

MINUTES
REGULAR PLANNING COMMISSION MEETING
CITY OF BROOKINGS
FEBRUARY 27, 1979

CALL TO ORDER:

Chairman Earl Breuer called the meeting to order at 7:30 p.m.

ROLL CALL:

Members of the Planning Commission present were: Chet Thompson, Ralph Cheney, Richard Timmons, Earl Breuer, Mary Jane Brimm, Jean Hagen and William Robinson.

Members of the staff present were Wendell Bartholomew, Building Official, Frank Freeman, City Manager, and Cora Cooley, Secretary.

City Attorney John Spicer was greeted and congratulated by the Chairman on the arrival of twins at his household.

Representatives from the Press, Marge Barrett from KURY Radio and Richard Keusink, Curry Coastal Pilot were also introduced.

APPROVAL OF MINUTES:

MOVED by Commissioner Brimm, seconded by Commissioner Hagen that minutes of January 23, 1979 meeting be approved. Carried unanimously.

WELCOME TO VISITORS:

The Chairman welcomed an audience of approximately sixty eight persons.

PUBLIC HEARING:

CONTINUED PUBLIC HEARING OF SOUTH COAST LUMBER COMPANY REQUEST TO REZONE A PORTION OF TAX LOT 1400, MAP 41-13-6BC FROM RL TO CT TO ALLOW DEVELOPMENT OF A MOTEL COMPLEX.

Upon the announcement of this continued hearing, Mr. Frenchy Arrell immediately asked that Commissioner Ralph Cheney be disqualified because of testimony at previous meeting. Commissioner Cheney was queried by City Attorney Spicer, said he objected to way meeting was handled and refused to be unseated. The City Attorney found no objection to Commissioner Cheney retaining his seat on the Panel.

Mr. Ron Fallert was called upon and he then introduced Mr. Lyle A. Stewart to make presentation.

Mr. Stewart asked it be made a part of the record that he had absolutely no dialogue with any Planning Commission or City Council member about this matter. He spoke to two staff people merely to get the zoning ordinance and copies of the comprehensive plan to get knowledge on the subject

to be presented. Before accepting the proposal put before him, Mr. Fallert said he was free to investigate on his own, and if he thought the request was improper, he could so state. Also, he congratulated the City on their Resolution No. 213 which he said was clear, concise, and an excellent guideline for preparing supporting document.

Mr. Stewart was asked to state his qualifications which were: a partner in Patterson, Stewart & Associates, 45 Hawthorne, Medford, Oregon, Architectural & Planning Consultant firm. Planning partner of firm, also an architect. In profession thirty years. Graduate in Architecture with Master's Degree. Has worked under contract for well over 100 cities.

Mr. Stewart made the presentation from the Supporting Document, which is made a part of these minutes, and eight drawings which were posted.

Proponents and opponents were heard. After deliberating on the pros and cons offered,

MOTION was made by Commissioner Timmons to change the zoning to the CT as requested and change the comprehensive plan accordingly. Motion seconded by Commissioner Cheney.

Mr. Frenchy Arrell objected to the second by Commissioner Cheney.

Commissioner Chet Thompson then seconded the Motion and Commissioner Cheney withdrew his second.

A poll of the Commissioners was called for by the Chairman:

Commissioner Robinson	Aye
Commissioner Brimm	Aye
Commissioner Hagen	Aye
Commissioner Thompson	Aye
Commissioner Timmons	Aye
Commissioner Cheney	Aye

Motion carried.

There was discussion regarding the adoption of Supporting Document as evidence complying with requirement in Resolution No. 213.

Commissioner Brimm MOVED that Document be adopted as prepared by Lyle A. Stewart. Seconded by Commissioner Robinson and carried unanimously.

LEGISLATIVE ACTION:

1. LOT SPLIT REQUEST BY MR. ARCHIBALD. LOCATED NORTH OF RANSOM AVENUE AND EAST OF FERN AVENUE.

After discussion, MOTION by Commissioner Robinson

second by Commissioner Cheney and carried unanimously that lot split be granted.

2. LOT SPLIT REQUEST BY DENNIS MILLER. NORTH OF HASSETT STREET.

After discussion, MOTION by Commissioner Cheney, second by Commissioner Hagen and carried unanimously that lot split be approved.

BUILDING REPORT:

Building Official Bartholomew was called upon to give his report, and at the same time, Chairman Breuer expressed the thanks of the Commissioners he had been working with for the past two and a half years. Mr. Bartholomew said he had enjoyed working with the Commission and appreciated the full cooperation he had received from them. With that, he gave the building report for the month of January, the total valuation of which amounted to \$155,956.

