

**CITY OF FLORENCE**  
**LAND USE APPLICATION**  
Community Development Department  
250 Highway 101, Florence, OR 97439  
(541) 997-8237 voice (541) 997-4106 fax



**TYPE OF REQUEST**

- ☒ Minor Design Review (DR)  
(less than 10,000 sq ft)      ☐ Major Design Review (DR)  
(more than 10,000 sq ft)      ☐ Modification to approved plan
- ☒ Planned Unit Development (PUD)      ☐ Conditional Use Permit (CUP)      ☐ Subdivision (SUB)
- ☐ Zone Change (ZC)      ☐ Comprehensive Plan  
Amendment (CPA)      ☐ Administrative Review (AR)

**APPLICANT INFORMATION**

Name: Arlie & Company, Teresa Bishow Phone: 541-344-5500  
E-Mail Address: teresa@arlie.com Cell Phone: \_\_\_\_\_  
Address: 2911 Tennyson Avenue Suite 400 Eugene, OR 97408  
Signature: [Signature] Date: 5/17/2012  
Applicant's Representative (if any) \_\_\_\_\_

**PROPERTY OWNER INFORMATION**

Name: Cannery Station, LLC Phone: 541-344-5500  
E-Mail Address: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
Address: 2911 Tennyson Avenue Suite 400 Eugene, OR 97408  
Signature: [Signature] Date: 5/17/2012  
Applicant's Representative (if any) \_\_\_\_\_

*If applicant and property owner are not the same, either sign or submit a letter of authorization to allow the applicant to act as agent for the property owner.*

**PROPERTY DESCRIPTION**

Property Address: 87344 Munsel Lake Road  
General Location (Example: southwest corner of Second St and Hwy 101) southeast corner of  
Hwy 101 and Munsel Lake Road  
Map and Tax Lot Number: 18-12-14-2 TL 700 Lot Size 16.9 acres  
Zoning Designation: North Commercial District / NCD

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**Compliance Statement  
Cannery Station – Florence, Oregon  
Phase 1 Final Planned Unit Development & Design Review**

**I. OVERVIEW**

**A. Summary of Request**

This application is the first Final PUD for Cannery Station and will go by the name *Cannery Station, Phase 1 Final PUD*. This application requests City approval of the proposed improvements:

- Lot #1- A one story 4,325 to 5,000 square foot commercial building and associated parking and landscape areas.
- Lot #2- An assisted living campus consisting of a three story building and eight cottages providing between 75 and 82 housing units. The lot will also contain open space and a parking area.
- Lot#3- A single attached cottage associated with the assisted living campus.
- Lot #4- A single attached cottage associated with the assisted living campus.
- Lot #5- A three story building for 30 to 50 apartments and associated parking and landscape areas. The range in apartments varies to allow for potential ground floor commercial space.
- Lot #6- A one story 4,000 to 4,600 square foot commercial building and associated parking and landscaping areas.
- Open Space Tract A located in the southwest corner of the development site designed as part of the stormwater management plan and an area for native plants.
- Open Space Tract B located in the southeast corner of the development site designed as part of the stormwater management plan and an area for native plants.
- Open Space Tract C located at the eastern terminus of 47<sup>th</sup> Street designed as a pocket park.

The Cannery Station, Phase 1 Final PUD also contains improvements to the southern segment of Highway 101, new local streets, and the extension of public utilities.

**B. Applicable Zoning and Development Standards**

Cannery Station is zoned North Commercial District. The Phase 1 Final PUD demonstrates compliance with standards applicable to property zoned North Commercial. In accordance with Resolution PC 08 09 PUD 01 adopting the preliminary PUD, the Phase 1 Final PUD also demonstrates compliance with applicable regulations and requirements of the Florence City Code in effect as of March 28, 2008 unless modified during the preliminary PUD.

**C. Cannery Station Phasing Plan**

As part of the Cannery Station preliminary PUD approval, the City approved a Phasing Plan allowing for Final PUD, Subdivision, and Design Review applications to be submitted over a ten year period from the date of preliminary PUD approval. As indicated on the Phasing Plan, the order of phases “does not denote or infer the order or actual timing of the development of the PUD...At each phase, further review will occur concerning the logical extension of urban services...” The intent of the Phasing Plan was to provide the framework for designing and constructing improvements in a sequential manner and avoid unnecessary site changes in advance of actual development. The Phasing Plan recognizes that in some cases, “certain utilities may need to be extended through part of the undeveloped portion of the site to serve the phase under construction.”

## **II. SITE INFORMATION**

**Location:** Cannery Station is located at the southeast corner of Munsel Lake Road and Highway 101 in north Florence. The 17 acre site has frontage along the east side of Highway 101 and the south side of Munsel Lake Road. This Phase 1 Final PUD is for the southern portion of the site.

**Tax Lot:** Assessor Map 18-12-14-20, Tax Lot 700.

**Acreage:** Phase 1 consists of about 6.7 acres.

**Address:** 87344 Munsel Lake Road, Florence, Oregon 97439

**Ownership:** The site is owned by Cannery Station, LLC. Arlie & Company is the authorized representative.

**Surrounding Land Uses:** Florentine Estates, a retirement community, is located immediately to the east of the subject property. A church is located to the south of Cannery Station. Fred Meyer and other commercial uses are located across from the property on the west side of Highway 101. The property to the north is currently vacant.

Exhibits are attached to show the area surrounding the Property. The aerial photo shows property lines, existing streets, and natural features. Three additional exhibits show major utilities. The surrounding topography shows no significant grade changes. The detailed topography on the Existing Conditions Plan shows a 14 to 20 foot ridge that runs from the southeast to the northwest and can be seen from Highway 101. There are no known future streets planned other than those shown within the Plan and the changes proposed for Highway 101. *Please refer to exhibits C, D, E, F, Sheet C1.0 Existing Conditions Plan, and C6.0 Street Plan.*

**Florence Plan Land Use Designation:** The property is designated in the City of Florence Comprehensive Plan as North Commercial Node (NCN). The NCN is located around the four corners of the intersection of Highway 101 and Munsel Lake Road.

**Zoning:** The property is zoned North Commercial District.

## **III. FINAL DEVELOPMENT PLAN APPROVAL**

**A. Conformance with General Approval Criteria**

Section 10-23-11 of the Florence City Code contains a list of items to address while reviewing a Final PUD.

According to Resolution PC 08 09 PUD 01, Condition of Approval #5 states that "Within twelve (12) months following this approval of the Preliminary PUD, the applicant shall file with the Planning Commission a Final PUD and Design Review application for Phase 1." The Planning Commission's action approving the Preliminary PUD went into effect on November 19, 2008. The decision was to be in effect for one year or until November 19, 2009. Due to difficult economic conditions, on November 16, 2009 the Florence City Council conducted a public hearing on a proposed ordinance granting an automatic two year extension to all approved preliminary subdivisions and PUD's. Following the public hearing, the Council adopted Ordinance No. 19, Series 2009 approving the extensions and declaring an emergency. Cannery Station preliminary PUD was granted an extension to November 19, 2011. The Florence Planning Commission approved a request for a one-time six month extension to May 19, 2012. This Phase 1 Final PUD is submitted within the mandated time frame.

As set forth in Section 10-23-11, the Phase 1 Final PUD contains conceptual plans for public improvements that were prepared by a Registered Engineer and submitted for approval by City staff including:

- Storm drainage
- Sewer and water utilities
- Streets and pedestrian ways

The Cannery Station preliminary subdivision plan is submitted for review under separate cover.

