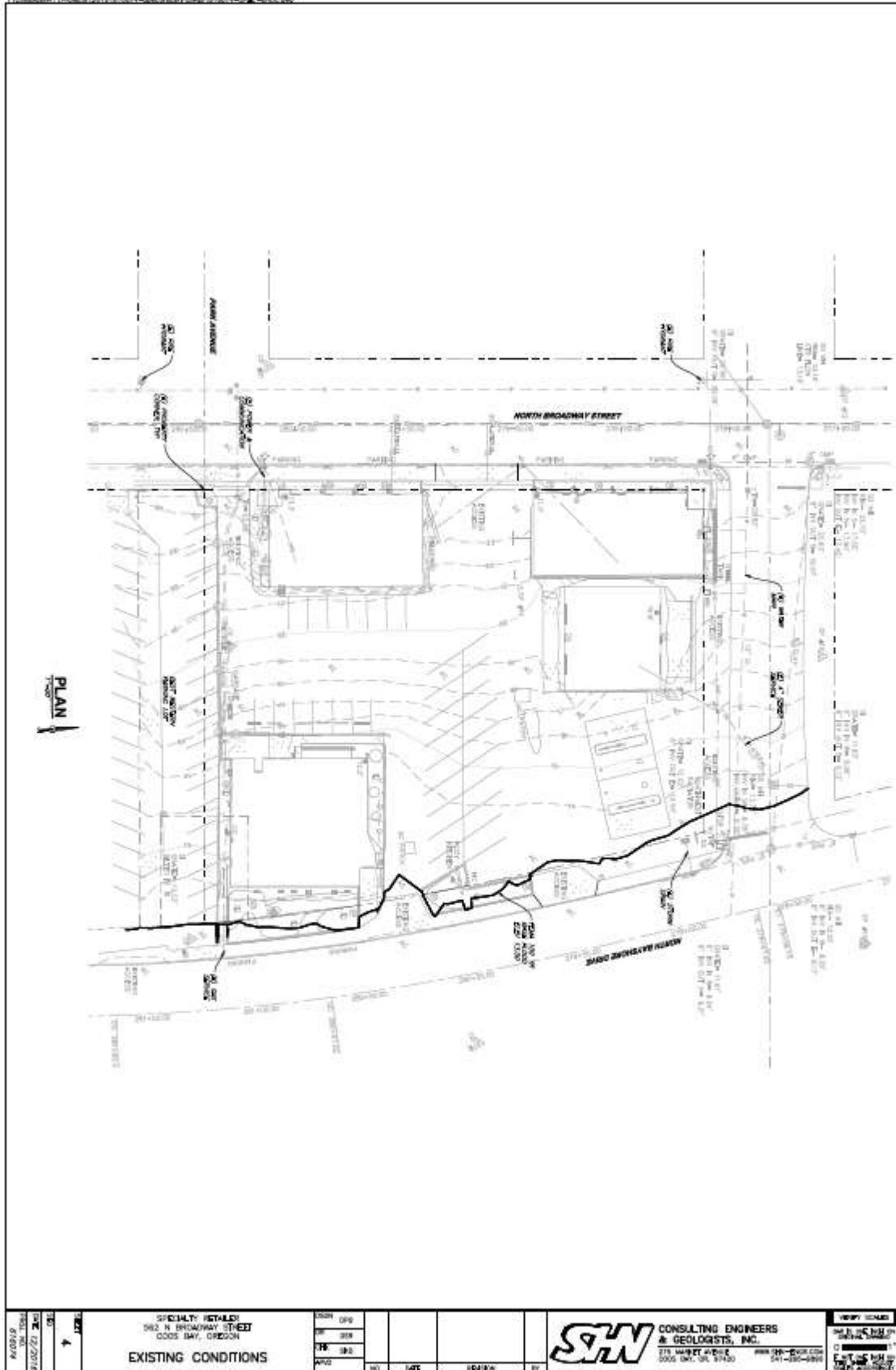
We are requesting a reduction of the 10'-0 rear setback to 6'-0".