OTHER MATTERS:

REQUEST FROM MR. LARRY ANDERSON TO DISCUSS PROPOSED 50 LOT SUBDIVISION NORTH AND ADJACENT TO HARRIS BEACH STATE PARK.

Howard Newhouse, County Surveyor, represented Mr. Anderson.

Mr. Anderson was interested in receiving an approval from the City to install, at his cost, a sewer line North alongside Highway 101 to service his subdivision. Mr. Newhouse said a letter would be required from the City in order to pursue this matter further with the State.

Main would be installed according to City specifications.

MOTION by Commissioner Timmons, seconded by Commissioner Thompson and carried unanimously that the City of Brookings state there is no other way to get there than to allow them to proceed ahead.

Chairman Breuer asked that letter indicating City's approval be addressed to Mr. Larry Anderson.

Eldon M. Gossett, a member of the audience, said he had dealt with Mr. Bartholomew quite a number of times and wanted him to know how much he appreciated the service he had received and also wanted to wish him success.

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Regular Planning Commission Meeting
City of Brookings
February 27, 1979

ADJOURNMENT:

Chairman Breuer adjourned the meeting at 9:30 p.m.

This meeting was electronically recorded and is on file in the Brookings City Hall.


CHAIRMAN

ATTEST:



SUBJECT:

**SUPPORTING DOCUMENTATION IN SUPPORT OF A CHANGE OF
ZONE AND AMENDMENT TO THE PROPOSED COMPREHENSIVE
PLAN IN THE CITY OF BROOKINGS, OREGON**

PREPARED ON BEHALF OF:

**MR. RON FALLERT
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BROOKINGS, OREGON 97415
PHONE: (503) 469-2136**

PREPARED BY:

**LYLE A. STEWART, AIP
PATTERSON, STEWART & ASSOCIATES
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MEDFORD, OREGON 97501
PHONE: (503) 772-5203**

I. PURPOSE OF APPLICATION

The purpose of this application is to request modifications to the City's Proposed Comprehensive Plan and to a change of zoning classification as delineated on the official zoning map of the City of Brookings, Oregon, as follows:

- A. The total site contains 6.65 acres
- B. Comprehensive Plan amendment applies only to tax lots 801, 900, 1300 and 1400, which lots are delineated on map 41 13 6BC of the Curry County Assessor. Such modification request, if granted, would change the designation of such lots from "Residential Low Density" to "Commercial Tourist". This amendment affects 4.95 of the 6.65 acres of land. See Exhibits 2 and 4.
- C. Change of Zone Classification applies only to tax lots 801 and 900 which lots are delineated on map 41 13 6BC of the Curry County Assessor. This change affects only 1.39 of the 6.65 acres of land and would change such property from "RL" to "CT". See Exhibits 3 and 5.

Further, the purpose of this application is to set forth in graphic and written terms facts, opinions and other planning information in support of the application. Such information will, we believe, provide the City's Planning Commission and Council with substantial evidence to make a finding that both the general welfare and a public need will be served by granting such Comprehensive Plan amendment and change of zone classification.

II. MAPS AND ILLUSTRATIONS ACCOMPANYING APPLICATION

Accompanying these written statements and made a part hereof, are a series of planning maps and illustrations which describe, in graphic terms, the essence of this report and, if granted, the type of development which is proposed for the subject property. Such maps and illustrations are as follows:

- A. Existing Land Use Map -- Exhibit 1
- B. Existing Comprehensive Plan -- Exhibit 2
- C. Existing Zoning - Exhibit 3
- D. Proposed Comprehensive Plan Amendment -- Exhibit 4
- E. Proposed Change of Zone Classification -- Exhibit 5
- F. Traffic -- Exhibit 6

G. Proposed Site Utilization -- Exhibit 7

H. Rendering of Proposed Site Development -- Exhibit 8

III. PROPOSED USE OF PROPERTY (See Exhibits 7 and 8)

If the Comprehensive Plan amendment and the change of zone classification are approved, it is proposed to construct the following development:

A. Motor Inn and Conference Facility

1. 80-85 rooms with expansion capability for an additional 25-30 rooms.
2. 200-500 capacity meeting room with meal-serving capability.
3. 165 capacity restaurant and coffee shop.
4. 130 capacity lounge and dining facility

B. 14 Single-family townhouse, condominium, residential units adjacent to the Residential Low Density area.

C. Off-street parking

D. Landscaping and recreation area

IV. BURDEN OF PROOF

Pursuant to Section 4 of City Council Resolution No. 213, passed by the Council and signed by the Mayor on September 19, 1978, the following is submitted for Planning Commission and City Council consideration:

