

**COOS COUNTY URBAN RENEWAL AGENCY
SPECIAL BOARD MEETING**

7:30 A.M. Thursday, November 8, 2018

Port of Coos Bay Conference Room, 125 Central Avenue, Suite 230, Coos Bay, Oregon 97420

MINUTES

ATTENDANCE

Agency Board Members:

Chairman Todd Goergen, At Large; Eric Farm, Port Commissioner; Howard Graham, City of North Bend; Mike Erbele, City of North Bend; Joe Benetti, City of Coos Bay; and John Sweet, Coos County.

Guests:

Richard Dybevik, Roseburg CBST; John Burns, Port Staff; Megan Richardson, Port Staff; Lanelle Comstock, Port Staff; and Krystal Moffett, Port Staff.

1. CALL MEETING TO ORDER

Chair Todd Goergen called the meeting to order at 7:32 a.m.

2. INTRODUCTION OF GUEST

3. PUBLIC COMMENT

There was no public comment.

4. DICUSSION ITEMS

A. Next Steps: Transpacific Parkway Drainage Issue

John Burns spoke of the last meeting to discuss the drainage issue on Transpacific Parkway, on both sides of the roadway near the Southport and DB Western facilities. The decision at the last meeting was for Port staff to find if there were any existing permits that could be utilized, and if not what it would take to get those permits. After research, it was found that there were no existing permits drawn to create the initial flow when the parkway was created. At a recent meeting between John Rowe (Coos County), Mike Dunning (Port), and Tyler Krug (US Army Corps); Mr. Krug indicated it would not be difficult to obtain a permit under the Nationwide 14 permit. The only thing needed would be a 30% design for the project.

The action requested was to authorize Port staff, acting on behalf of the Coos County Urban Renewal Agency, to solicit and conduct all necessary engineering and design, and obtain necessary

permitting to resolve the known drainage issue on the Transpacific Parkway, for the not to exceed cost of \$25,000.

Chair Todd Goergen asked for any discussion. Mike Erbele asked whether it would be more cost effective to place a culvert rather than just a drainage ditch. Mr. Burns stated at the on-site meeting there was some differences of opinion on what was needed. It would certainly be easier to just put a drainage ditch in; but that could create more wetlands, making it more difficult to ever develop the property in the future. It is important to have an engineer look at it and also to determine cost estimates. John Sweet asked whether that area was wetland already. Mr. Burns confirmed only a portion, about 100-150 feet in from the road running parallel, in two discreet areas is considered wetland. It is mostly sand dunes in that area and not wetlands, according to the Army Corps maps.

Mr. Sweet stated he is hesitant to pay \$25,000 for permitting, that number seems high. Mr. Burns stated that number includes the cost of engineering to create the 30% design, with a recommendation of whether or not to install a culvert. Mr. Burns stated this is a not to exceed amount, and Port staff will solicit bids to obtain a lower cost.

Richard Dybevik asked whether there are delineated maps of the wetlands in that area. Mr. Burns stated there are maps but not for the whole North Spit area. Joe Benetti asked how long the culvert would potentially be. Mr. Burns stated it would be approximately one-quarter of a mile.

Mr. Dybevik asked if the project would create a stormwater situation where an NPDES permit would be required. Mr. Burns stated that it should not; there is already an outfall with a culvert to connect to, either with a drainage ditch or culvert.

Mr. Goergen asked for any further discussion or questions. Upon a motion by Mike Erbele (second by Howard Graham), the CCURA Board authorized Port staff to proceed with the engineering, design and permitting as presented. John Sweet opposed the motion, due to the cost estimate associated. Mr. Sweet conceded his vote was the minority. **Motion Passed.**

6. SCHEDULE NEXT MEETING DATE

The next meeting date is to be determined for the next quarter.

7. OTHER/ADJOURN

Chair Todd Goergen adjourned the meeting at 7:44 a.m.