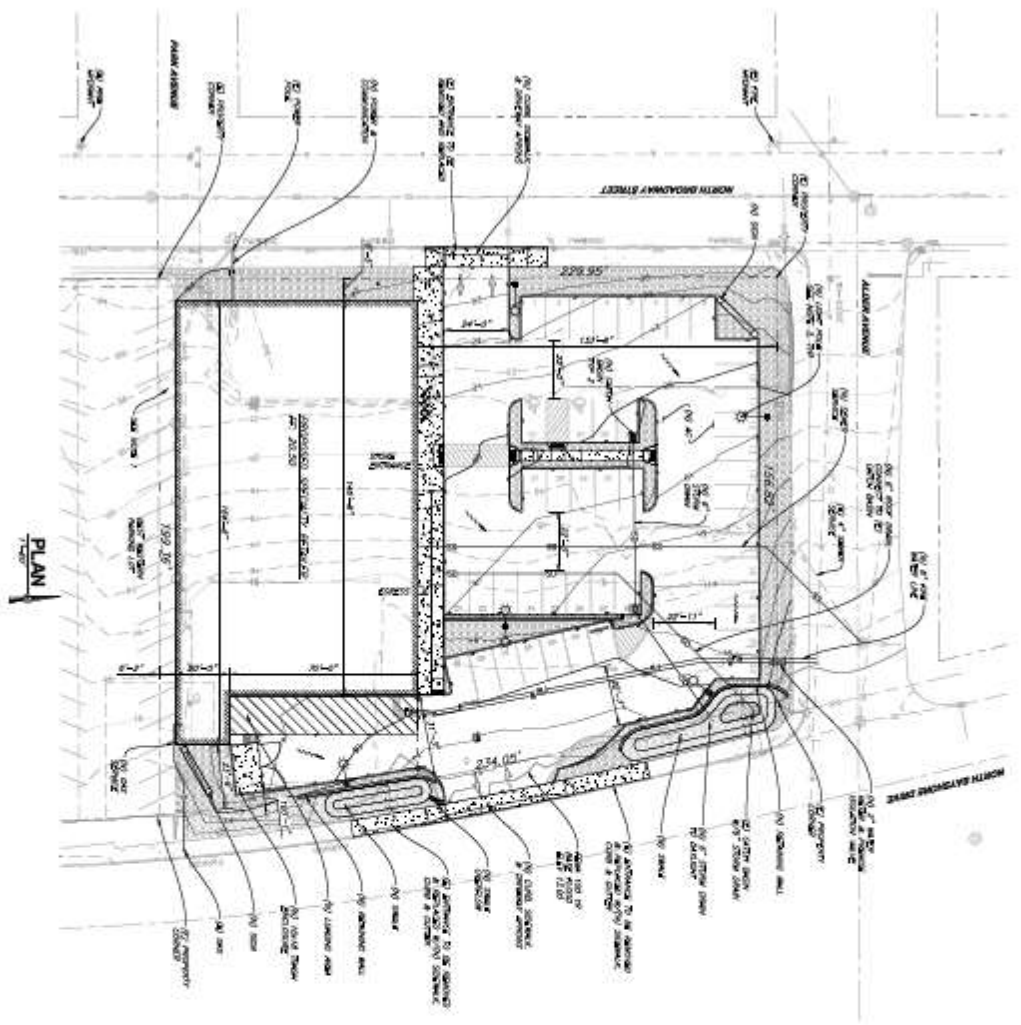
Conformance to Variance approval criteria per Section 17.330.040 Approval Criteria

1. Due to the drastic grades of the site, granting the setback reduction variance would be the minimum variance necessary to make reasonable use of the property by providing a well-graded site providing accessible points of connection from public walks to the proposed building.
2. If setback reduction is granted this will not create a violation of any other code standard. The adjacent property to the south has parking to the north of the building providing a buffer between the proposed building and the existing building located at 411 N Bayshore Dr.
3. One of our top goals in designing this site is to ensure it promotes pedestrian activity while being easily accessed by vehicles. In order for this design to work we have pushed the building to the south to work with the property size in relation to the extreme grades. We believe this condition is an existing condition and our request is for an exception to Coos Bay Municipal Code for an a-typical site.
4. In combination with the request for parking reduction and landscape reduction variances if granted will provide a site development in character with the surrounding area and consistent with the zone (C-2). These variances will allow for a site, which has many site constraints, to be a developable site compliant with all other codes.