A. Conformance with the Comprehensive Plan and City Zoning Ordinance

1. Minor modifications to the Comprehensive Plan and Zoning Map will be required. See Exhibits 2 and 3, 4 and 5.
2. The subject property consists of five irregularly shaped lots on the west side of the Oregon Coast Highway (US 101). The total subject property contains 6.65 acres and extends from Crissey Circle on the north approximately 530 feet south. The property extends west approximately 700 feet from US 101 to the Pacific Ocean. See Exhibit 1 and all other exhibits submitted herewith.
3. At present an irregularity exists between the City's Comprehensive Plan and the official zoning map. On the zoning map the line dividing the "RL" and "CT" zones lies approximately 138 feet south of Crissey Circle while on the Comprehensive Plan Map this same dividing line lies approximately 390 feet south of Crissey Circle. See Exhibits 2 and 3.

4. The zone map change request (RL to CT) affects two lots containing 1.39 acres of land. The Comprehensive Plan amendment request (Residential Low Density to Commercial Tourist) affects four lots containing 4.95 acres of land. See Exhibits 1, 2 and 3, 4 and 5.
5. The request contained in this application would set the dividing line between the "RL" and "CT" designations at Crissey Circle as delineated on Exhibits 4 and 5.
6. The property east of Highway 101, along the entire frontage of the subject property, is designated "Commercial General" on the Comprehensive Plan and is currently zoned "CG". The continuation of the "CT" classification north to Crissey Circle is a less intensive zone than the "CG" and more compatible with highway frontage than the "RL" zone.
7. No change in the text of the Comprehensive Plan or the Zoning Ordinance is requested.
8. Proposed Site Utilization (Exhibit 7) suggests that substantial landscaping and the 14 single-family condominium unit townhouses and parking be separated not less than ten feet from the north property line at Crissey Circle. Such landscaped separation is proposed to buffer the proposed Motor Inn - Conference Facility from the existing homes. No vehicular access to the townhouses or to the Motor Inn will be off Crissey Circle.

B. Public Need for this Comprehensive Plan Amendment and Change of Zone Classification

1. Brookings, in terms of climate and natural resources, is attractive to visitors seeking tourist, fishing, and recreation activities. A motor inn - conference facility on this site would provide quality lodging, eating and meeting accommodations to attract additional, year-round tourists to the City.
2. The tourist industry is described in the Comprehensive Plan report ("Planning for Brookings"), as one of Curry County's basic industries. As such, the Motor Inn complex will add to local employment opportunities by creating approximately 40 permanent jobs in the facility and 80-120 additional jobs in the Brookings area.
3. A quality meeting facility with in-house dining, lodging and lounge facilities is a needed element in the City for both local use and as a "place" to attract small regional conferences. Additional visitors to the City will stimulate additional retail sales.

4. Tourists inject considerable "outside dollars" into the City's economy while creating little additional load on city services and on the school system.
5. The Motor Inn Complex and the 14 condominium units would add approximately \$4,130,000 in assessed value to the City's tax base and, therefore, would aid in relieving the tax burden from residential properties.
6. The development, as stated above, while adding substantially to the City's tax base, would create very minimum additional population.

C. How the Public Need Will Be Best Served by Changing the Permissible Use of the Property Concerned as Compared with Other Available Property

As noted above, the land area of the subject property is in excess of six acres (6.65 acres). The size of the complex proposed cannot be accommodated on a significantly smaller site. If attempted, the results would not be consistent with the desired objective of a quality development with a substantial ratio of open space to building coverage.

The site has extensive tree coverage, the majority of which will be retained in the final development. The site has a magnificent view of the ocean which is desirable for a quality level motor inn - conference center complex. The site has easy access off Highway 101. Sewer, water and all other utilities are available and have adequate capacities to serve the intended uses. Approximately 79% of the 6.65 acre site currently is zoned as "CT" and will permit the proposed uses.

We believe that a complex of the type proposed will provide the City of Brookings with a quality lodging, dining and conference facility at no public cost. Such an integrated facility presently does not exist anywhere on the South Oregon Coast. Such a complex, introduced in the Brookings landscape, will serve local people with dining and conference opportunities. Further, it will provide an attractive place for tourists and conference delegates to stay and will inject substantial outside dollars into the Brookings' economy to the benefit of the entire community and its people.

As described in paragraph "D", below, no other appropriately zoned site exists in Brookings which could accommodate the proposed complex with the level of quality proposed.

