

750 Quince Street

Quince Street Hotel: Application for Design Review



Prepared for:

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February 25, 2022

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GENERAL INFORMATION

Applicant:	Matt Braun, Quince Street Hospitality 4520 NE Mason Street Portland, OR 97218 (Contact: 503-887-4538)
Site Address:	750 Quince Street
State ID:	18122633 TLs 900 & 901
Zoning:	Old Town District C
Case Type:	Design Review
Procedure:	Type III
Decision Body:	Florence Planning Commission
Pre-Application Conference:	December 9, 2021
Project Proposal:	The proposal is for an 86-unit hotel with associated parking area, pedestrian pathways and common areas, wall signs, public facilities and stormwater improvements.

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INTRODUCTION

PROPOSAL SUMMARY

The proposal is to allow development of a four-story, 86-room Wyndham Microtel-branded hotel located across Quince Street from the Florence Events Center. The proposed site plan will provide parking, trailer parking, outdoor green space, outdoor covered patio, two vehicular egress paths and stormwater detention. The hotel fronts Quince Street with pedestrian circulation throughout the site and to the adjacent Events Center.

This project has been designed in close coordination with the City of Florence in response to a published Request for Expressions of Interest (RFEI) from the Florence Urban Renewal Agency. The objective of this public-private partnership is to develop a hotel that will:

1. Enhance and support the functions of the Florence Events Center;
2. Establish a cornerstone project in Old Town Area C that will increase property values and transient room tax revenue to support future housing and economic development projects;
3. Support the development of the Siuslaw Estuary Trail; and
4. Provide visibility and a welcoming gateway to Florence's historic areas from Highway 126.

Historical Design Concept

The project site is at the outer edge of Old Town Area C, marking a transition into and out of the Old Town area; because of this location, no historic buildings are adjacent to the site. The proposed hotel development is designed to reflect the transitional character of the area by bringing in a modern building design and hotel concept appropriate to reflect the objectives and needs of visitors to the event center and Florence, while also incorporating regionally- and locally-significant historic design features.

As shown in Figures 1 and 2 below, the proposed building has implemented multiple design strategies to both complement and enhance the overall neighborhood:

1. The building scale has been visually broken down through the strategic use of color, materiality, and varied layers of detailing to give the overall appearance of multiple adjacent buildings similar to the nearby Bay St area.
2. Vertical breaks and recesses in the building plane are highlighted by a textural material change, reduction in parapet height, and alternate means for accenting the window trims. These strong vertical elements visually separate the elevation into three distinct building masses. And though consistent in materiality and similar in overall articulation, each of these areas are unique in their use of trimwork, parapet detail, and coloring that take inspiration from the local vernacular.

3. A projecting horizontal cornice at the second level and banding near the top of wall help to reduce the perceived scale to that found elsewhere in the downtown area where buildings are primarily limited to two stories.
4. Simple window openings are highlighted with a decorative, contrasting trim and used to give more vertical emphasis to the massing of each section.
5. The public-facing portion of the ground floor is given a traditional blue coloring and storefront treatment to create an open and inviting entrance for the hotel guests that is reminiscent of the retail shop fronts of the area.



Figure 1 Façade Design Concept



Figure 2 Rendering View from Northwest

Existing Conditions

As shown in Figure 3 below, the site is currently vacant and cleared. Natural areas and floodplain associated with the Siuslaw River and Munsel Creek exist to the east.



Figure 3 Site and Vicinity Aerial

Zoning

The subject site is within the Florence city limits and zoned Old Town Area C. Adjacent areas to the west, and south are also zoned Old Town Area C. Areas to the north are a mix of Old Town Area C and Mainstreet Area A. Areas to the east include Natural Estuary zoning associated with the Siuslaw River and Munsel Creek.

Surrounding Land Uses

- **North:** Undeveloped land and a small landscaping business;
- **East and South:** Undeveloped natural areas associated with the Siuslaw River and Munsel Creek;
- **West:** Across Quince Street, the Florence Events Center; and
- **Northwest:** Across Quince Street, the Timber Apartment complex.

Proposed Site Plan

The proposal includes two accesses on Quince Street, the hotel building and a complete pedestrian pathway system, bicycle, vehicle and RV parking areas, stormwater facilities, and a potential future park area.

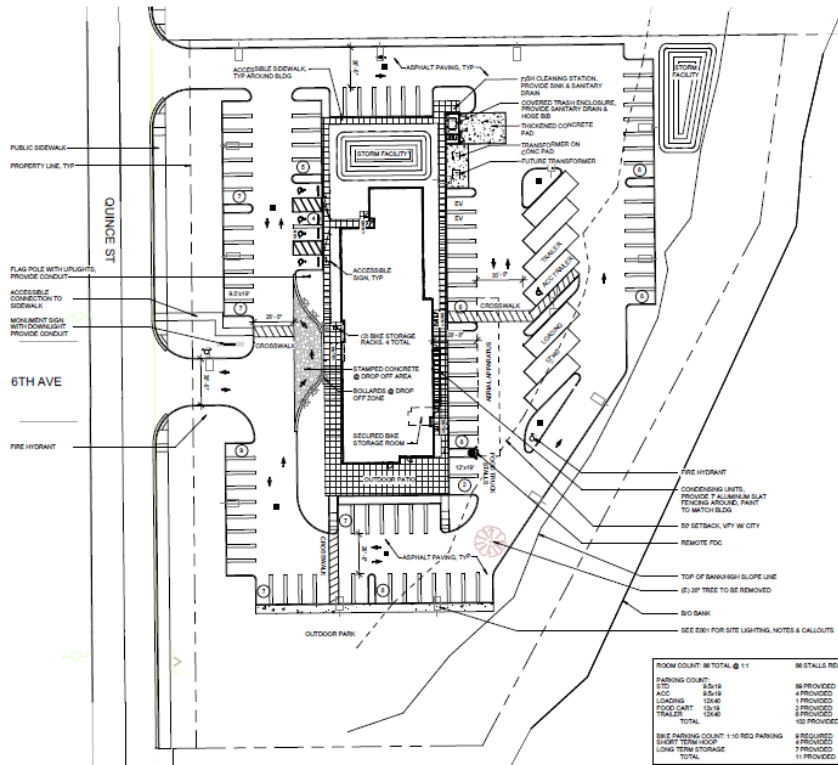


Figure 4 Proposed Site Plan

DEVELOPMENT STANDARDS

This land use narrative addresses City of Florence code requirements including:

- *Design Review (FCC 10-6)*
- *Old Town District Area C (FCC 10-17C)*
- *Parking and Loading (FCC 10-3)*
- *Landscaping (FCC 10-34)*
- *Access and Circulation (FCC 10-35)*
- *Public Facilities (FCC 10-36)*
- *Stormwater Management Requirements (FCC 9-5)*
- *Lighting (FCC 10-37)*
- *Sign Regulations (FCC 4-7)*

Throughout this document, relevant code criteria are shown indented in **bold**. Responses to the Florence City Code (FCC) standards are shown in standard font.

DESIGN REVIEW: FCC 10-6

10-6-1: PURPOSE

The design review process is intended to:

- A. Create an attractive appearance that will enhance the City and promote the general welfare of its citizens.
- B. Provide property owner the means to protect and conserve the architectural tone of their neighborhood.
- C. Recognize areas of existing or potential scenic value.
- D. Protect and preserve buildings and sites that are of significant architectural or historic merit.

As discussed in the introduction and throughout these findings, the project has been carefully designed in close coordination with City staff to be attractive, functional, and a general benefit to both the immediate area and the City of Florence overall.

The project location and design provide access to views and future recreational areas associated with the Siuslaw River. In coordination with City staff – the City is preparing and processing a partition in a separate application – the project site has been crafted carefully to preserve adjacent natural areas and meet City recreational objectives.

The proposed building complements and supports the existing Events Center, while introducing Old Town design characteristics to visitors proceeding south on Quince Street from Highway 126 – the first building in this area to do so.

10-6-3: GENERAL APPLICABILITY

A. Planning Commission/ shall:

1. Unless otherwise directed by the underlying zoning district, or subsection (B) below, review the following through a Type III process consistent with FCC 10-1-1-6-3 prior to issuance of a building permit:

a. New construction, [...]

The proposal is new construction and therefore evaluated through a Type III process with Planning Commission review.

2. Determine whether the proposed development is appropriate to the character of the neighborhood, according to the general criteria listed in Sections 10-6-5-1 and, when applicable, 10-6-6 or 10-6-7;

The application narrative includes findings for Sections 10-6-5-1 and 10-6-6. Section 10-6-7 is not applicable as the project is within the Old Town District.