The Cannery Station Phase 1 Final PUD is substantially consistent with the preliminary PUD. There are no material deviations that necessitate the need for an amendment to the preliminary PUD.

**B. Conformance with Preliminary PUD Conditions of Approval**

The preliminary PUD conditions of approval are listed below followed by a brief explanation of how the Phase 1 Final PUD compiles.

**1. Approval shall be shown on:...**

Condition #1 is met. Refer to Resolution PC 08 09 PUD 01.

**2. Regardless of the content of material presented for this Planning Commission decision...; the Applicant agrees to comply with all regulations and requirements of the Florence City Code which are current on the date the application was submitted (March 28, 2008)...**



Condition #2 is met. Phase 1 Final PUD is in substantial conformance with the preliminary PUD and standards applicable as of March 28, 2008.

3. Off-site roadway improvements shall include...
  - a. A new public all-way access street connection to Munsel Lake Road (Redwood Street)...
  - b. Dedication of right-of-way and roadway widening of Munsel Lake Road...
  - c. A new public right-in-right-out street connection to Highway 101 (47<sup>th</sup> Street) approximately 992 feet south of Munsel Lake Road. Note: This condition does not limit the developer from seeking ODOT approval for a street connection that provides greater access.
  - d. Roadway widening to Highway 101...
  - e. Urban style improvements...on Highway 101 and on Munsel Lake Road.

The applicant completed preliminary drawings for all of the above off-site improvements as reflected on the Final PUD site plan. The new public street connection to Munsel Lake Road (Redwood Street) will be constructed as part of a future phase. The dedication of needed right-of-way on Munsel Lake Road will occur as part of the subdivision process that creates any new lots adjacent to Munsel Lake Road. Improvements to Munsel Lake Road will be done as part of a future phase when development in Cannery Station occurs in the northern portion of the site.

On January 4, 2010, ODOT approved a new public street connection to Highway 101 (47<sup>th</sup> Street). On January 4, 2010 ODOT approved the Munsel Lake Road approach permit and set forth required mitigation measures. The off-site improvements shown on this Phase 1 Final PUD site plan illustrate the ultimate full build-out design in accordance with approved ODOT permits.

On September 9, 2010, ODOT extended the deadline for generating construction drawings for the 47<sup>th</sup> Street road approach permit (ODOT application number 7905). Subsequently, ODOT granted additional six month extensions. The current deadline is October 25, 2012.

On September 9, 2010, ODOT issued a letter stating that the approach permit for Munsel Lake Road is no longer required and will no longer be processed under Oregon Administrative Rule (OAR) Chapter 734, Division 51. The letter explained that on March 4, 2010, the governor signed Senate Bill 1024 into law. Senate Bill 1024 made changes to Oregon Revised Statute (ORS) 374.310 and changed ODOT's authority to manage highway access. According to the letter from ODOT, the new law eliminates ODOT's authority to require that a local jurisdiction obtain a Permit to Operate, Maintain, and Use a State Highway Approach for an existing or planned city street or county road connection to a state highway.

As part of this Phase 1 Final PUD, the southern portion of Highway 101 abutting the phase boundary will be widened and improved in compliance with the above condition. Conceptual designs for the interim Highway 101 improvements are attached. Please refer to the drawings dated May 8, 2012 prepared by JRH Transportation Engineering. The final designs are subject to ODOT approval.

4. Maintenance of the Highway 101 right-of-way must be coordinated between the applicant and ODOT...

Condition #4 will be addressed during ODOT's review of required permits for Highway 101.

5. Final PUD is authorized to be processed in phases along with each subdivision application (per FCC 10-23-10 last paragraph) with the following conditions:

- a. Within twelve (12) months following this approval of the Preliminary PUD, the applicant shall file with the Planning Commission a Final PUD and Design Review application for Phase 1...

The Cannery Station preliminary PUD was granted an automatic two year extension to November 19, 2011. The Planning Commission later granted a one-time six month extension to May 19, 2012. This Final PUD and Design Review application was submitted within the required time frame.

- b. Phasing is not bound by sequence... with condition that the Final PUD and Design Review application for the last remaining phase shall be submitted within ten (10) years following this approval of the Preliminary PUD.

This Final PUD includes the southern portion of the site at the entrance on Highway 101 at the new 47<sup>th</sup> Street. It is a logical place to begin development and will not hinder the remaining phases from being submitted within ten years of the extended expiration of the Preliminary PUD or by May 18, 2022.

- c. At each phase of the Final PUD, the applicant shall demonstrate substantial compliance with the approved Preliminary PUD and all applicable conditions.

As demonstrated in this Final PUD, Phase 1 is in substantial conformance with the approved Preliminary PUD and all applicable conditions.

- d. At each phase of the Final PUD, the applicant shall demonstrate that all public services can be provided.

In April 2010, the City of Florence and Cannery Station LLC reached a mutual agreement on the how City services would be provided to the subject property in addition to improvements completed as part of the Spruce Street LID. The preliminary utility plan submitted with this Final PUD reflects the agreement on the method of providing public services to the site. *Please refer to Sheet C3.0 Utility Plan.*

- e. At each phase of the Final PUD, the applicant shall provide monitoring information and traffic data in order to assess needed mitigation of traffic impacts for that development phase, and propose appropriate mitigation for that development phase.

Cannery Station is currently vacant and there is no traffic being generated at the site. This condition is not applicable to this Phase 1 Final PUD. In future phases, traffic data may need to be collected to evaluate impacts for proposed additional developments.

- f. At each phase of the Final PUD, the applicant shall provide a supplemental analysis assuring operational safety and adequate geometric design of intersections shall be provided for on-site circulation and delivery truck as well as any proposed transit vehicle access.

This phase does not trigger the need for any supplemental analysis.

- g. At each phase of the Final PUD, the applicant shall provide a calculation of the square footage proposed for each of the land uses within the current phase, as well as the cumulative calculation of the square footage that has been achieved in any previously approved and/or developed phases. Any increases to the maximum land use intensities described above require approval from the Planning Commission and the applicant to submit new traffic calculations showing, as a result of the proposed changes that projected p.m. peak hour trips from the combination of the proposed uses will be less than or equal to 589 trips, based on the Institute of Transportation Engineer's Trip Generation Manual.

The proposed land use intensities are significantly below the maximum allowed land uses for the entire development site. There is no need to conduct a traffic study at this stage. *Please refer to Sheet A1 Land Use Plan.*

- h. At each phase of the Final PUD, the applicant shall demonstrate that a minimum of 20 percent of the net developable area within the current phase combined with any previously approved phases will be dedicated as common open space to be owned in accordance with FCC 10-23-5-G and maintained in accordance with FCC 10-23-6.

The above condition of approval was based on the assumption that Phase 1 would be the northern portion of the development site including the Open Space Tract A. This Phase 1 Final PUD contains 2.4 acres of open space or about 18.5 percent of the net developable area within the phase boundary. The location and configuration of the open space for this portion of Cannery Station is substantially consistent with the Preliminary PUD. This Phase 1 Final PUD does not hinder or prevent achieving the amount of needed open space. In addition, during Design Review additional small open space areas may be identified depending on the final site layout and building designs.