D. Other Areas in the City with Appropriate Land Use Designations

Five (5) sites, other than the one herein proposed, have appropriate zoning for the uses considered in this application. However, each of the five, for the reasons hereinafter described, are not suitable for the complex proposed.

Site 1 - 6.22 acres zoned "CT" and located along the north bank of the Chetco River, immediately upstream of the Dot Martin Bridge.

Comments:

1. Located in flood plain
2. No sewer or water on property
3. Difficult vehicular access via a steep road from Highway 101 west of the bridge approach

Site 2 - 2 plus acres zoned "CG" and located across Highway 101 from the subject property.

Comments:

1. Sewer and water available
2. Access adequate
3. Site is inadequate in size and lacks trees and other natural amenities

Site 3 - 18 acres zoned "MG" and located south of Brook Ply and northeast of Brookings waste water treatment plant

Comments:

1. The only undeveloped "MG" (Industrial) property in Brookings and should be held for industrial use
2. Sewer and water available
3. Access via Center or Wharf streets
4. This site is environmentally inadequate for the intended use of a motor-inn - conference complex

Site 4 - 3.75 acres zoned "CT" and located immediately south of the subject property.

Comments:

1. Inadequate size
2. Inadequate access via a private easement from Highway 101
3. No (or poor) visual exposure from Highway 101
4. Sewer and water available

Site 5 - 1.65 acres zoned "CG" and bounded by Oak Street, Railroad Avenue, Alder Street and Hemlock Street.

Comments:

1. Inadequate size
2. Located two blocks south of Highway 101 and has no visual exposure from highway
3. Sewer and water available
4. Environmentally inadequate
5. Would require a high-rise building to house the proposed uses and parking

As delineated on Exhibits 7 and 8, the proposed development has located the single-family residential townhouses in that portion of the site which is presently zoned "RL" and has retained the presently zoned "CT" portion for the location of the motor inn - conference center complex.

The complex, developed in reasonable conformity with Exhibit 7, Proposed Site Utilization, and buffered with considerable landscaping, should create no burden to the single-family residential area to the north. Proposed development on the subject property--at the property line of the Crissey Circle residential area--will be less intensive and more "open" than would a conventional, single-family residential development.

E. Mistake in the Original Comprehensive Plan

We believe "irregularity" is a more appropriate term than "mistake". As stated in subsection IV-A, above, a difference exists between the present Comprehensive Plan Map and the Zoning Map in regard to the line dividing the "Commercial-Tourist" and "Residential Low Density" designations. This irregularity, however, is not of major consequence and has little bearing on the purpose or merit of this application. See Exhibits 2 and 3.

F. Change in the Character of the Neighborhood

The neighborhood, as described in Exhibit 1, contains a variety of uses, zones and land-use designations:

1. South of the subject property (all in the "CT" zone), in addition to vacant land without direct access to Highway 101, is the location of six single-family homes, a small motel and an electric motor repair shop.
2. East of the property, across Highway 101 and south of Easy Street is a restaurant, another small motel, a glass shop, a food market, an art gallery, and a vacant lot. All of this property is zoned "CG". A church and one single-family home are located on "CL" zoned property.

3. Property north of Easy Street and east of Highway 101, is all zoned "RM" and contains a duplex, two detached houses on a single lot, 12 single-family homes, and 16 vacant lots.
4. North of the subject property, is the location of 10 single-family homes on property zoned RL.

The majority of the subject property (76.1%) is already zoned "CT". The proposed complex will be less intensive, and cover less of the site with buildings, than most of the developed property in the neighborhood. Access to the complex will be from Highway 101 and will, in no way, negatively impact any residential area.

Traffic on Highway 101 contains both local and regional trips. The proposed complex will not, in any way, alter the character of traffic in the neighborhood.

Exhibit "F" shows that 5400 vehicles was the average, 24 hour, daily traffic for 1977--the most recent figure available from the Highway Division of the State Department of Transportation. At peak load, the proposed complex would add approximately 600 vehicular trips in a 24 hour period and approximately 50 trips during a peak hour.

In preparing the site development plan, great care has been taken to preserve most of the fine trees that exist on the site. The design proposed is a "village" concept as contrasted with the typical motel development where building and parking cover virtually 100% of the site.

We believe the overall proposed development will be visually attractive and economically advantageous to the City. The uses proposed are no more intensive than many of the Conditional Uses permitted in the RL zone--particularly churches, community centers, governmental structures, hospitals, recreational clubs and schools. See Section 4.010-(2) of the City's Zoning Ordinance.