3. Have authority to require changes in the planned appearances of proposed buildings, structures, and alterations in accordance with Section 10-6-1; and,

The project team looks forward to working with the Planning Commission to approve the proposed hotel project.

4. The Planning Commission or their designee shall review any proposed external alteration, demolition, or change of use for any building shown on the historic resources map of the Comprehensive Plan. The Commission may delay action on such a permit for a period of ninety (90) days to explore with the owner options for rehabilitation and preservation of the structure.

The project does not include interaction with any identified historic building.

10-6-5: GENERAL APPROVAL CRITERIA

10-6-5-1: GENERAL CRITERIA FOR NONRESIDENTIAL DEVELOPMENT: Nonresidential projects shall meet the following criteria. The Planning Commission or Planning Commission or their designee may require any of the following conditions it deems necessary to secure the purpose and intent of this Chapter. The Commission or their designee shall consider the following criteria reviewing applications and may set conditions or standards which regulate and limit the following:

A. Setbacks, yards, height, density and similar design features according to the underlying zoning district.

B. Lot area, dimensions and percentage of coverage according to the underlying zoning district.

The underlying zoning district is Old Town District, Zone C. As shown in findings for FCC 10-17C in this land use narrative, the proposal is consistent with dimensional standards of the underlying zoning district.

C. Installation and maintenance of fences, walls, hedges, screens and landscaping according to standards set forth in FCC 10-34 Landscaping, and any requirements of the underlying zoning district.

As shown in findings for FCC 10-34 in this land use narrative, the proposal is consistent with Landscaping requirements.

D. The location and design of access and egress points for vehicles and pedestrians, including access points along State highways according to standards set forth in FCC 10-35 Access and Circulation, and any requirements of the underlying zoning district.

As shown in findings for FCC 10-35 in this land use narrative, the proposal is consistent with Access and Circulation standards.

E. Noise, vibration, smoke, dust, odor, light intensity and electrical interference's.

The proposal is for a medium-size hotel with 86 rooms and sufficient parking. The use is anticipated as a permitted use in the zone and therefore compatible with and consistent with other existing and planned uses in the zone, such as an event center, multi-family residential, and commercial buildings. Potential impacts are briefly addressed below.

- Noise: Normal activities for the hotel use consist of pedestrians walking into and out of the hotel, and vehicles parking. This activity is consistent with expected activity in the zone – and is similar to the Florence Events Center use across Quince Street to the west of the site.
- Vibration / Smoke / Dust: Vehicle areas on the site are proposed to be paved. The proposed hotel use creates no vibration, smoke, or dust impacts.
- Light intensity: The hotel use will be visible with clear signage, and the parking area will be illuminated consistent with industry standards.¹ As shown on Sheet E001 and Appendix C, proposed lighting is shielded and directed to areas on site. No high intensity lighting is proposed, nor is lighting directed off-site to potentially impact neighboring properties.
- Electrical interference: Utilities will be provided as shown in Sheet C3 (Utility Plan) no high voltage power lines or energy facilities that could cause electrical interference are proposed.

F. Parking and outside display areas, dimensions, surfacing and on-site traffic circulation according to standards set forth in FCC 10-3 Parking and Loading.

As shown in findings for FCC 10-3 in this land use narrative, the proposal is consistent with parking and loading standards.

G. Architectural quality and aesthetic appearance, including compatibility with adjacent buildings.

Project elevations and renderings are provided in Sheets LU-5 and LU-6; proposed landscaping is provided in Sheet L1.0. The project design is tailored to Florence design objectives as described throughout this narrative. The project itself will be highly beneficial to the adjacent Events Center, as well as bring additional visitors to nearby commercial areas.

H. Color, building materials and exterior appearance in accordance with the policies established by the City in the Downtown Implementation Plan, and in applicable zoning districts.

Proposed colors, building materials, and exterior appearance are shown on Sheets LU-5 and LU-6. The building design was prepared to complement local and regional historic styles and colors while retaining a few critical modern brand elements.

Building upon the varied architectural styles found within the Old Town District, the proposed building has implemented multiple design strategies to both complement and enhance the overall neighborhood:

¹ The project proposes to reduce parking area lighting below City of Florence standards in support of City light intensity reduction and night sky objectives; please see addition discussion of lighting under FCC 10-37 findings.

- The building scale has been visually broken down through the strategic use of color, materiality, and varied layers of detailing to give the overall appearance of multiple adjacent buildings similar to the neighboring Bay St area.
- Vertical breaks and recesses in the building plane are highlighted by a textural material change, reduction in parapet height, and alternate means for accenting the window trims. These strong vertical elements visually separate the elevation into three distinct building masses. And though consistent in materiality and similar in overall articulation, each of these areas are unique in their use of trimwork, parapet detail, and coloring that take inspiration from the local vernacular.
- A projecting horizontal cornice at the second level and banding near the top of wall help to reduce the perceived scale to that found elsewhere in the downtown area where buildings are primarily limited to two stories.
- Simple window openings are highlighted with a decorative, contrasting trim and used to give more vertical emphasis to the massing of each section. The public-facing portion of the ground floor is given a traditional blue coloring and storefront treatment to create an open and inviting entrance for the hotel guests that is reminiscent of the retail shop fronts of the area.

I. Exterior lighting and security.

Security and safety of hotel guests and visitors is a primary mandate in design of the proposed hotel and grounds. As shown on Sheet E001, all parking areas, walkways, and hotel entrances are illuminated consistent with City standards. As shown on Sheet LU-2 (First Floor Plan), every access to the hotel is secure and controlled.

J. Public health, safety and general welfare.

The project team has worked closely with City planning and engineering staff to ensure project design consistent with public requirements.

K. Provision of public facilities and infrastructure according to standards set forth in FCC 10-36 Public Facilities.

Utilities and infrastructure improvements were designed by CivilWest in close coordination with City staff. Please see Sheets C1-C15 for utility and infrastructure improvement plans. The proposed Stormwater Plan is provided as Appendix B.

L. Requiring a time period within which the proposed use or portions thereof shall be developed.

M. Requiring bonds to insure performance of special conditions. (Ord. 625, 6-30-80)

N. Such other conditions as are necessary to implement policies contained in the Florence Comprehensive Plan. (Ord. 680, 1- 11-83)

The project team anticipates standard conditions of approval to ensure consistency with City of Florence regulations.

10-6-6: DOWNTOWN ARCHITECTURAL DESIGN

The Architectural Design criteria are designed to address and implement the Florence Downtown Architectural Guidelines. Where applicable, the following criteria consider the historical character of Florence through proper building massing, siting, and materials which reflect important aspects of Oregon’s traditional Northwest architecture. The type of building to which this code may apply may differ by district. The following requirements are intended to create and maintain a built environment that is conducive to walking; reduces dependency on the automobile for short trips; provides natural surveillance of public spaces; creates a human-scale design, e.g., with buildings placed close to streets or other public ways and large building walls divided into smaller planes with detailing; and maintains the historic integrity of the community.

Development in the Old Town and Mainstreet districts shall comply with the standards in this section.

The City Planning Official, the City Planning Official’s designee, or the Planning Commission may require any of the following conditions in order to establish a minimum level of design quality and compatibility between buildings. The Planning Commission may approve adjustments or variances to the standards as part of a site Design Review approval, pursuant with FCC 10-5 and 10-6, respectively.

As discussed throughout this document, the proposed design is innovative, taking a modern hotel concept and incorporating multiple historical design elements. While the proposal meets all dimensional standards, the design includes several modifications to design standards – resulting in design decisions for the Planning Commission to review and approve through the design review process. These are summarized in bullets below and addressed in each related section of the narrative:

- 10-6-6-3.C.1.a: Allow a reduced recess from 4 to 3 feet
- 10-6-6-4.G.2: Allow façade signage with a yellow branding component
- 10-6-6-5.A.1: Allow the building to have 3 distinct exterior finishes
- 10-6-6-5.A.3: Allow the aluminum “storefront” area to have a vertically distinguished materials change
- 10-3-10.D.7: Allow a secure bicycle room located at the rear of the building
- 10-35-3-3.B: Allow walkways crossing vehicle areas to be striped rather than contrasting paving material
- 10-37-4.B: Allow parking area lighting under 2 foot candles

10-6-6-1: BUILDING TYPE: These types of buildings currently exist within the applicable zoning districts and are compatible with each other, despite being different in their massing and form. The following building types are permitted in future development and infill. Other building types not listed which are compatible with the surrounding area and buildings and are compatible with the historic nature of the zoning district are also permitted. Not all types may be permitted or regulated in all zoning districts.