Additional small open space areas are identified in the Plan. An additional 1.8% of the net developable area within Blocks will be developed as part of the design and construction of each Block. Sheet A1.2 includes a table that lists the size of each open space area. The small open space areas are

identified by the letters "OS" (open space) and the Lot Number. *Please refer to Sheet A1.2 Open Space Plan.*

The Landscape Plan for Lot 1 shows how open space OS-1 is developed with the design for the building. A plaza is created at the intersection of Redwood Street and 47<sup>th</sup> Street with large planters, a bench, and bike rack. *Please refer to Sheet L-1.*

- i. Before installation of public improvements for the "South 47<sup>th</sup>" or the "Spruce" Phase of the PUD (as illustrated in Exhibit 45, Sheet A1.3) has begun, the wall between Florentine Estates and the project site shall be constructed.

This Phase 1 Final PUD will include the design and construction of the wall between Florentine Estates and Cannery Station within the phase boundary. A few of the reasons for this approach include:

- Phase 1 includes minimal public improvements within the "Spruce" Phase of the PUD.
- Phase 1 will retain a significant open space buffer between Florentine Estates and Cannery Station LLC.
- Construction of the entire length of wall at this time would cause the premature removal of significant vegetation, including a nice stand of mature trees.
- Construction of the entire length of wall at this time would not be based on the final grading and landscape plans for the entire area adjacent to the wall. Without the area being landscaped, it would likely cause non-native invasive plants and noxious weeds to encroach into the area.
- Construction of the entire length of wall during this phase would not be based on a final grading plan for the townhouses and Open Space Tract D. This could result in the height of the wall not achieving the desired result.
- Construction of the entire length of wall at this time could cause drainage problems. Since the wall would be constructed prior to the final design and construction of stormwater drainage system for the area immediately west of the wall, it could cause drainage issues.

To ensure that construction activity does not encroach upon the existing landscape buffer between Florentine Estates and Cannery Station, prior to any development activity, the developer will clearly mark with orange construction fencing the perimeter of the area of impact.

6. The pavement on Redwood Street shall be designed to handle the size and weight of any proposed transit vehicle expected to be used with consideration to the annual number of trips to be made by the service.

The street construction details will be submitted concurrent with the preliminary subdivision plan and will be subject to City review and approval at that time.



7. A minimum of one covered parking space per single-family home on lots 13 through 32 (per FCC 10-23-5-E) is allowed with the condition that: 1) the driveway is a minimum of 19 feet in depth to allow a second car to park on-site, and 2) the required covered parking space shall not be converted into a living space.

Condition #7 is not applicable since this Final PUD does not include lots 13 thru 32. This Final PUD rennumbers these as lots.

8. If the cottage-style units on the assisted living campus (lot 2) include a garage or carport...

Any garage or carports associated with the cottage-style units on the assisted living campus will be designed to comply with the above condition. Initially, the entrances to the cottages facing Spruce Street may be limited to pedestrian access until both sides of the street are fully improved and the wall is constructed between Florentine Estates and Cannery Station.

9. **Prior to application for Phase I Final PUD**, the applicant will present to the Community Development Department a signed "Acceptance Agreement" of all conditions of approval.

Condition #9 is met. The applicant signed an "Acceptance Agreement" that is on record at the planning office.

10. **Prior to application for Phase I Final PUD**, the applicant shall have applied for all necessary removal-fill permits and/or drainage into wetlands from the Department of State Lands and from the US Army Corps of Engineers.

The Joint Permit Application (JPA) for necessary removal fill permits and/or drainage into wetlands, has been applied for. The JPA has been signed by all required jurisdictions and the owner has paid the application fees. The JPA was submitted to US Army Corps of Engineers, Portland District, and Oregon Department of State Lands. A copy of the complete application is listed in the exhibits.

11. **Prior to Phase I Final PUD approval**, the applicant shall change the project name from Cannery Hill to Munsel Crossing or another more appropriate project name in order to avoid duplication of place names within the City.

Condition #11 is met. The project name is Cannery Station. The name of the property owner was also changed to Cannery Station, LLC.

12. **Prior to Phase I Final PUD approval**, the applicant shall submit plans for the entire 17-acre site to the City and receive approval from Public Works and Community Development for the following:
- a. An alternate solution to having a sewer pump station at the north end of project and examine the feasibility of providing gravity sewer service to the entire project site;
  - b. Grading and Erosion Control Plan;
  - c. Vegetation Clearing and Re-vegetation Plan;
  - d. Stormwater Management Plan;

- e. Utility Plan for Sewer within the public way, which includes field verification of the sanitary sewer rim and invert elevations on Highway 101; and
- f. Utility Plan for Water within the public way, which includes an extension of an 8-inch water line southerly along Hwy 101 frontage and terminate at the south property line with standard 2-inch blow-off assembly (if feasible, given site constraints, a fire hydrant is preferred).

These plans shall include a development schedule to address the phasing of the project.

As noted previously, the City of Florence and Cannery Station LLC reached a written agreement on how to provide City services to the subject property. The utility plan submitted with this Final PUD Phase 1 demonstrates compliance with the above condition. *Please refer to Sheet C3.0 Utility Plan.*

- 13. Prior to Phase I Final PUD approval, the CC&Rs will need to be revised to include the following amendments:**
- a. Buildings as defined by FCC 10-1-4 are prohibited within the 35-foot setback from the eastern property boundary next to Florentine Estates;
  - b. The required covered parking shall not be converting to living space; and
  - c. Dedication and maintenance of open space shall be in accordance with FCC 10-23-5-G and FCC 10-23-6.

The draft CC&Rs were revised to incorporate the amendments above and to reflect the new name for the development. Please refer to changes in ARTICLE VII EASEMENTS AND RESTRICTIONS, Sections 7.1 Common Area, 7.2 Maintenance and Repair of Common Areas, 7.4 Building Setback Adjacent to Florentine Estates, and Section 7.5 Covered Parking. *(Refer to Draft Cannery Station CC & R's under separate cover.)*

- 14. As part of Final PUD and Preliminary Subdivision Plan application for any phase abutting or requiring access to Munsel Lake Road, the applicant shall obtain an access permit to Munsel Lake Road from Lane County and provide for additional right-of-way on Munsel Lake Road to meet a minimum of 70-foot wide right-of-way, and building setback a minimum of 30 feet from the right-of-way line, consistent with Lane Code Chapter 15 as shown on Exhibit 49.**

This Phase 1 Final PUD does not abut or require access to Munsel Lake Road. This condition is not applicable.

- 15. As part of the Final Subdivision Plat application for any phase abutting or requiring access to Munsel Lake Road, the applicant shall dedicate the necessary right-of-way to meet the minimum 70-foot wide right of way for Munsel Lake Road.**

This Phase 1 Final PUD does not abut or require access to Munsel Lake Road. This condition is not applicable.

- 16. Prior to Final Subdivision Plat Approval for any phase abutting or requiring access to Munsel Lake Road,** the applicant shall have secured a facility permit for the Munsel Lake Road improvements, and the related construction drawings shall be approved by Lane County.

This Phase 1 Final PUD does not abut or require access to Munsel Lake Road. This condition is not applicable.

- 17. Prior to Phase I Final Subdivision Plat Approval,** applicant shall have secured all approach permits deemed necessary by the Oregon Department of Transportation (ODOT).