Attachment B

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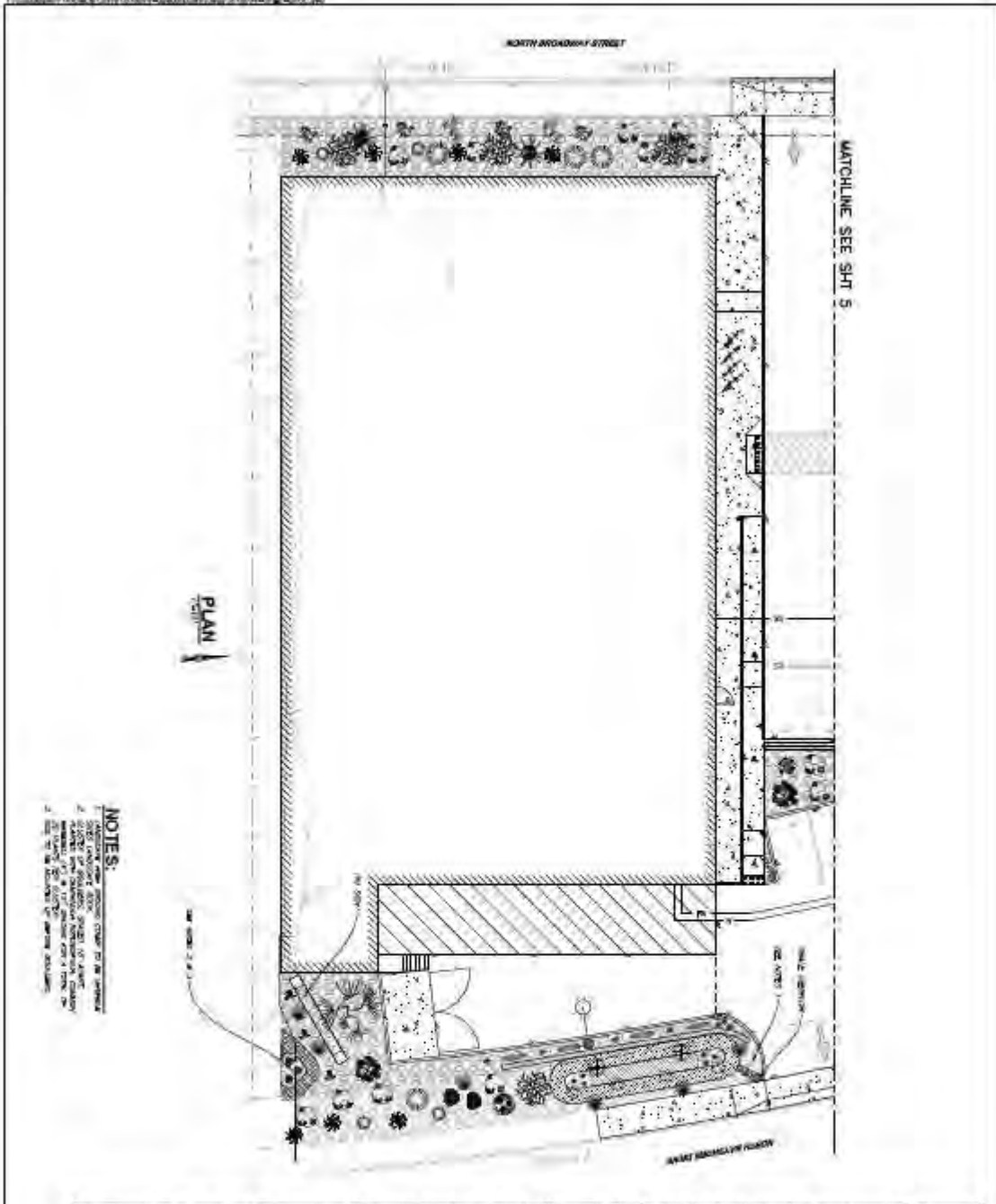
PLAN
 NORTH