A. Residential Type, single-family, duplex (attached & detached), or multi-family

B. Commercial Storefront Type

C. Mixed-Use House Type

D. Community Building Type

The proposed hotel use does not fit into the standard categories listed A-D above; the proposal is designed and proposed to be permitted under the clause within 10-6-6-1:

“Other building types not listed which are compatible with the surrounding area and buildings and are compatible with the historic nature of the zoning district are also permitted.”

As discussed throughout this document, the proposal is compatible with and enhances the surrounding area, while introducing many historical design features that are currently lacking in the immediate area.

10-6-6-2: BUILDING STYLE:

A. Context: Each building or addition shall be designed within the context of its larger surroundings and environment in terms of overall street massing, scale and configuration.

The project is a four-story, 86-unit hotel building, sized to complement the adjacent Florence Events Center, located across Quince Street to the west. The project site has no immediate neighboring buildings to the north, south, or east.

The building scale has been visually broken down through the strategic use of color, materiality, and varied layers of detailing to give the overall appearance of multiple buildings similar to the nearby Bay St area.

B. Historic Style Compatibility: New and existing building design shall be consistent with the regional and local historical traditions. Where historic ornament and detail is not feasible, historic compatibility shall be achieved through the relation of vertical proportions of historic façades, windows and doors, and the simple vertical massing of historical buildings. Some examples of architectural styles currently or historically present in the Florence area are: Queen Anne, Shingle Style, Second Empire, Victorian, Italianate, Tudor Style, Craftsman Bungalow, American Foursquare, and Vernacular.

1. Existing buildings: Maintain and restore significant historic details.

2. New Buildings: Design shall be compatible with adjacent historic buildings.

There are no historic buildings adjacent to the site; therefore the project meets this standard. In addition, as noted previously in this narrative and in detail related to specific standards below, the proposed hotel is carefully designed to incorporate elements of regional and local historical traditions. Proposed colors, building materials, and exterior appearance are shown on Sheets LU-5 and LU-6.

10-6-6-3: BUILDING FAÇADES:

A. Horizontal Design Elements: Multi-story commercial storefront buildings shall have a distinctive horizontal base; second floor; and eave, cornice and/or parapet line; creating visual interest and relief. Horizontal articulations shall be made with features such as awnings, overhanging eaves, symmetrical gable roofs, material changes, or applied fascia detail. New buildings and exterior remodels shall generally follow the prominent horizontal lines existing on adjacent buildings at similar levels along the

street frontage. Examples of such horizontal lines include but are not limited to: the base below a series of storefront windows; an existing awning or canopy line, or belt course between building stories; and/or an existing cornice or parapet line. Where existing adjacent buildings do not meet the City's current building design standards, a new building may establish new horizontal lines.

The proposal is not for a commercial storefront building, although some commercial storefront elements have been incorporated into the design. There are no adjacent buildings to the north or south to match lines with, so new horizontal lines are proposed. As shown on Sheet LU-5, the proposed façade introduces multiple horizontal elements creating visual interest along the façade, including between the first and second floors, between second and third floors, and above the fourth floor.

B. Vertical Design Elements: Commercial storefront building faces shall have distinctive vertical lines of emphasis spaced at relatively even intervals. Vertical articulations may be made by material changes, variations in roof heights, applied facia, columns, bay windows, etc. The maximum spacing of vertical articulations on long, uninterrupted building elevations shall be not less than one break for every 30 to 40 feet.

The proposal is not for a commercial storefront building. However, the proposed design integrates several vertical design elements as shown on Sheet LU-5, including a portion of the first and second floors that incorporates design features with vertical design elements reminiscent of a historical commercial storefront. In addition, vertical breaks and recesses in the building plane are highlighted by a textural material change, reduction in parapet height, and alternate means for accenting the window trims. These strong vertical elements visually separate the elevation into three distinct building masses. And though consistent in materiality and similar in overall articulation, each of these areas are unique in their use of trimwork, parapet detail, and coloring that take inspiration from the local vernacular.

C. Articulation and Detailing: All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, as follows:

1. Plans shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of 30-40 feet. In addition, each floor shall contain at least two elements meeting the following criteria:

- a. Recess (e.g., porch, courtyard, entrance balcony, or similar feature) that has a minimum depth of 4 feet;**
- b. Extension (e.g., floor area, porch, entrance, balcony, overhang, or similar feature) that projects a minimum of 2 feet and runs horizontally for a minimum length of 4 feet; and/or**
- c. Offsets or breaks in roof elevation of 2 feet or greater in height.**

d. A “break,” for the purposes of this subsection, is a change in wall plane of not less than 24 inches in depth. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.

The proposal incorporates design features from A and C, as shown on Sheet LU-5.

- A: On the ground floor, we have recessed the primary entrance by 3 feet and incorporated a 6 foot deep overhanging canopy to both highlight the entrance and provide a deep visual break in the façade. In addition, we have incorporated a 1’-8” deep and a 3’-0” deep recess in the plan that spans all floors to reduce the appearance of an uninterrupted elevation and used a combination of material and color changes at these breaks to give the appearance of multiple adjacent buildings on the site.
 - Because the proposed recess is 3 feet in depth, this design element requires a design decision by the Planning Commission.
- C: On the primary street-facing elevation we have provided 2’ parapet steps that occur approximately every 30 feet or less to break up the overall façade and incorporate more historic features.

2. The Planning Commission, through Design Review, may approve detailing that does not meet the 24-inch break-in-wall-plan standard where it finds that proposed detailing is more consistent with the architecture of historically significant or historically-contributing buildings existing in the vicinity.

The proposal does not propose detailing break-in-wall-plane elements and does not seek this determination.

3. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.

No non-permanent features are proposed to address the break-in-wall-plane standard.

4. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plan standard, but should complement the overall building design.

As shown on Sheets LU-5 and LU-6, the proposal is designed as a complete building, with all elevations complementing the overall building design.

10-6-6-4: PERMITTED VISIBLE BUILDING MATERIALS: Building materials which have the same or better performance may be substituted for the materials below provided that they have the same appearance as the listed materials.

A. Exterior Building Walls:

1. Lap siding, board and batten siding, shingles and shakes. Metal siding and vinyl siding shall not be permitted.

- 2. Brick or stone masonry with a minimum 2 ½" deep solid veneer material.**
- 3. Cement-based stucco.**
- 4. Secondary materials: Any of the materials listed above as permitted may also be used as secondary materials or accents. In addition, the materials listed above are allowed as secondary materials, trims, or accents (e.g., flashing, wainscoting, awnings, canopies, ornamentation) when non-reflective and compatible with the overall building design, subject to approval. Secondary materials may be used on up to 30% of the façade.**

As shown on Sheet LU-5, the proposal incorporates a combination of wood-look composite horizontal lap siding and shakes; no metal or vinyl siding is proposed. This standard is met.

B. Roofs, Awnings, Gutters, and Visible Roofing Components:

- 1. Composition shingles, concrete, slate or cedar shingles, or concrete or clay tiles. Red composition shingle similar to the Kyle Building are encouraged.**
- 2. Standing seam roofing: copper, terne metal or coated metal.**
- 3. Gutters and downspouts: copper, terne metal, or coated metal.**
- 4. Single or multi-ply roofing, where visibly concealed.**
- 5. Glass, steel, wood or canvas fabric awnings.**
- 6. Skylights: metal and wood framed glass and translucent polymer.**

Proposed materials are shown on Sheet LU-5. The proposed roof is flat and not visible to pedestrians from Quince Street. No gutters are proposed. A steel canopy is proposed on a portion of the front façade. This standard is met.

C. Chimney Enclosures: Brick, cement-based stucco, stone masonry or wood shingles.

No chimney is proposed.

D. Windows, Entrances, and Accessories:

- 1. Wood, vinyl or pre-finished metal frames and sashes.**
- 2. Glazed and unglazed entry doors shall be wood, pre-finished or coated metal or fiberglass.**
- 3. Solid wood or fiberglass shutters.**
- 4. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.**

As shown on Sheet LU-5, window and door trim will be wood-look composite, consistent with horizontal siding. Where the building is designed to reflect a storefront appearance, windows and doors are trimmed with aluminum. This standard is met.

E. Trellises, Decks, Stairs, Stoops, Porches, and Balconies

- 1. Architectural concrete, brick and stone masonry, solid wood or fiberglass columns, posts, piers and arches.**
- 2. Wood, brick, concrete and stone masonry decks, stoops, stairs, porches, and balconies.**
- 3. Solid wood, painted welded steel or iron trellises.**

4. Railings, balustrades, and related components shall be solid wood, painted welded steel or iron.

No trellises, decks, stairs, stoops, porches or balconies are proposed. A seasonally-installed patio shade component is anticipated as shown on Sheet L1.0 and will be addressed in a separate permit process.