Condition #17 is not applicable to the Final PUD and will be reviewed during the subdivision process. ODOT has approved approach permits deemed necessary for the full build-out of Cannery Station. For the Phase 1 Final Subdivision Plat, the applicant submitted verification that ODOT has issued the approach permit necessary for 47<sup>th</sup> Street access at Highway 101.

- 18. Prior to issuance of a Certificate of Occupancy for each development phase,** applicant shall have mitigated associated traffic impacts as determined and approved by ODOT. The design and construction of the proposed improvements to mitigate the traffic impacts must be approved by ODOT and be consistent with the requirements of the approved permits.

Condition #18 is not applicable to the Final PUD and will be reviewed during the building permit process.

- 19. Prior to Final Subdivision Plat Approval for any phase abutting 47<sup>th</sup> Street (unless ODOT determines it is needed sooner),** applicant shall construct a new public street connection to Highway 101 (47<sup>th</sup> Street) approximately 992 feet south of Munsel Lake Road.

Condition #19 is not applicable to the Final PUD and will be reviewed during the subdivision process.

- 20. Prior to issuance of a Certificate of Occupancy for any phase abutting or requiring access to Munsel Lake Road,** all Munsel Lake Road improvements, including pedestrian and landscaping improvements, shall be completed. Applicant shall provide a statement of completion of off-site improvements from Lane County to the City to show that this requirement has been met.

Condition #20 is not applicable to this Phase 1 Final PUD since it does not abut or require access to Munsel Lake Road.

- 21. As part of the Final PUD application for the applicable phase,** the south ends of Spruce and Redwood Streets shall be designed to address vehicular turn-around provisions such as a cul-de-sac or other acceptable standard dead-end treatment.

This Final PUD contains vehicular turn-around areas at the temporary terminus of Spruce and Redwood Streets. These turn-around areas will function for fire and emergency medical response and other motor vehicles. As the streets are further extended, the interim turn-around areas will be shifted.

If only a segment of 47<sup>th</sup> Street is constructed, the Final PUD application will include a temporary turn-around area for motor vehicles.

- 22. As part of the Final PUD application for the applicable phase, a pedestrian refuge shall be incorporated into the design of the median at the intersection of the 47th Street and Highway 101.**

We are unsure at this time what phase of the Cannery Station project will trigger the need for the median at the intersection of the 47<sup>th</sup> Street and Highway 101. It is unknown whether ODOT will require the pedestrian refuge designed in the early phase of the project or whether they prefer to wait until the entire Highway 101 improvements are completed.

- 23. Prior to Final Subdivision Plat approval of those areas affected by a wetland, the applicant shall 1) have acquired all required permits, such as removal-fill permit and/or drainage into wetlands from the Department of State Lands (DSL), and from US Army Corps of Engineers (USACOE), and 2) record a deed restriction to prevent current and future impacts to wetland areas with Lane County Deeds and Records and provide a copy to the City.**

Condition #23 is not applicable to the Final PUD and will be reviewed during the subdivision process.

- 24. Prior to Final PUD approval of each phase, the applicant shall meet the following requirements of the Florence Public Works Department:**
- a. Streets shall meet requirements of Public Works in order to be dedicated to the City and for any street proposed to be private, the developer is to provide a means through an owners association, to ensure maintenance of the street and other private infrastructure is provided.
  - b. Construction drawings shall include:
    - i. Profiles of all utilities (sanitary sewer, stormwater and water);
    - ii. All service lateral locations, including water meters, Fire Department Connection (FDC) and Double Detector Check Valve (DDCV) assembly locations;
    - iii. Street light design and locations; and
    - iv. Standards for all utilities (sewer, water, stormwater, street lighting).

All streets will be dedicated to the City.

All streets within Phase 1 are designed according to City street standards and in accordance with the approved Preliminary PUD. Construction drawings will be reviewed during the subdivision and PEPI process.



To contain costs and enable the first building in the project to be economically viable, the developer is requesting that some of the streets be partially completed with final improvements done as the project is built-out.

- 25. Prior to Final PUD approval,** a zoning variance application shall be submitted by the applicant to the Community Development Department if a variance is requested from the parking aisle width of FCC 10-3 Off-Street Parking and Loading standards in effect on March 28, 2008.

No zoning variance is requested at this time.

- 26. As part of the Spruce Phase Preliminary and Final Subdivision applications,** the applicant shall include the 35-foot setback line from the eastern property line on the plan/plat.

Condition #26 is not applicable to this Final PUD.

- 27. As part of the Design Review application,** a lighting plan shall be submitted to the Community Development Department, which includes pedestrian scale, lower intensity, downward directed lighting, with lighting levels measured in foot-candles.

Condition #27 is not applicable to this Final PUD since no on-site lighting is proposed at this time. Street lights will be provided and will be reviewed as part of the street construction drawings at a later date.

- 28. As part of the Design Review application,** building elevations shall be submitted to the Community Development Department and the design and materials will be evaluated for consistency with the coastal village character of Florence.

This Final PUD and Design Review application includes building elevations that are compatible with the coastal character of Florence. Colors and exterior building materials proposed for the building on Lot 1 are included. Original color and material samples are submitted under separate cover. A computer generated color drawing is included in exhibit H. A material and color sample board will be made available for review for accurate color evaluation. *(Please refer to Sheets A2.1, A2.2 A2.3 and A2.4.)*

- 29. Prior to issuance of a building permit,** a soils report and verification of soils bearing capacity and a grading plan, including storm-water design is required. The plan must be prepared by a registered engineer.

Condition #29 is not applicable to this Final PUD and will be reviewed during the building permit process.

- 30. Prior to initiating site development,** the applicant shall submit a permit application to DEQ for a 1200-C construction stormwater permit with Erosion and Sediment Control Plan, and provide a copy of the approved plan and permit to the Community Development Department.

An NPDES General Permit 1200-C Application has been submitted to DEQ. *Please refer to Exhibit I NPDES Permit.*

**31. Prior to initiating site development,** the applicant shall contact the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians at a least 72 hours notice prior to any ground disturbing activities, so a tribal representative can be present during these activities; and if any known or suspected cultural resources are encountered during any phase of the project, contact the Tribes immediately.

Condition #31 is not applicable to this Final PUD since no site development is proposed at this time.

#### IV. ADDITIONAL INFORMATION FOR DESIGN REVIEW, LOT 1

##### **A. Site Plan for Lot 1**

An enlarged Site Plan shows the parking lot layout and dimensions for the building on Lot 1. The plan also shows, setback dimensions, and parking lot dimensions. *Please refer to Sheet C6.3, Lot 1 Street Plan.*

##### **B. Detailed Landscape Plan for Lot 1**

The landscape plan shows all proposed plantings, landscape buffers, hardscapes, benches, and other landscape features for the building on Lot 1. A performance specification for irrigation is also included on the plan. *Please refer to Sheet L-1 Landscape Plan.*

##### **C. Floor Plan for Lot 1**

An enlarged floor plan shows a proposed medical office building for Lot 1. The building is 4,886 gross square feet. For the purpose of calculating the number of required parking spaces, and using the parking lot standards allowed for this project, 1,387 square feet can be deducted from the total square footage. The result is 3,499 square feet (subtracting private offices, restrooms, and storage areas). Using the one parking space per 200 square feet for medical office, 17.5 spaces are required. 18 spaces are proposed. *Please refer to Sheet A2.4 Lot 1 and Sheet C6.3 Lot 1 Street Plan.*

