



Planning Commission

December 21, 2022 at 6:00 p.m.

Coburg City Hall

91136 N. Willamette St.

Hybrid Meeting

COMMISSIONERS PRESENT: Chair Jim Bell, John Marshall, Alan Wells, Marissa Doyle and Jonathan Derby

ABSENT: William Wood and Seth Clark

STAFF PRESENT: Anne Heath and Megan Winner

GUEST PRESENT: Anthony Favreau and Derrick Westover

1. Call Meeting to Order

Chair Bell opened the Planning Commission meeting at 6:00 p.m.

2. Roll Call

Chair Bell called roll. A quorum was present.

3. Agenda Review

There were no changes to the agenda.

4. Minutes Approval

MOTION: Commissioner Marshall moved, seconded by Commissioner Wells to approve the November 16, 2022 Planning Commission Meeting minutes as presented. The motion passed unanimously. Vote: 5:0.

5. Public Testimony

There were no public speakers.

6. Commission Business

Chair Bell open Public Hearing at 6:02pm on land use application SUB 01-22; submitted by Bruce Wiechert Custom Homes for the Coburg Creek subdivision, first addition.

Staff Presentation:

Ms. Winner stated that it had recently been brought to the staff's attention that the interested parties from the original Coburg Creek Subdivision should have received notice and been provided an opportunity to comment on the application. To ensure legal requirements were met, it was recommended that the hearing be continued on January 18, 2023 at 6:00 p.m. and that no deliberation or decision would take place that evening.

- The proposal was for a sixteen lot subdivision for home site development including one tract for dedicated Park Land as the first-addition to the Coburg Creek Subdivision. The majority of the subject property was Traditional Residential (TR) with .59 acres of zoned Traditional Medium Residential (TMR), providing for and encouraging increased density. Three lots were designated TMR for duplexes. Twelve lots were designated TR. Lots 30, 31, 32, 33, and 42 contained the minimum lot size for single-family detached units using the 15% modification provided by Article 7A.4.C of the Coburg Zoning Code for the TR District. Those lots contained topographic constraints due to orientation and shape, which were long and narrow. The applicant proposed to deed Track D to the City for Park Land dedication. The proposed Park Land was 9,920 square feet, which was 4.5 feet more than required. Track D would eventually be combined with Track A and developed as a city park.
- To meet density requirements, four duplexes and eleven single-family homes were proposed and one tract of 9,920 square feet in size (Track D) would be deeded to the City of Coburg for eventual Park and Open Space dedication. The density requirements were satisfied as proposed. The minimum units required were 18.8. Lots 34, 36, 37 and 41 were proposed as duplex lots and the eleven remaining lots were proposed for single-family dwellings, for a total unit count of nineteen dwelling units.
- The subdivision currently has access using North Coleman Street. The applicant proposed to connect Macy Street westward for additional access, as required from the original Coburg Creek Subdivision conditions of approval. A full connection of Macy Street was proposed to provide additional access to North Coleman Street to develop the subject property. A twenty-five foot bicycle pedestrian emergency vehicle access easement was proposed to connect Skinner Street, which contained insufficient right of way width and had traffic concerns for vehicular use, and included removable bollards at both ends. Existing topographic constraints of the subject property for lots 28-34 and Track D allowed for an exception to the codes section for minimum block length. Two reserve strips would be required to control access to Skinner Street and to provide a buffer between Van Duyn Street and residential use. One strip would be placed at the northern terminus of Skinner Street and one on the north side of Van Duyn Street.
- The proposal included the creation of new streets. Prior to being issued any building permits, the applicant would be required to submit to the public works director plans for street names. Concise street construction plans would undergo a public

improvement review process by the city engineer prior to construction. A separate approval process would determine the design of Macy Street . Preliminary street plans submitted by the applicant included a proposed dead end at the terminus of Skinner Street, which was constrained by the northern boundary of the Urban Growth Boundary (UGB). The code allowed for exceptions to dead ends for properties that contained topographic or environmental constraints. A reserve strip would be placed on the dead end to preserve access to future development. A traffic impact analysis (TIA) was submitted and the study reviewed by the city engineer. The TIA recommended prohibiting on-street parking in certain areas along the curve to accommodate sight distance. The applicant was required to submit to the city administrator for review and approval of the final plat showing all easements to be dedicated. A permanent nose build easement over lot 32 would be required to accommodate line of sight for vehicles traveling within the proposed public right of way. That easement would prohibit structures, landscaping and other site obstructions above 30 inches in height.

- The City had the ability to serve the proposed lots with city water and sewer services without detriment to the existing service levels. New stormwater facilities were constructed on Tracks B and C as part of Phase-One.
- The applicant was required to submit a street tree plan for review and approval with the public works director before being issued any building permits.