F. Landscape/Retaining Walls and Fences: Shall be subject to the FCC 10-34 and the following requirements:

- 1. Brick and stone masonry or precast concrete.**
- 2. Architecturally finished exposed concrete.**
- 3. Cement-based stucco over masonry or concrete substrate.**
- 4. Solid wood pickets, lattice and boards.**
- 5. Painted welded metal or iron.**

FCC 10-34 standards are addressed under Landscaping findings in this narrative. No retaining walls are proposed. A welded-metal safety fence is proposed around the stormwater facility.

G. Building and Site Material Colors: Color finishes on all building exteriors shall be approved by the City and be of a muted coastal Pacific Northwest palette. Reflective, luminescent, sparkling, primary, and “day-glow” colors and finishes are prohibited. The Planning Commission/Planning Commission or their designee may approve adjustments to the standards as part of a site Design Review approval.

Proposed colors are shown on Sheets LU-5 and LU-6; facades are proposed to predominantly consist of muted greys, blue and brown. Accents and sign letters are proposed to be ivory for visibility.

Two brand signs are proposed – on the front (west) and north elevations and brand accent fins have been incorporated on the front (west). The brand signs contain a required brand element of a yellow diamond and the fins will also be yellow. The project has been able to include a wide array of historical elements that vary away from brand standard; these small brand elements are not negotiable and will require a Planning Commission design determination to approve.

10-6-6-5: MATERIAL APPLICATIONS AND CONFIGURATIONS:

A. Building Walls:

- 1. For each building, there shall be one single, clearly dominant exterior wall material and finish.**

As shown on Sheet LU-5, the building has a single-clearly dominant wall material – wood-look composite lap siding. However, the proposed building is broken into three distinct elements to provide historical features and a reduced sense of overall scale. Each element has a single, clearly dominant finish. We believe this design enhances the proposal and better introduces historical character. We request a design determination from the Planning Commission to allow the proposed distinct finishes.

- 2. Brick and stone front façades shall return at least 18” around side walls.**

As shown on Sheet LU-5, no brick or stone is proposed on front facades.

3. Building walls of more than one materials shall change along horizontal lines only, with a maximum of three materials permitted per façade.

As shown on Sheet LU-5, the building walls predominantly consist of wood-look composite lap siding. No façade includes more than two wall materials.

The proposal also includes a segment of the façade that reflects an historical aluminum “storefront” design. However, due to the design intent of the building, this element is one of three segments. Therefore, the aluminum “storefront” area is vertically distinguished from other segments. We request a design determination from the Planning Commission to approve the proposed design.

4. Heavier materials, such as stone, shall only be used below lighter materials, such as siding.

As shown on Sheet LU-5, no heavier materials are proposed above lighter materials; aluminum is proposed on the ground floor of the “storefront” segment.

5. Siding and shingles shall have a maximum 6” to the weather.

As shown on Sheet LU-5, 4’ and 6” horizontal siding is proposed.

6. 4” minimum width corner, skirt, rake and eave trim shall run the full height of each façade, flush, or protrude beyond the surrounding wall surface.

As shown on Sheet LU-5, proposed trim is 4” or 6”, running the full height of each façade.

7. Board and batten siding: battens shall be spaced a maximum of 8” on center.

As shown on Sheet LU-5, the proposal does not include board and batten siding.

B. Roofs, Awnings, Gutters and Roofing Accessories:

1. Visibly sloped roofs shall pitch a minimum of 5:12 to a maximum 12:12 with symmetrical gable or hip configuration.

As shown on Sheet LU-5, the proposed roof is flat, not visibly sloped.

2. Eaves shall be continuous except at sheds and dormers.

As shown on Sheet LU-5, no eaves are proposed.

3. Shed roofs shall attach to the main building wall or roof ridge with minimum 3:1 slope.

As shown on Sheet LU-5, no shed roofs are proposed.

4. Flat roofs shall be concealed by cornices or parapets.

As shown on Sheet LU-5, the proposed flat roof is concealed by parapets.

5. Gutters shall be round or ogee profile. Leaders shall be round or square.

As shown on Sheet LU-5, no gutters are proposed.

6. All roof-mounted components such as mechanical equipment shall not be visible from street-level public rights-of-way.

As shown on Sheet LU-5, no roof mounted components will be visible from Quince Street.

7. Sloped roof eaves shall overhang exterior wall planes at least 12” and shall be visibly supported by exposed rafter ends or other compatible architectural detailing.

As shown on Sheet LU-5, no sloped roof or eaves are proposed.

C. Towers: [...]

As shown on Sheet LU-5, no towers are proposed.

D. Visible Windows, Glazing, and Entrances:

1. Windows shall be square and/or vertical rectangular shape with straight, bow, or arch tops.

As shown on Sheet LU-5, proposed windows are vertical rectangular in shape with straight tops.

2. 10% of total windows maximum on the public façade may be circular, hexagonal, octagonal or other window configurations.

As shown on Sheet LU-5, all windows proposed on the public façade are vertical rectangular in shape.

3. Bay windows shall have visible bracket support.

As shown on Sheet LU-5, no bay windows are proposed.

4. Overhead doors shall not face the building’s primary street façade or a major public right-of-way.

As shown on Sheet LU-5, no overhead doors are proposed.

5. Door and window shutters shall be sized to cover the entire window.

As shown on Sheet LU-5, no door or window shutters are proposed.

6. Exterior shutters shall be solid wood or fiberglass.

As shown on Sheet LU-5, no shutters are proposed.

7. No single lite or glass panel visible from the street shall be greater than 24 square feet in area except in storefront glazing systems.

As shown on Sheet LU-5, the largest single glass panels visible from the street are within the “storefront” segment and are 21 square feet in area. This standard is met.

8. Multiple vertical windows may be grouped in the same horizontal opening provided they are separated by 4” minimum width vertical trim.

As shown on Sheet LU-5, the proposal does not include multiple vertical windows in the same horizontal opening. The “storefront” segment includes large windows with mullions.

9. Windows and doors in exterior walls shall be surrounded with 2 ½” minimum width trim applied flush or projecting beyond the finished wall surface.

As shown on Sheet LU-5, all windows and doors in exterior walls include a minimum of 2.5” width trim applied flush or projecting beyond finished wall surfaces.

10. Profiles of window mullions shall extend out beyond the exterior glass surface. Windows shall have muntins which create True Divided Lights or a similar simulated appearance.

As shown on Sheet LU-5, “storefront” segment mullions extend beyond the face of the glazing to divide lights in texture and appearance. Individual windows are not proposed to have divided lights, consistent with more recent developments in the area.

E. Visible Decks and Balconies: All balconies and decks attached to building faces, whether cantilevered or supported below or above, shall be visibly supported by vertical and horizontal elements such as brackets, columns, or beams. Exterior posts and columns, solid or encased, shall be minimum 5 ½” in cross-section.

As shown on Sheet LU-5, no decks or balconies are proposed.

F. Visible Landscape/Retaining Walls and Fences:

- 1. Freestanding concrete and masonry walls shall be minimum 8” nominal thickness with a finished top course, cap, or other compatible termination.**
- 2. Site wall materials should generally match or provide compatibility with the adjoining building materials.**

As shown on Sheets LU-1 and L1.0, no freestanding concrete or masonry walls are proposed.

3. Metal and iron fencing shall be configured in predominately vertical elements.

Proposed metal safety fencing around the stormwater facility will consist of predominantly vertical bars. Applicant is willing to accept a condition of approval to ensure this standard is met.

G. Mechanical Equipment:

- 1. Building walls. Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, are permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant with FCC 10-34. Standpipes, meters, vaults, and similar equipment need not be screened, but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.**

As shown on Sheet LU-5, no mechanical equipment is proposed along the front façade of the building. This standard is met.

- 2. Rooftops. Except as provided below, rooftop mechanical units shall be setback and/or screened behind a parapet wall so that they are not visible from any public**

right-of-way or civic space. Where such placement and screening is not practicable, the City decision body may approve painting of the mechanical units in lieu of screening; such painting shall meet the standards of FCC 10-6-6-4-G above and shall make the equipment visually subordinate to the building and adjacent buildings, if any. These regulations do not apply to solar photovoltaic and solar thermal energy systems as allowed by HB 3516 on properties not listed in the Comprehensive Plan's Historic Inventory.

Sheet LU-4 provides a roof plan; Sheets LU-5 and LU-6 provide elevations and renderings. A rooftop parapet wall is proposed. Rooftop mechanical equipment is proposed to be centrally located or to the rear of potential rooftop solar panel areas, and invisible from street view. This standard is met.

3. Ground-Mounted. Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings per FCC 10-34-3-7. The City may require additional setbacks and/or noise attenuating equipment for compatibility with adjacent uses.