##### **D. Street Grades**

All proposed street grades and slopes shown as a percent grade, are indicated on the Grading Plan. *Please refer to Sheet C2.0 Mass Grading Plan.*

##### **E. Fire Protection**

NFPA 13 fire sprinkler systems will be evaluated for each building in the context of the Building Codes in effect at the time of permit application. Buildings proposed as residential use in the Plan would be considered an R Occupancy and would require Automatic Sprinkler Systems per section 903 of the Oregon Structural Specialty

Code. The Development Data chart on the Land Use Plan shows which buildings are proposed for residential use. *Please refer to Sheet A1.1 Land Use Plan, Updated PUD Development Data.*

Fire hydrants are shown, including additional hydrants shown at the entrance to 47<sup>th</sup> on the south side and one at the apartment entrance on the north side of 47<sup>th</sup>. *Please refer to Sheet C3.0 Utility Plan.*

**Attachments Provided with the May 17, 2012 Compliance Statement**

- Exhibit A. Tax Lot Map
- Exhibit B. Legal Description

**Documents Printed Separately as part of the May 17, 2012 Compliance Statement**

- Phase 1 Final PUD Drawings
- Highway 101 Improvements - Dated 5/8/12 Prepared by JRH Transportation Engineering
- Draft January 4, 2010 Cannery Station, Florence, Oregon Declaration of Covenants, Conditions and Restrictions

**New Attachments**

- |            |  |             |
|------------|--|-------------|
| Exhibit C. | Aerial Photo                                 | 1 pdf file  |
| Exhibit D. | Sewer Map                                    | 1 pdf file  |
| Exhibit E. | Storm Water Map                              | 1 pdf file  |
| Exhibit F. | Water Map                                    | 1 pdf file  |
| Exhibit G. | Joint Permit Application for Wetlands (JPA)  | 3 pdf files |
| Exhibit H. | Lot 1 Exterior Building Materials and Colors | 1 pdf file  |
| Exhibit I. | NPDES 1200-C Application                     | 6 pdf files |

**New Documents Printed Separately**


- Phase 1 Final PUD Drawings with Revisions 22 pdf files

**CITY OF FLORENCE**  
**LAND USE APPLICATION**  
Community Development Department  
250 Highway 101, Florence, OR 97439  
(541) 997-8237 voice (541) 997-4106 fax

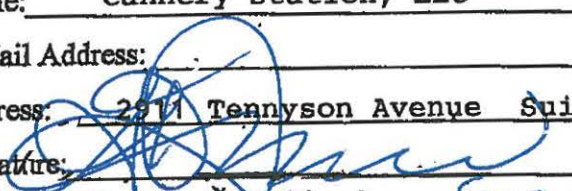
**TYPE OF REQUEST**

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Minor Design Review (DR)<br>(less than 10,000 sq ft) | <input type="checkbox"/> Major Design Review (DR)<br>(more than 10,000 sq ft) | <input type="checkbox"/> Modification to approved plan |
| <input type="checkbox"/> Planned Unit Development (PUD)                       | <input type="checkbox"/> Conditional Use Permit (CUP)                         | <input checked="" type="checkbox"/> Subdivision (SUB)  |
| <input type="checkbox"/> Zone Change (ZC)                                     | <input type="checkbox"/> Comprehensive Plan<br>Amendment (CPA)                | <input type="checkbox"/> Administrative Review (AR)    |

**APPLICANT INFORMATION**

Name: Arlie & Company, Teresa Bishow Phone: 541-344-5500  
E-Mail Address: teresa@arlie.com Cell Phone: \_\_\_\_\_  
Address: 2911 Tennyson Avenue Suite 400 Eugene, OR 97408  
Signature:  Date: 5/17/2012  
Applicant's Representative (if any) \_\_\_\_\_

**PROPERTY OWNER INFORMATION**

Name: Cannery Station, LLC Phone: 541-344-5500  
E-Mail Address: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
Address: 2911 Tennyson Avenue Suite 400 Eugene, OR 97408  
Signature:  Date: 5/17/2012  
Applicant's Representative (if any) Suzanne Arlie, Pres of Arlie & Co.  
*If applicant and property owner are not the same, either sign or submit a letter of authorization to allow the applicant to act as agent for the property owner.*

**PROPERTY DESCRIPTION**

Property Address: 87344 Munsel Lake Road  
General Location (Example: southwest corner of Second St and Hwy 101) southeast corner of  
Hwy 101 and Munsel Lake Road  
Map and Tax Lot Number: 18-12-14-2 TL 700 Lot Size 16.9 acres  
Zoning Designation: North Commercial District / NCD