NOTES:
 1. EXISTING SURFACE ON THE EAST SIDE OF THE STREET IS TO BE MAINTAINED AS SHOWN ON THE PLAN.
 2. ALL NEW PAVING IS TO BE 4" ASPHALT OVER 4" GRANULAR FILL.
 3. ALL NEW PAVING IS TO BE 4" ASPHALT OVER 4" GRANULAR FILL.
 4. ALL NEW PAVING IS TO BE 4" ASPHALT OVER 4" GRANULAR FILL.

QUANTITIES

LOT AREA	61,783.8 SQ. FT.
BUILDING FOOTPRINT	13,860 SQ. FT. 22.3 %
DRIVE LAYOUTING (SEE NOTE 1)	8,288 SQ. FT. 13.4 %
BIENFOLDS SURFACE	20,574.8 SQ. FT. 33.3 %
PARKING SPACES (COMPACT)	45
PARKING SPACES (STANDARD)	1
PARKING SPACES (TOTAL)	2

SPECIALTY RETAILER 5802 N. BROADWAY STREET COOK COUNTY, ILLINOIS SITE & GRADING PLAN	SHEET 5	DATE 12/22/16	DRAWN RUTHER	CHECKED RUTHER	APPROVED RUTHER	REVIEWED RUTHER
	CONSULTING ENGINEERS & GEOLOGISTS, INC. 278 MARKET STREET COOK COUNTY, ILLINOIS 60002 PHONE: 708.486.1100 FAX: 708.486.1101 WWW.CE&G.COM					



NOTES:
 1. ALL PLANTINGS ARE TO BE INSTALLED AS SHOWN.
 2. ALL PLANTINGS ARE TO BE INSTALLED AS SHOWN.
 3. ALL PLANTINGS ARE TO BE INSTALLED AS SHOWN.
 4. ALL PLANTINGS ARE TO BE INSTALLED AS SHOWN.
 5. ALL PLANTINGS ARE TO BE INSTALLED AS SHOWN.

LANDSCAPE PLANT LIST			
Latin Name	Common Name	Plant Size	Symbol
SHRUBS			
ALBIFLORA	DOGWOOD	1' x 1'	[Symbol]
ARBOREUS	DOGWOOD	1' x 1'	[Symbol]
GLABRA	DOGWOOD	1' x 1'	[Symbol]
INDICA	DOGWOOD	1' x 1'	[Symbol]
OPULIFOLIA	DOGWOOD	1' x 1'	[Symbol]
SPICATA	DOGWOOD	1' x 1'	[Symbol]
STRIPATA	DOGWOOD	1' x 1'	[Symbol]
THALICTRIUM	DOGWOOD	1' x 1'	[Symbol]
TRICOLOR	DOGWOOD	1' x 1'	[Symbol]
TREES			
ALBA	DOGWOOD	1' x 1'	[Symbol]
GLABRA	DOGWOOD	1' x 1'	[Symbol]
INDICA	DOGWOOD	1' x 1'	[Symbol]
OPULIFOLIA	DOGWOOD	1' x 1'	[Symbol]
SPICATA	DOGWOOD	1' x 1'	[Symbol]
STRIPATA	DOGWOOD	1' x 1'	[Symbol]
THALICTRIUM	DOGWOOD	1' x 1'	[Symbol]
TRICOLOR	DOGWOOD	1' x 1'	[Symbol]

LANDSCAPE SOUTH

SPECIALTY RETAILED
 582 N HIGHWAY 100
 SUITE 100
 BOZEMAN, MT 59717

CONSULTING ENGINEERS & GEOLOGISTS, INC.
 215 WEST 2ND ST. SUITE 200
 BOZEMAN, MT 59701
 (406) 552-1111

DATE: 12/12/2019

TIME: 1:02:48 PM

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