As shown on Sheet LU-1, no ground-mounted equipment is proposed in front of the building. Proposed ground-mounted transformers are located to the rear of the building. This standard is met.

10-6-6-6: STOREFRONTS: This section applies specifically to pedestrian-oriented storefront-type buildings.

As noted throughout the proposal, while the building contains a segment designed to reference historical "storefront" elements, the building is a hotel and is not a pedestrian-oriented commercial storefront-type building. These standards do not apply.

10-6-7: NON-RESIDENTIAL DESIGN REQUIREMENTS

In districts other than Mainstreet and Old Town [...]

The project site is in the Old Town District, therefore Section 10-6-7 is not applicable.

10-6-8: DRAWING SUBMITTAL

In addition to information required by FCC 10-1-1-4, the owner or authorized agent shall submit the following drawings to the City for review:

A. A site plan, drawn to scale, showing the proposed layout of structures and other improvements including, where appropriate, driveways, pedestrian walks, off-street parking and off-street loading areas, landscaped areas, locations of entrances and exits, the direction of traffic flow into and out of off-street parking space and loading berth, and areas for turning and maneuvering vehicles. The site plan shall indicate how utility services and drainage are to be provided.

The land use submission includes an Architectural Plan set (Sheets LU-1 to LU-6) and a Civil Plan set (Sheets C1 to C15) detailing layout of buildings, driveways, pedestrian walkways, parking

and loading areas, direction of traffic flow, vehicle turning and maneuvering areas, and utility service. A Stormwater Plan is included as Appendix B.

B. A landscape plan, drawn to scale, in conformance with FCC 10-34-3-2.

A Landscape Plan is included in the submission as Sheet L1.0.

C. Architectural drawings or sketches, drawn to scale, including floor plans in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures as they will appear upon completion. All exterior surfacing materials and colors shall be specified.

Architectural drawings drawn to scale, including floor plans, elevations, and materials and color details, is included as Sheets LU-1 to LU-6.

D. Additional information may be required by the City if necessary to determine whether the purposes of this Chapter are being carried out or may authorize omission of any or all the drawings required by this Chapter if they are not necessary. The City shall specify the number of copies of each drawing to be submitted.

A traffic impact study scoping memorandum prepared by Kittelson & Associates is attached as Exhibit A.

OLD TOWN DISTRICT AREA C: FCC 10-17C

10-17C-1 PURPOSE FOR AREA C

Old Town Area C is intended for mixed uses which provide a range of housing and hospitality options around the Events Center that take advantage of the surrounding natural features and views of the river.

The proposed hotel is a hospitality venue that supports the Event Center and local recreational uses and is directly consistent with the purpose of the zone. The proposal preserves natural areas associated with the river and will provide excellent views of the river for guests.

10-17C-2 LAND USES FOR AREA C

The following establishes permitted, conditional, and Prohibited uses for the Old Town District Area C:

A. Permitted Uses: Uses which are administratively determined to have an impact similar to or less than Permitted uses listed below:

Lodging, motels and hotels

The proposed hotel use is a specified permitted use in Old Town District Area C.

10-17C-3 LOT AND YARD PROVISIONS FOR AREA C

A. Lot Area: The lot area shall be a minimum of 2,500 square feet. Lot area for a duplex shall be at least 5,000 sq ft, and lot area for a multiple family structure shall be at least 2,500 sq ft for each ground floor unit.

The proposal is not a duplex or multiple family structure; therefore the minimum lot area is 2,500 square feet. The hotel lot is 147,233 square feet in size, meeting the minimum required lot area standard.

B. Lot Dimensions: The minimum lot width shall be twenty-five feet (25').

The lot is well over 200 feet in width, meeting the minimum lot width standard.

C. Lot Coverage: The Planning Commission or their designee may allow up to eighty percent (80%) lot coverage by buildings and other impervious surfaces.

As shown on Sheet L1.0, the site is 147,233 square feet and vegetated landscaping is proposed on 66,680 square feet (45%). Proposed building and parking area impervious surfaces will, at maximum, cover the remaining 80,553 square feet. This produces a lot coverage of 55%, well under the maximum of 80% allowed. This standard is met.

D. Yard Regulations:

1. Garage and Carport Entries: Garage and carport entries shall have a minimum setback of twenty feet (20'), with all parking to have access from side or rear of property.

No garages are proposed; this standard does not apply.

2. Front Yards: Front yard setback shall be a minimum of fifteen feet (15').

As shown on Sheet LU-1, the proposed building is located over 50 feet from the front property line, meeting the front yard setback standard.

3. Side Yard: No side yard shall be less than five feet (5') unless zero lot line spacing is approved.

As shown on Sheet LU-1, the proposed building is located approximately 60 feet from the northern property line and 100 feet from the southern property line, meeting side setback standards.

4. Rear Yard or Alley: Rear yard or alley setback shall be a minimum of five feet (5').

As shown on Sheet LU-1, the proposed building is located over 60 feet from the rear property line, meeting the rear setback standard.

5. The Planning Commission may allow reduction of any Area C setbacks, if an easement is approved and dedicated that will preserve mature trees, sand banks, and/or bank vegetation.

The proposal meets all setback requirements; no setback reduction is requested.

6. For developments with ground floor commercial units facing Quince/2nd Street, the Planning Commission may allow reduced front yard or side yard setbacks from that street if pedestrian-friendly amenities are provided, such as street trees, wider sidewalks with seating, overhangs and awnings, etc.

No setback reductions are requested.

E. Common Open Space: Common open space is required for multi-family housing developments of four (4) or more units, as follows: [...]

The proposal is not multi-family housing; this standard does not apply.

10-17C-4 SITE AND DEVELOPMENT PROVISIONS FOR AREA C

A. Building or Structural Height Limitations: The maximum height for buildings or other structures in the Old Town District Area C shall be four (4) stories above grade with a maximum height of fifty-five feet (55').

As shown on Sheet LU-5, the proposed hotel is four stories above grade with a maximum height of 45 feet, meeting height standards.

For any building two (2) stories or more above grade, two (2) or more of the following design options shall be employed to reduce the perceived scale of the structure:

- 1. Pitched or gable roofs are encouraged, with offsets, valleys, or false dormers to break up the roof plane as viewed from any abutting street.**
- 2. Building exterior shall be broken into shapes and planes of less than 750 square feet for any building plane. Such planes shall have a two foot (2') minimum relative off-set. Any third or fourth story shall be set back a minimum of 10 feet from the wall plane of the floor below if it faces a street.**
- 3. Windows, balconies, entryways, and/or arcades shall be used to create visual interest and reduce the apparent bulk/mass of the building; and variation in materials, textures, colors, and shapes shall be used to break up wall planes.**
- 4. A public plaza may be provided between the buildings and the street right-of-way. The plaza shall be a 1,000 square feet in size for seating, landscaping, and weather protection, such as awnings, canopies, overhangs, or similar features.**

The proposed building is more than two stories above grade, therefore at least two design options are required. As shown on Sheets LU-5, the proposal includes design options related to 3 and 4 above:

- 3: The street-facing facade has been broken into multiple planes with horizontal accents, vertical plane breaks, parapet steps, and vertical window accents. The primary entrance and public lobby has been highlighted by the use of a more highly detailed ground floor complete with “storefront” with arched heads, recessed entrance, exterior canopy, and traditional accent lighting. In addition to the physical plane changes and horizontal breaks, the use of varying colors across the elevation gives the appearance of multiple, adjacent buildings instead of one large development.

- 4: A plaza is proposed in front of the building and wrapping around to the south side. Approximately 1,800 square feet is between the building and the right-of-way, with an additional 1,800 square feet at the southern end of the building; the plaza contains a variety of features including shade structures and landscaping to provide safety and privacy for the occupants.

B. Building Size Limitation: No structure designed solely for non-residential use shall have a building footprint that exceeds 15,000 square feet. Mixed use buildings may have greater building footprints, subject to Design Review for compatibility with surrounding structures and uses.

As shown on the Architectural Cover Sheet, the proposed building footprint is approximately 9,300 square feet, meeting this standard.

C. Access: Americans with Disabilities Act (ADA) approved access must be provided to all floors of buildings and structures as required by the building codes.

The hotel is designed to ADA standards; a condition of approval is expected to apply to this standard.

D. Sidewalks: Public sidewalks shall be a minimum of eight feet (8') wide along Quince Street/2nd Street.

As shown on Sheet LU-1, the proposed public sidewalk is eight feet wide along Quince Street; applicant continues to coordinate with City public works and is willing to modify this requirement to accommodate planning of future Quince Street improvements.