Springfield, Oregon resident Derrick Westover with Bruce Wiechert Custom Homes presented a brief overview of the many steps they took to meet public approval and city requirements. They were unaware and disappointed that the meeting and approval process would be further extended to the following month.

Chair Bell opened the public hearing for discussion and asked if there were any other speakers. Ms. Winner replied that they had received a written testimony from Stanley Shattuck and had distributed it via email to the Planning Commission. There were no additional speakers.

Mr. Marshall asked how much of Macy Street beyond the limits of the property would be the applicant's responsibility. Ms. Heath answered that it would be decided upon by the engineer. Mr. Marshall asked if the pedestrian bike access off North Skinner would be deeded to the City as a public right of way. Ms. Winner answered that it would be and was also a condition of approval that it would be dedicated on the final plat.

Mr. Wells inquired into why reserve strips were required. Mr. Favreau replied that they were to prevent access for the lots that abutted Van Duyn and the one foot reserve strip at the north end of Skinner that abutted the street property to the north, preventing the property owner to the north from accessing that property through that street.

Mr. Wells inquired if there would be a public hearing to discuss the extension design of Macy Street. Ms. Winner answered that she was not certain if it would technically be a public hearing, but it would be a public process. An Open House was scheduled for the beginning of February. Different designs would be presented and there would be an opportunity for public comments.

Mr. Wells asked who would make the final design decisions. Ms. Heath replied that the City of Coburg had the civil engineers submit a few designs so that the public could view them and give their input on them. The final decision was normally up to the engineers based on public input, however the city council may also have some input.

Mr. Marshall asked about streetlights and noted that they were not mentioned within the comprehensive plan. Ms. Winner stated that it was a requirement for empty conduit to be laid for the infrastructures, however community members did not want street lights. They wished to preserve their dark skies.

Mr. Marshall said that in the City Transportation Plan it had been noted that the junction of North Willamette Street and Van Duyn Street was dangerous and would need to be addressed prior to any development to the north. He was not pleased and asked why that had not occurred first. Ms. Heath replied that the City had moved forward and had received funding to do a feasibility study soon. She said she realized that had not fully answered his question, but that the City had also been discussing transportation and the freight route coming through. Ms. Heath stated that if they wished to address City Council immediately then a council decision to give direction for them to move that into the work plan would be needed. The Transportation Committee would meet after the first of the year and they could also make recommendations to the City Council.

Mr. Marshall asked if they could address the City Council on that prior to approval of the subdivision. Mr. Wells replied that it would not be fair to burden the applicants with that, but it was an on-going issue that would continue to grow until someone had gotten hurt.

Ms. Heath stated that a letter was released to the public regarding all residents on Harrison Street and Macy Street, which detailed the process that would take place, that they had been heard and understood and how they would be further contacted and notified.

Chair Bell stated the hearing was temporarily closed until it would resume on January 18, 2023 at 6:00 p.m. at Coburg's City Hall.

7. City Updates

Ms. Heath referred to the City Administrator's report in their packet. She offered a brief update, stating that there were many water and sewer projects currently in the works. A road was being built into the Stallings Lane property. A pad was being constructed to begin drilling of a third well. The Council would be having a Work Session on January 24, 2023 to hear from engineers working on a feasibility study for reservoirs for the City. The property on the hills to the east of the City was not going to work, so a feasibility study was being conducted regarding where it should be placed and what type and size of reservoir would be needed. The Council should receive that study information at the end of January at the Work Session. Mackenzie Street was being wrapped up. Macy, Harrison and North Willamette Streets would be under

design for next summer. Preservation projects for Roberts Road and Roberts Court had been completed. The City of Coburg received federal funds for street upgrades that they would not be able to use until 2025 to 2027, so Lane County agreed to swap funds out for local funds, which allowed for those projects to begin in July of 2023. They had received the go ahead to proceed on the final design and construction of the Pavilion Park, which had also been funded. The February Open House will include the design for Pavilion Park, allowing for the public's input. The City of Eugene would be managing the preservation work for North Industrial Way and had been funded.

Chair Bell ask with the new State law allowing cities and towns the ability to take over County or State streets his understanding is that we still need a traffic engineer and civil engineer to sign off on what the city proposes. He asked if that was something that LCOG could help us with. Ms. Heath answered that the City engineer, Damian Gilbert is a traffic engineer, but the State may require him to take specific training.

8. Adjournment

Chair Bell adjourned the work session at 7:10 p.m.

(Minutes recorded by Trenay Ryan, LCOG)

APPROVED by The Planning Commission of the City of Coburg on this 18th day of January 2023.

James Bell, Commission Chair

ATTEST: _____
Sammy L. Egbert, City Recorder