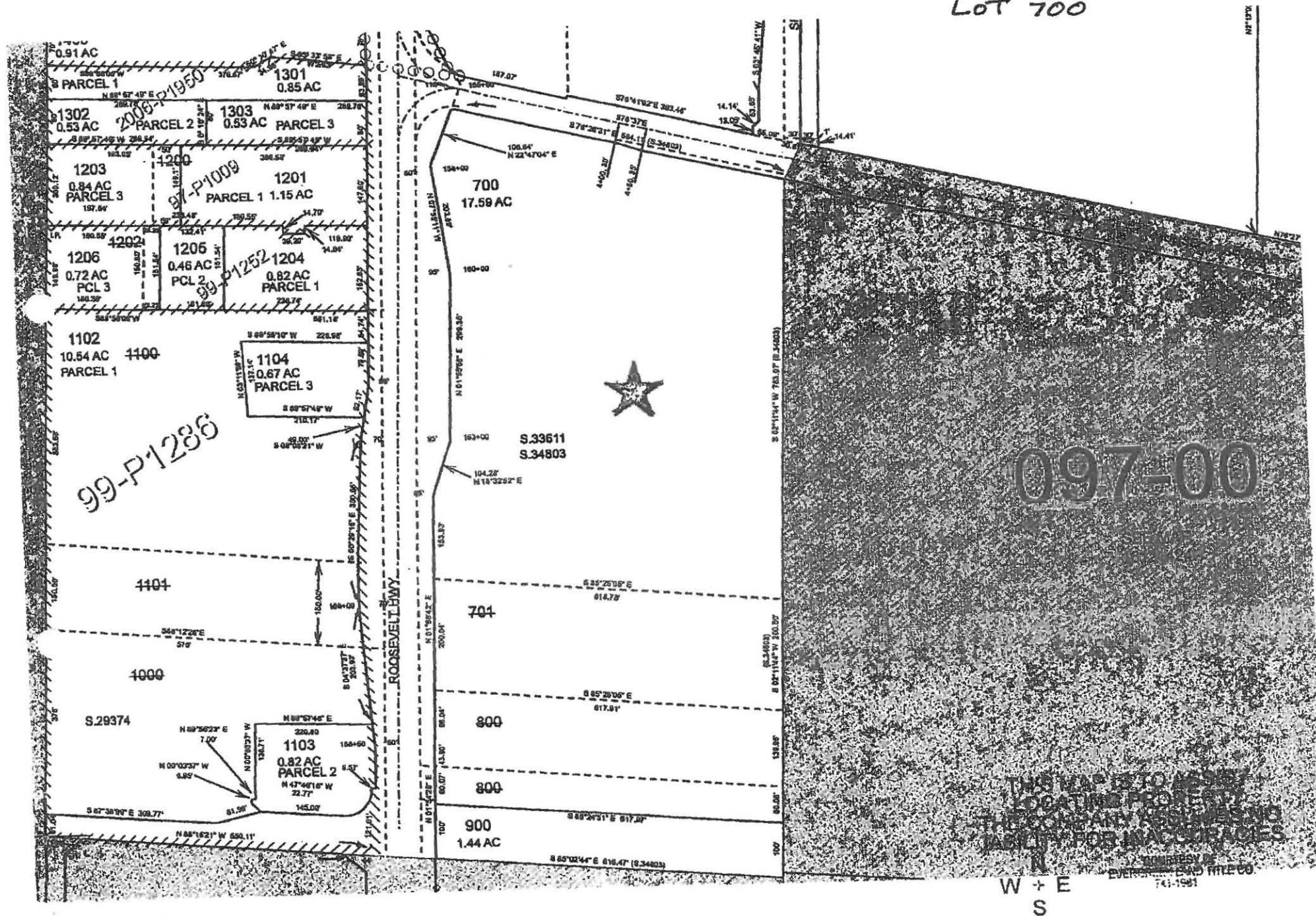
CONTINUED ON NEXT PAGE



Exhibit 3



LOT 700



## EXHIBIT B

### LEGAL DESCRIPTION

Assessor's Map 18-12-14-20, Tax Lot 700

Beginning at a point on the Easterly right-of-way line of the Roosevelt Highway 100.0 feet North 0° 17' West of a point on the East-West centerline through Section 14, Township 18 South, Range 12 West of the Willamette Meridian; and running thence North 0° 17' West along the Easterly right-of-way of said Highway to a point opposite and 40.0 feet distant from Engineer's Centerline Station 162+00 (said centerline point being 1900.0 feet South 0° 17' East of a point on the North line of said Section 14, 629.0 feet South 89° 38' East of the Northwest corner of said Section 14); thence North 89° 43' East 10.0 feet; thence North 0° 17' West 300.0 feet; thence South 89° 43' West 20.0 feet; thence North 0° 17' West 217.51 feet; thence on a 70.32 foot radius curve to the right (the chord of which bears North 50° 33' East 109.04 feet), a distance of 124.78 feet to the Southerly right-of-way of County Road No. 1083 as is presently constructed and traveled; thence South 78° 37' East along the Southerly right-of-way of said County Road to its intersection with the East line of the West one-half of the Northwest one-quarter of said Section 14; thence South along the East line of the West one-half of the Northwest one-quarter of said Section 14 to a point 100.0 feet North of the East-West centerline through said Section 14; thence Westerly to the Place of Beginning, in Lane County, Oregon.

EXCEPT that portion conveyed to the State of Oregon Department of Transportation, Highway Division, by Deed Recorded August 2, 1985, Reception No. 85-27329, Lane County Oregon Records.

ALSO EXCEPT that portion conveyed to Lane County, a political subdivision of the State of Oregon, by Deed Recorded February 12, 1996, Reception No. 96-09583, Lane County Oregon Records.

*micnellis notes for report*

**TITLE 11  
CHAPTER 3**

**CANNERY STATION PUD**

**MAJOR PARTITION, TENTATIVE PLAN PROCEDURE**

**SECTION:**

- 11-3-1: Application
- 11-3-2: Tentative Plan Requirements
- 11-3-3: Review of Tentative Major Partition or Subdivision
- 11-3-4: Approval of Tentative Major Partition or Subdivision
- 11-3-5: Acknowledging Tentative Plan Decisions
- 11-3-6: Tentative Plan, Effective Date
- 11-3-7: Tentative Plan, Appeal of Decisions



11-3-1: APPLICATION: An application for tentative plan approval shall be made by the person proposing the subdivision or major partition, or his authorized agent or representative, on a form prescribed by the City and submitted to the Planning Director, together with a tracing and ten (10) copies of a subdivision tentative plan or five (5) copies for a major partition tentative plan, as the case may be. (Amd. Ord 30, Series 1990).

**ATTACHED ARE 12 - 18 X 24, 7 - 11 X 17 AND 1 - 8 1/2 X 11 COPIES OF THE TENTATIVE PLAN**

**11-3-2: TENTATIVE PLAN REQUIREMENTS:**

A. Drafting: The tentative plan shall show all pertinent information to scale. The drawing shall be on standard size sheets eighteen inches by twenty four inches (18" x 24"), and at scale of one inch equal to one hundred feet (1" = 100'). The scale may be increased or decreased if necessary, but in all cases the scale shall be standard, being 10, 20, 30, 40, 50 or 60 feet to the inch or multiples of ten (10) of any one of these scales.

**THE TENTATIVE SUBDIVISION PLAN IS ON 18 X 24 AT 1" = 80' SCALE.**

Tentative plans for major partitions and subdivisions shall be proposed by a surveyor who is an Oregon registered engineer or Oregon licensed land surveyor. An affidavit of the services of said engineer or land surveyor shall be furnished as part of the tentative plan submitted.

**THE TENTATIVE SUBDIVISION PLAN HAS BEEN PREPARED BY AN OREGON LICENSED LAND SURVEYOR. AN AFFIDAVIT OF THE SERVICES IS ATTACHED.**

B. Information Required: The application itself or the tentative plan must contain the following information with respect to the subject area:



1. Name and block numbering of proposed subdivision. Except for the words, "tow", "city", "plat", "court", "addition" or similar words, the name shall be clearly pronounced different than, the name of any other subdivision in the County unless the subject subdivision is contiguous to and platted by the same party that platted the preceding subdivision bearing that name. All subdivisions must continue the block numbers of the subdivision of the same name last filed.

**THE NAME "CANNERY STATION P.U.D." HAS BEEN RESERVED FOR THIS SUBDIVISION AND IS SHOWN ON THE TENTATIVE PLAN**

2. The date, north point and scale of the drawing; a sufficient description to define the location and boundaries of the proposed subdivision or major partition area; and the names of all recorded subdivisions contiguous to such area.

**THE DATE, NORTH ARROW AND SCALE ARE SHOWN ON THE TENTATIVE PLAN. THE LOCATION OF THE PROPOSED SUBDIVISION AND THE NAMES OF THE RECORDED ADJOINING SUBDIVISIONS ARE SHOWN ON THE TENTATIVE PLAN.**

3. The names and addresses of the owner and engineer or surveyor.

**THE NAMES AND ADDRESS OF THE APPLICANT, THE OWNER AND THE SURVEYOR ARE SHOWN ON THE TENTATIVE PLAN.**

4. The location of existing and proposed right-of-way lines for existing or projected streets as shown on the Master Road Plan.

**THE LOCATION OF PROPOSED AND EXISTING RIGHT OF WAY LINES ARE SHOWN ON THE TENTATIVE PLAN.**

5. The locations, names and widths of all existing and proposed streets and roads. Said roads and streets shall be laid out so as to conform to subdivisions and major partitions previously approved for adjoining property as to width, general direction and in other respects unless it is found in the public interest to modify the street or road pattern.

**THE NAMES AND WIDTHS OF EXISTING AND PROPOSED STREETS ARE SHOWN ON THE TENTATIVE PLAN.**

6. Locations and widths of streets and roads held for private use, and all reservations or restrictions relating to such private roads and streets.