E. Parking and Loading Spaces: Off-street parking shall not be located between the building and the street, unless mitigation measures are approved by the Planning Commission that include each of the following: pedestrian pathways from the street to the building, landscaped berms and professionally designed landscaping. All required parking shall be on site unless otherwise provided in Chapter 3.

While the majority of site parking is behind the proposed hotel, some parking is provided in front. As shown on Sheet L1.0, site design includes pedestrian pathways, landscaped berms and professionally designed landscaping.

Every building of three (3) stories or more above grade and every multi family housing structure building that incorporates indoor parking shall have an approved fire sprinkler system installed, unless it is granted an exception provided by the state building code.

A fire sprinkler system is proposed; a condition of approval is expected to apply to this standard.

Bike racks shall be located either in the interior parking lot or by an entrance. Bike racks may not be located in the required pedestrian walkway.

As shown on Sheet LU-1, bike racks are provided adjacent to the front entrance, as well as within an interior secure first floor bicycle room accessed through a rear entrance; additional bicycle parking standards are addressed in findings under Section 10-3-10.

F. Vision Clearance: Refer to Sections 10-2-13 and 10-35-2-14 of this Title for definition and requirements.

As shown on Sheet L1.0, the site was designed for adequate vision clearance; additional vision clearance findings are included in Section 10-35-2-14 responses.

G. Signs: Signs shall be in accordance with Title 4 Chapter 7 of this Code. (Ord. 4, 2011)

General sign location and size are shown on Sheet LU-5. Sign details will be provided with detailed permit drawings; proposed signs can be conditioned to be consistent with Title 4, Chapter 7 sign requirements. Please see additional discussion under FCC 4-7 findings.

H. Fences, Hedges, Walls and Landscaping: Landscaping shall be in accordance with FCC 10-34, except as modified by the following specific standards:

1. Landscaping: A minimum of fifteen percent (15%) landscaping is required unless a preservation credit is achieved in accordance with 10-34-2-4. The calculation of the required minimum may include street trees installed and maintained by an applicant, planters and window boxes which are the property of the applicant/owner, as well as plantings within courtyard areas. All required landscaping must be installed and maintained by the applicant or his/her successors.

As shown on Sheet L1.0, site landscaping totals over 45 percent of the site, meeting this standard.

2. Walls, Fences and Hedges: Interior parking lots may be separated from rear courtyards by walls, fences and/or hedges four feet (4') in height or less. Eating establishments may separate outdoor eating areas from parking areas and adjacent buildings or structures by a fence, wall or hedge not to exceed six feet (6') in height. Pedestrian walkways may be separated from abutting uses by plantings or fences which allow visual surveillance of the walkway and surrounding areas. Chain link fences are prohibited in Area C.

As shown on Sheet L1.0, walkway plantings allow visibility. A safety fence is proposed around the stormwater facilities and a screening fence is proposed around ground-mounted mechanical equipment at the rear of the building. Landscaping is proposed around the exterior of parking areas. No other walls, fencing, or hedges are proposed interior to the site.

I. Lighting: Street lighting, building lighting, and lighting of parking lots and walkways shall conform to the following lighting standards:

1. The light fixtures within the public right of way shall use the Central Lincoln Public Utility District's Ornamental streetlights. (See Figure 17.2)

Light fixtures within the public right of way are proposed to be Central Lincoln Public Utility District's Ornamental streetlights; applicant is willing to accept a condition of approval to ensure this standard is met.

2. Light fixtures shall conform to the lighting styles in the Downtown Architectural Guidelines.

Light fixture details are provided in Appendix C.

3. Lighting shall be pedestrian scaled.

As shown on Sheet E001 and Appendix C, on site lighting ranges from 15 feet tall in parking areas to 3 feet for pedestrian pathway illumination.

4. Refer to Section 10-37 of this Title for additional requirements.

Findings for Section 10-37 are provided in Section 10-37 responses in this narrative.

5. Wiring for historic light fixtures shall be placed underground.

6. Other overhead wiring shall be placed underground, where possible.

No historic light fixtures are currently located on site. All wiring for proposed light fixtures will be located underground. Applicant is willing to accept a condition of approval to ensure this standard is met.

J. Trash Enclosures: At least one trash receptacle shall be provided on site. Dumpsters or similar utilitarian trash receptacles shall be screened with a solid fence or wall not less than five feet (5') in height. Trash receptacles for pedestrians shall have a consistent design in order to provide consistency in street furniture.

As shown on Sheets LU-1 and LU-6, a trash enclosure is located on the east (rear) side of the building. The trash enclosure is covered and fully screened by the enclosure walls.

K. Design Review: All uses in the Old Town District Area C whether permitted or conditional uses, shall be subject to design review (FCC 10-6) to insure compatibility and integration with the character of the district and to encourage revitalization. Architectural design shall be reviewed against criteria contained within FCC 10-6-6: Architectural Design to determine compatibility with the character of the district, with the exception of solar photovoltaic and solar thermal energy systems as allowed by HB3516 on properties not listed in the Comprehensive Plan's Historic Inventory.

Findings addressing Section 10-6-6 are provided earlier in the land use narrative.

1. Additional Requirements:

a. Survey: All new development and redevelopments and/or additions must also submit a recent survey map with their Design Review Application. The survey must show:

i. Property lines

ii. Easements

iii. 2' Contours

iv. Existing structures (including height of sea-wall, if appropriate)

v. Floodplain

vi. Highest observed tide

An ALTA survey of the site is provided as Sheet 1.

b. New Construction or Story Addition: As an element of the Design Review process, the applicant is required to provide and/or install visual aids to assist the Planning Commission and the public to visualize the size/configuration of the proposed structure with its relation to the surroundings. The required visualization aids consist of three types: Type I Story Poles, Type II Virtual Images, and Type III Color Architectural Renderings, as defined in FCC 10-17-2 Definitions of Visual Aid. Visual aids are required unless waived by the Community Development Director. In the course of the public hearing, the Commission may overrule such determination and require additional visual aid(s). Visual aid type I, II or III is required for all buildings or story additions equal to or greater than two (2) stories in Area C.

Architectural renderings are provided on Sheet LU-6.

L. Development Prohibition: Any property identified as Site 7 on Map 5H-1 in the Comprehensive Plan shall remain undeveloped.

The proposal is not located on Site 7; this standard does not apply.

PARKING AND LOADING: FCC 10-3

10-3-3: MINIMUM STANDARDS BY USE

The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

A. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, and shared parking. Parking in driveways does not count toward required minimum parking. For single family dwellings, duets and duplexes, one parking space per unit may be provided on a driveway if the criteria in FCC 10-3-8 are met.

As shown on Sheets LU-1 and C4, required parking is provided on site in designated parking lots.

B. For non-residential uses where parking is available on-street, this parking shall count towards the minimum number of required parking spaces along all street frontages of the building where parking is available. Only useable spaces (i.e. those not blocking fire hydrants, mailboxes, etc.) shall count towards the minimum required number of parking spaces.

All required parking spaces are provided in on-site parking lots; on-street parking is not required to meet parking requirements for the proposed development.

C. The minimum number of parking spaces may also be determined through a parking demand analysis prepared by the applicant and approved by the Planning Commission. This parking demand analysis may include an acceptable proposal for alternate modes of transportation, including a description of existing and proposed facilities and assurances that the use of the alternate modes of transportation will continue to reduce the need for on-site parking on an on-going basis. Examples of alternate modes include but are not limited to:

1. Transit-related parking reduction. The number of minimum parking spaces may be reduced by up to 10% if:

- a. The proposal is located within a ¼ mile of an existing or planned transit route, and;
- b. Transit-related amenities such as transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.

The proposal includes sufficient parking on site to meet requirements. No reduction in parking spaces is requested.

10-3-4: MINIMUM REQUIRED PARKING BY USE

During the largest shift at peak season, fractional space requirements shall be counted as the next lower whole space (rounded down). Square footages will be taken from the gross floor area (measurements taken from exterior of building). Applicants may ask the Planning Commission for a reduction for parking spaces as part of their land use application. The applicant will have to provide the burden of evidence to justify the reduction proposed. The Planning Commission and/or staff may require the information be prepared by a registered traffic engineer. Table 10-3-1 lists the minimum parking spaces required by use, with a minimum no less than two (2) spaces for non-residential uses, plus additional space(s) as needed to meet the minimum accessible parking requirement.

Table 10-3-1, Minimum Required Parking By Use:

A. Residential and Commercial Dwelling Types:

Lodging: Motels, hotels (see also Bed and Breakfast Inns): 1 space per rental unit, hotels, etc. plus additional spaces as required for restaurants, gift shops, bars, public assembly rooms and other activities.

As shown on Sheet LU-1, the proposal is for 86 units and includes 104 parking spaces, meeting parking space requirements.

10-3-5: VEHICLE PARKING - MINIMUM ACCESSIBLE PARKING

A. Accessible parking shall be provided for all uses in accordance the standards in Table 10-3-2; parking spaces used to meet the standards in Table 10-3-2 shall be counted toward meeting off-street parking requirements in Table 10-3-1;

As shown on Sheets LU-1 and C4, 4 accessible parking spaces including a van-accessible space are provided consistent with Table 10-3-2.

B. Such parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;

As shown on Sheet LU-1, accessible spaces are located nearest building entrances.

C. Accessible spaces shall be grouped in pairs where possible;

As shown on Sheet LU-1, accessible parking spaces are grouped in pairs.

D. Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;

No covered parking areas are proposed.

E. Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above pavement level. Van spaces shall be specifically identified as such.

Table 10-3-2 - Minimum Number of Accessible Parking Spaces Source: ADA Standards for Accessible Design 4.1.2(5)			
Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	<i>Column A</i>		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5

The proposed 86-unit hotel requires 86 parking spaces; 104 parking spaces are proposed. Per Table 10-3-2, a minimum of five accessible parking spaces are required, with at least one required to be van accessible. As shown on Sheet LU-1, 5 accessible parking spaces are provided: 4 standard spaces, with 1 designed to be van accessible, and 1 additional accessible RV parking space provided in the rear parking area.

10-3-8: PARKING AREA IMPROVEMENT STANDARDS

All public or private parking areas, loading areas and outdoor vehicle sales areas shall be improved according to the following: All required parking areas shall have a durable, dust free surfacing of asphaltic concrete, cement concrete, porous concrete, porous asphalt, permeable pavers such as turf, concrete, brick pavers or other materials approved by the City. Driveways aprons shall be paved for the first fifty feet (50') from the street.

A. Parking for new single family attached and detached dwellings, duets and duplexes [...]

B. Parking for tri-plexes, quad-plexes or cluster housing [...]

As shown on Sheets C2 and C5, parking areas are fully improved and proposed to be surfaced with asphalt.

C. All parking areas except those required in conjunction with a single-family, duet or duplex dwelling shall be graded so as not to drain storm water over public sidewalks. Parking lot surfacing shall not encroach upon a public right of way except where it abuts a concrete public sidewalk, or has been otherwise approved by the City.

As shown in Exhibit B, parking areas are designed to retain and control stormwater flows; no stormwater will be directed toward public sidewalks. As shown on Sheet C2, no parking lot surfacing is proposed within public rights-of-way.

D. Parking spaces shall be located or screened so that headlights do not shine onto adjacent residential uses.

As shown on Sheet L1.0, landscaping screening is proposed to the north and south of proposed parking areas.

E. Except for parking areas required in conjunction with a single-family attached or detached, duet, duplex dwelling; or tri-plex, quad-plex, or cluster housing development that provides off-street parking through a carport or garage, all parking areas shall provide:

1. A curb of not less than six inches (6") in height near abutting streets and interior lot lines. This curb shall be placed to prevent a motor vehicle from encroaching on adjacent private property, public walkways or sidewalks or the minimum landscaped area required in paragraph E2 of this subsection.

As shown on Sheets C2 and C5, curbs are provided around all parking areas on site.

2. Except for places of ingress and egress, a five foot (5') wide landscaped area wherever it abuts street right-of-way. In areas of extensive pedestrian traffic or when design of an existing parking lot makes the requirements of this paragraph unfeasible, the Planning Commission may approve other landscaped areas on the property in lieu of the required five foot (5') landscaped area. See also FCC 10-34-3-6 and -7 for parking lot landscaping standards.

As shown on Sheet L1.0, at least five feet of landscaped areas buffer all parking areas from street rights-of-way.

F. No parking area shall extend into the public way except by agreement with the City.
As shown on Sheet C2, no parking area is proposed to extend onto public rights-of-way.

G. Except for parking in connection with dwellings, parking and loading areas adjacent to a dwelling shall be designed to minimize disturbance by the placement of a sight obscuring fence or evergreen hedge of not less than three feet (3') nor more than six feet (6') in height, except where vision clearance is required. Any fence, or evergreen hedge must be well kept and maintained.

No dwellings exist adjacent to the project site. This standard does not apply. Please see Sheet L1.0 for proposed landscaping adjacent to parking areas.

H. Lighting: Refer to Section 10-37 of this Title for requirements.

Lighting findings are provided in responses to Section 10-37 in this narrative.

I. Except for single-family, duet and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right of way other than an alley.

As shown on Sheet LU-1, C2 and C4, on-site parking areas are designed to provide adequate vehicle circulation so that all interactions with public rights-of-way will be forward movement.

J. Unless otherwise provided, required parking and loading spaces shall not be located in a required front or side yard.

As shown on Sheet LU-1, no parking areas are proposed within the 15-foot front or 5-foot side yard areas.

K. Planning review is required for all parking lot construction or resurfacing.

Proposed parking areas are reviewed in this Type III land use application.

L. A plan, drawn to a suitable scale, indicating how the off- street parking and loading requirements are to be met shall accompany an application for a building permit. The plan shall indicate in detail all of the following:

- 1. Individual parking and loading spaces.**
- 2. Circulation area.**
- 3. Access to streets and property to be served.**
- 4. Curb cut dimensions.**
- 5. Dimensions, continuity and substance of screening, if any.**
- 6. Grading, drainage, surfacing and subgrading details.**
- 7. Obstacles, if any, to parking and traffic circulation in finished parking areas.**
- 8. Specifications for signs, bumper guards and curbs.**
- 9. Landscaping and lighting.**

Parking area specifications are provided in Sheets LU-1, L1.0, E001, and C2-C15.

10-3-9: PARKING STALL DESIGN AND MINIMUM DIMENSIONS

All off-street parking spaces (except those provided for a single-family; duet, duplex dwelling; or tri-plex, quad-plex, or cluster housing development that provides off-street parking through a carport or garage) shall be improved to conform to City standards for surfacing, stormwater management, and striping and where provisions conflict, the provisions of FCC Title 9 Chapter 5 shall prevail. Standard parking spaces shall conform to minimum dimensions specified in the following standards and Figures 10-3(1) and Table 10-3-3:

A. Motor vehicle parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long.

As shown on Sheet C4, parking spaces are designed to be nine feet and six inches wide by nineteen feet long.

B. Each space shall have double line striping with two feet (2') wide on center.

As shown on Sheet C4, double line striping two feet wide on center is proposed.

C. The width of any striping line used in an approved parking area shall be a minimum of 4" wide.

As shown on Sheet C4, striping lines are proposed to be four inches in width.

D. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;

No parallel parking spaces are proposed.

E. Parking area layout shall conform to the dimensions in Figure 10-3(1), and Table 10-3-3, below;

FIGURE 10-3 (1)

Table 10-3-3 – Parking Area Layout							
Space Dimensions in feet	Parking Angle <°	Stall Depth		Aisle Width		Stall width (B)	Curb Length (F)
		Single (C)	Double (E)	One Way (D)	Two Way (D)		
	30°	15.6	26.7	12	18	9.5	19.0
	45°	18.4	33.4	13	18	9.5	13.4
	60°	20	38.8	17	18	9.5	11.0
	70°	20.3	40.6	18	19	9.5	10.1
	80°	20	41.2	22	22	9.5	9.6
	90°	19	40.5	23	23	9.5	9.5

As shown on Sheets C4 and LU-1, parking areas are designed with 90 degree spaces, 19 feet in depth, 9 feet six inches in width, with 23 feet of aisle width. All exterior parking spaces are curbed.

F. Parking areas shall conform to Americans With Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines.

As shown on Sheet C4 and discussed under Section 10-3-5 findings, accessible parking is proposed to meet ADA standards.

10-3-10: BICYCLE PARKING REQUIREMENTS

All new development that is subject to Site Design Review, shall provide bicycle parking, in conformance with the standards and subsections A-H, below.

A. Minimum Size Space: Bicycle parking shall be on a two (2) feet by six (6) feet minimum.

As shown on Sheets LU-1 and LU-2, bicycle parking spaces provided are at least two feet wide and six feet in length.

B. Minimum Required Bicycle Parking Spaces. Short term bicycle parking spaces shall be provided for all non-residential uses at a ratio of one bicycle space for every ten vehicle parking spaces. In calculating the number of required spaces, fractions shall be rounded up to the nearest whole number, with a minimum of two spaces.

Because 86 vehicle parking spaces are required (and 89 proposed), nine bicycle parking spaces are required. As shown on Sheets LU-1 and LU-2, 11 total bicycle parking spaces are proposed – 4 adjacent to the front entrance and 7 available in a secure bike room accessed by a rear entrance.