**PROPOSED STREETS WITH WIDTHS ARE SHOWN ON THE TENTATIVE PLAN.**

7. The elevations of all points used to determine contours shall be indicated on the tentative plan and said points shall be given to true elevation above mean sea level as determined by the City. The base data used shall be clearly indicated and shall be compatible to City datum, if bench marks are not adjacent. The following intervals are required:



Contour Intervals	Ground Slope
1'	0% to 5%
2'	5% to 10%
5'	Over 10%

✓ **CONTOURS ARE SHOWN ON THE TENTATIVE PLAN. THE CONTOURS WERE TAKEN FROM DRAWING DATED SEPT. 10, 2007, WARD NORTHWEST, INC.**

✓ 8. The approximate grades and radii of curves of proposed streets.

*- grades?  
see grading plan  
c2*

**THE RADIUS OF CURVES OF PROPOSED STREETS ARE SHOWN ON THE TENTATIVE PLAN.**

9. The approximate width and location of all reserve strips and all existing and proposed easements for public utilities.

*No easements proposed*

**LOCATION AND WIDTH OF EXISTING AND PROPOSED EASEMENTS ARE SHOWN ON THE TENTATIVE PLAN.**

✓ 10. The approximate radii of all curves

**THE RADIUS OF ALL CURVES ARE SHOWN ON THE TENTATIVE PLAN.**

11. The general design of the proposed subdivision or major partition including the approximate dimensions of all proposed lots and parcels.

**APPROXIMATE DIMENSIONS AND LOT SIZES ARE SHOWN ON THE TENTATIVE PLAN.**

12. The approximate location of areas subject to inundation or storm water overflow, all areas covered by water, and the location, width and direction of flow of all watercourses.

✓ **SEE ATTACHED PAGES C 3.0 AND LA-1**

13. The existing and proposed uses of the property including the location of all existing structures that the applicant intends will remain in the subject area.

**COMMERCIAL USES - MEDICAL/PROFESSIONAL OFFICES, RETAIL, BANKING, RESTAURANTS.**

*Attaching* **RESIDENTIAL USES - ASSISTED LIVING, RETIREMENT, MULTI-FAMILY AND SINGLE FAMILY HOUSING.** *- approved*

14. The domestic water system proposed to be installed including the source, quality and quantity of water if from other than a public water supply.

**THE PROPOSED WATER SUPPLY WILL BE FROM THE CITY OF FLORENCE.**

15. All proposals for sewage disposal, flood control and easements or deeds for drainage land including profiles of proposed drainage ways.

**PROPOSED SEWAGE DISPOSAL AND DRAINAGE SEE PAGE C 3.0 AND C 7.0**

16. All public areas proposed to be dedicated by the applicant and the proposed uses thereof.

**DEDICATED AREAS ARE SHOWN ON THE TENTATIVE PLAN.**

17. All public improvements proposed to be made or installed and the time within which such improvements are envisioned to be completed.

**ALL PUBLIC IMPROVEMENTS PROPOSED TO BE MADE OR INSTALLED ARE SHOWN ON ATTACHED PLANS.**

18. If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.

**SEE ATTACHED GRADING PLAN PAGE C 2.0**

19. A legal description and drawing of the boundaries of the entire area owned by the applicant of which the proposed subdivision or major partition is a part, provided that where the proposal comprises all of such area, an affidavit of such fact shall accompany the tentative plan.

**SEE ATTACHED TITLE REPORT FOR LEGAL DESCRIPTION . BOUNDARY OF AREA IS SHOWN ON TENTATIVE PLAN.**

11-3-3: REVIEW OF TENTATIVE MAJOR PARTITION OR SUBDIVISION: Within five (5) working days after the major partition or subdivision tentative plan is duly submitted, the Planning Director shall distribute copies thereof to the City Manager, to each public utility, the County Health Department, and to each government subdivision that may be affected by the major partition or subdivision proposal for review, comments and recommendations. If no written response is received by the Planning Director within thirty (30) days, it shall be assumed that the agency(s) approves of the proposal as submitted unless an extension is requested. (Amd. Ord 30, Series 1990).

11-3-4: APPROVAL OF TENTATIVE MAJOR PARTITION OR SUBDIVISION: After giving notice as required by subparagraph 10-1-1-5-B-1 of this Code, the Planning Commission or its designee shall grant approval or deny the major partition tentative plan. The hearing decision and further consideration of a similar application shall be governed by paragraphs 10-1-1-5-D and E of this Code. If approval involves implications of new or modified standards or policy, the Planning Commission and not its designee shall render a decision. The Planning Commission may require its designee to submit any tentative approval to the Commission for review prior to notification of the applicant. In the event of a denial, the application shall be reviewed by the Planning Commission within forty five (45) days. Approval shall be granted,

provided affirmative findings can be made that: (Amd. Ord 30, Series 1990).

A. The approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the safe and healthful development of such remainder or any adjoining land or access thereto.

B. The tentative plan complies with the requirements of this Title, all applicable provisions of the Oregon Revised Statutes, the Florence Zoning Ordinance, the Florence Comprehensive Plan and Policies, as well as the intent and purpose of this Title.

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11-3-7: TENTATIVE PLAN, APPEAL OF DECISIONS: The procedure and provisions for appeal under this Chapter shall be governed by Subsection 10-1-1-6 of this Code. (Amd. Ord 30, Series 1990).

Amended by Ord. 30, Series 1990

Amended by Ord. 12, Series 1999

TITLE 11  
CHAPTER 3

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Amended by Ord. 30, Series 1990

Amended by Ord. 12, Series 1999



APPLICANT: ARLIE & COMPANY  
2911 TENNYSON AVE., SUITE 400  
EUGENE, OREGON 97408

OWNER: CANNERY STATION, LLC  
2911 TENNYSON AVE., SUITE 400  
EUGENE, OREGON 97408

SURVEYOR: EUGENE M. WOBBE, P.L.S.  
WOBBE & ASSOCIATES, INC.  
510 KINGWOOD ST  
FLORENCE, OR 97439  
(541) 997-8411

MAP NO.: 18-12-14-2, T.L. 700

SEWER: CITY OF FLORENCE

WATER: CITY OF FLORENCE

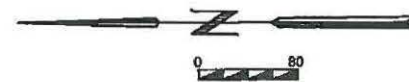
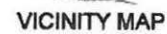
TELEPHONE: CENTURY LINK

POWER: CENTRAL LINCOLN PUD

ZONING: NORTH COMMERCIAL  
DISTRICT / NCD

DATE: MAY 16, 2012

ACREAGE 16.9 ACRES  
PHASE 1 - 7 LOTS



THIS IS A PRELIMINARY MAP  
DIMENSIONS OF LOTS MAY  
VARY FROM FINAL PLAT MAP.

RECEIVED  
MAY 17 2012  
By \_\_\_\_\_

DC20120001 ARLE PRELIM MAP 61M12







CITY OF FLORENCE  
SEWER

12 INCH  
SEWER MAIN

MANHOLE

Munsel Lake Road

10 INCH  
SEWER LATERAL

Highway 101

FRED MEYER

16th Street

FLORENTINE  
ESTATES

Sherwood Lt

Robin Lane

Sherwood I

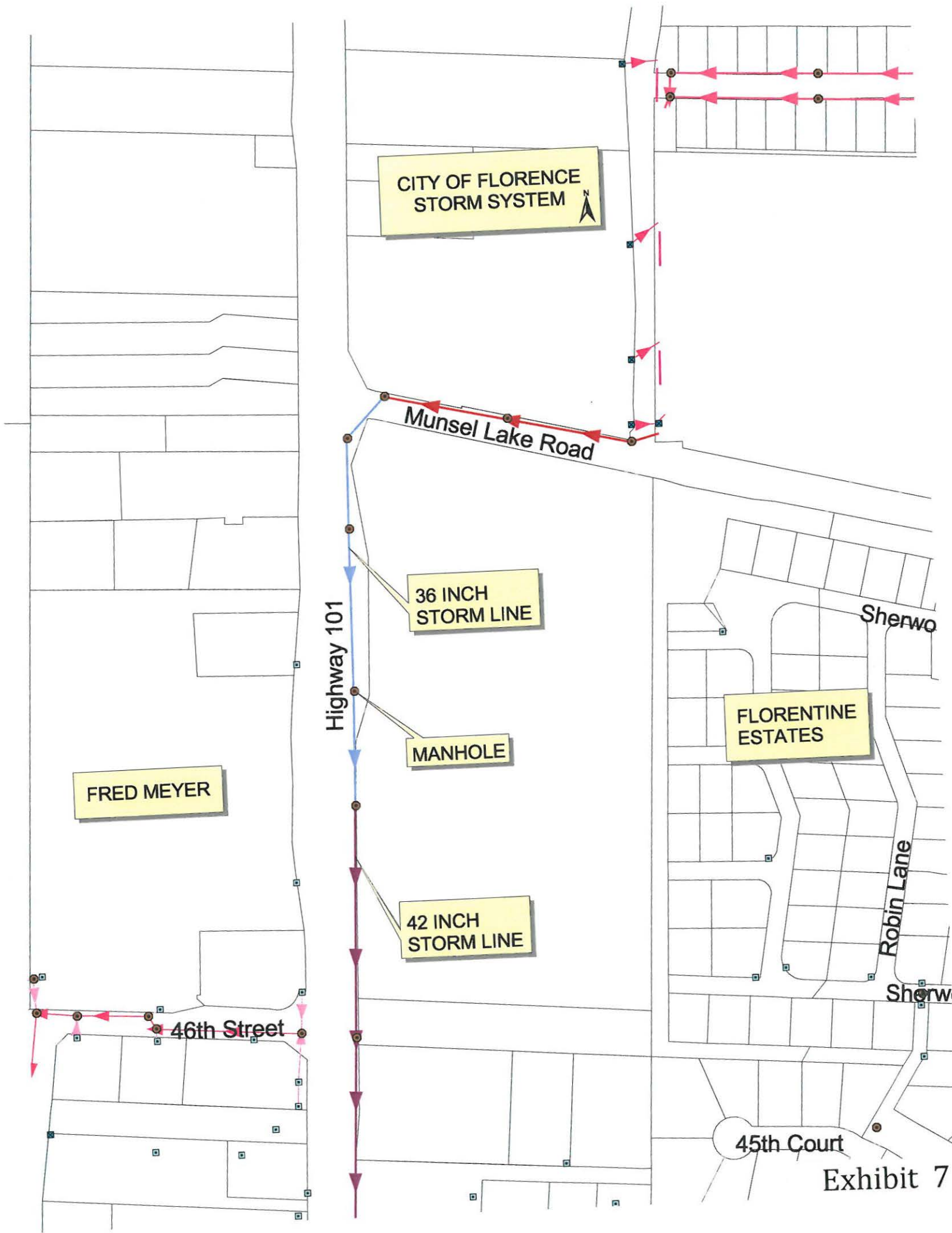
45th Court

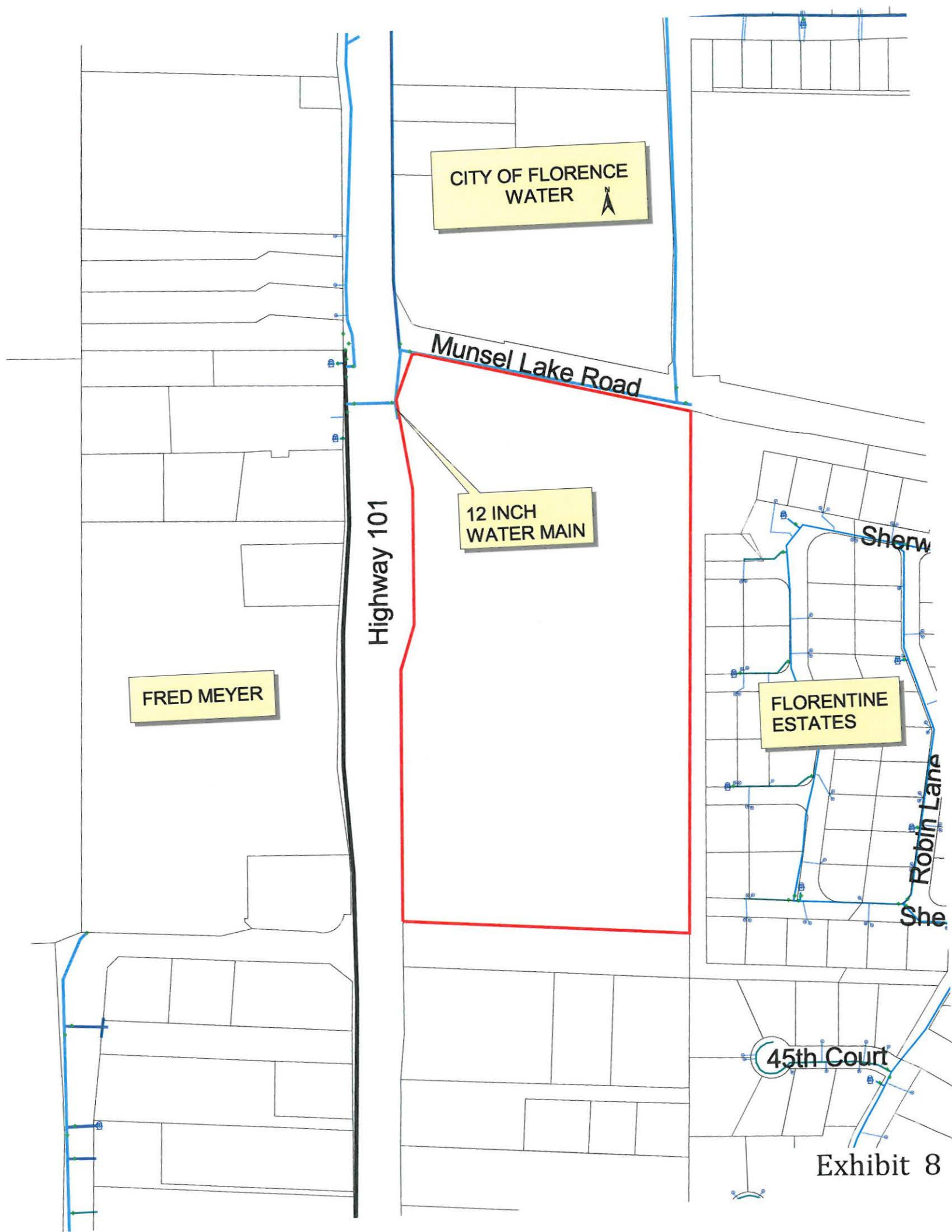
44th Court

EXHIBIT D

Exhibit 6

32





CITY OF FLORENCE  
WATER

Munsel Lake Road

12 INCH  
WATER MAIN

Highway 101

FRED MEYER

FLORENTINE  
ESTATES

Sherw

Robin Lane

She

45th Court