C. Long Term Parking. Long term bicycle parking requirements are only for new development of group living and residential uses of three or more units. [...]

The proposal is not for group living or residential uses; this standard does not apply.

D. Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space other than handicap parking, or fifty (50) feet, whichever is less and shall be easily accessible to bicyclists entering the property from the public street or multi-use path.

As shown on Sheets LU-1 and LU-2, the proposal includes four bicycle parking spaces adjacent to the front building entrance, and seven secure indoor bicycle parking spaces in a bicycle room accessed by a rear entrance.

Project designers considered the addition of seven indoor, secure bicycle parking spaces to be greatly superior to providing an additional five outdoor spaces near the front door of the hotel. The Planning Commission is requested to approve this alternative design through a design decision.

E. Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;

As shown on Sheets LU-1 and LU-2, the four front bicycle parking spaces are visible from the street and building entrances, while the seven indoor bicycle parking spaces are secured in an access-controlled bicycle room.

F. Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking. Refer to Section 10-37 of this Title for requirements.

As shown on Sheets LU-1 and E001, the proposed outdoor bicycle spaces are immediate adjacent to the building entrance and well-lit. Proposed indoor bicycle spaces are fully lit by interior lighting in the bicycle room.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

Proposed front and interior bicycle parking areas are well-defined by bicycle racks, do not intersect with vehicle or pedestrian areas, and cannot reasonably be used for other purposes.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards. If bicycle parking cannot be provided safely, the Planning Commission or Community Development Director may waive or modify the bicycle parking requirements.

Proposed bicycle parking is located adjacent to pedestrian routes or within a secure bicycle room and do not pose reasonable concerns for pedestrians. As shown on L1.0, bicycle parking areas are far away from and have no relation to clear vision areas.

10-3-11: LOADING AREAS

A. Purpose. The purpose of this section of the Code is to provide standards (1) for a minimum number of off-street loading spaces that will ensure adequate loading areas for large uses and developments, and (2) to ensure that the appearance of loading areas is consistent with that of parking areas.

B. Applicability. This section applies to residential projects with fifty (50) or more dwelling units, and non-residential and mixed-use buildings with 20,000 square feet or more total floor area.

As shown on the architectural plan set cover sheet, the proposed non-residential building contains 37,256 square feet of floor area, therefore this section applies.

C. Location.

2. All necessary loading spaces for commercial and industrial buildings and uses shall be off the street and shall be provided in addition to the required parking spaces.

The proposed loading area is shown on Sheet LU-1 and located within the proposed off-street parking area.

3. Vehicles in the berth shall not protrude into a public right of way or sidewalk. When possible, loading berths shall be located so that vehicles are not required to back or maneuver in a public street.

As shown on Sheet LU-1, the proposed loading space is located on the east side of the building, far away from public rights-of-way or sidewalks.

4. A school having a capacity greater than twenty five (25) students shall have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

The proposal is for a hotel, not for a school; this standard does not apply.

D. Number of Loading Spaces.

5. Residential buildings. Buildings where all of the floor area is in residential use shall meet the following standards: [...]

The proposed hotel is not a residential building; these standards do not apply.

6. Non-residential and mixed-use buildings. Buildings where any floor area is in non-residential uses shall meet the following standards:

a. Less than 20,000 square feet total floor area: No loading spaces required.

b. 20,000 to 50,000 square feet of total floor area: One (1) loading space.

c. More than 50,000 square feet of total floor area: Two (2) loading spaces.

With 37,256 square feet of floor area, one loading space is required. As shown on Sheet LU-1, one loading space is provided.

E. Size of Spaces. Required loading spaces shall be at least thirty-five (35) feet long and ten (10) feet wide, and shall have a height clearance of at least thirteen (13) feet.

As shown on Sheet LU-1, the proposed loading space is 40 feet long and 12 feet wide, with no overhead impediments. This standard is met.

F. Placement, setbacks, and landscaping. Loading areas shall conform to the setback and perimeter landscaping standards of FCC 10-34 Landscaping. Where parking areas are prohibited between a building and the street, loading areas are also prohibited. The decision body may approve a loading area adjacent to or within the street right-of-way through Site Design Review or Conditional Use Permit review, as applicable, where it finds that loading and unloading operations are short in duration (i.e., less than one hour), not obstruct traffic during peak traffic hours, or interfere with emergency response services.

Landscaping is provided as shown on Sheet L1.0. The proposed loading area is centrally-located in the rear parking area and not adjacent to any boundary lines.

LANDSCAPING: FCC 10-34

10-34-2: LANDSCAPE CONSERVATION

10-34-2-1: Applicability. Except for single family homes and duplexes the provisions of this Section are applicable to all development sites which contain stands of Native Vegetation or specific Significant Vegetation, as defined below. "Development sites" do not include any street, alley, or public right-of-way.

As shown on Sheet L1.0, no stands of native vegetation or significant vegetation exist on the site. The standards of FCC 10-34-2 do not apply.

10-34-3: LANDSCAPING

10-34-3-1: Applicability. Except for single-family and duplex dwelling uses, this Section shall apply to all new development as well as changes of use and expansions as described below, and shall apply in all districts except where superseded by specific zoning district requirements. These provisions shall be in addition to the provisions of FCC Title 9 Chapter 5 and where there are conflicts, the provisions of Title 9 Chapter 5 shall prevail.

A. For new developments, all landscaping shall meet current code requirements. (Ord. 4, 2011)

B. For modifications or additions to existing development, landscaping shall be brought up to current code requirements in the same proportion as the increase in use and/or building size. (Ord. 4, 2011)

The proposal is for new development, and therefore must meet current code requirements.

10-34-3-2: Landscaping Plan Required. A landscape plan is required. All landscape plans shall include the following information:

A. The location and height of existing and proposed fences and walls, buffering or screening materials.

B. The location of existing and proposed terraces, retaining walls, decks, patios, shelters, and play areas.

C. The location, size, and species of the new proposed plant materials (at time of planting).

D. The location(s) of areas where existing vegetation will be cleared and the location(s) of areas where existing vegetation will be preserved, delineated on a recent aerial photo or site plan drawn to scale.

E. Existing and proposed building and pavement outlines.

F. Specifications for soil at time of planting, irrigation and anticipated planting schedule.

G. Other information as deemed appropriate by the City Planning Official.

A Landscaping Plan is provided as Sheet L1.0.

10-34-3-3: Landscape Area and Planting Standards. The minimum landscaping area is 15% of the lot area, unless specified otherwise in the applicable zoning district for the proposed use. This required minimum landscaping area may be reduced if preservation credits are earned as specified in Section 10-34-2-4.

A. Landscaping shall include planting and maintenance of the following:

- 1. One tree per 30 lineal feet as measured along all lot lines that are adjacent to a street.**
- 2. Six shrubs per 30 lineal feet as measured along all lot lines that are adjacent to a street.**
- 3. Living plant materials shall cover a minimum of 70 percent of the required landscape area within 5 years of planting.**
- 4. Except for preservation of existing significant vegetation, the required plant materials on-site shall be located in areas within the first 20 feet of any lot line that abuts a street. Exceptions may be granted where impracticable to meet this requirement or the intent is better served. Required trees may be located within the right-of-way and must comply with Section 10-34-4. Plant materials may be installed in any arrangement and do not need to be equally spaced nor linear in design. Plantings and maintenance shall comply with the vision clearance standards of FCC 10-35-2-13.**
- 5. Pocket-planting with a soil-compost blend around plants and trees shall be used to ensure healthy growth.**

B. Noxious Weeds shall be removed during site development and the planting of invasive or noxious weeds is prohibited.

As shown on Sheet L1.0, approximately 45% of the site is proposed for landscaping. Preliminary planting details are also provided on Sheet L1.0.

10-34-3-4: Landscape Materials. Permitted landscape materials include trees, shrubs, ground cover plants, non-plant ground covers, existing native vegetation, outdoor hardscape features and storm water features, as described below.

A. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used, consistent with the purpose of this Chapter. A suggested Tree and Plant List for the City of Florence and the Sunset Western Garden Book are available at City Hall. The selection of plant and tree species shall be based upon site conditions such as wind and sun exposure, space limitations, water availability, and drainage conditions.

The use of indigenous plants is encouraged, and may be required where exposure, slope or soil conditions warrant.

- 1. Ground Cover. Ground cover may consist of separate plants or mowed grass turf. Ground cover plant species shall meet the following minimum standards: plants from 4-inch pots shall be spaced a maximum of 18 inches measured on center, and 1-2 gallon size plants shall be spaced a maximum of 3 feet measured on center.**
- 2. Shrubs. Shrub plant species shall be planted from 3 gallon containers unless otherwise specified in the Tree and Plant List for the City of Florence.**
- 3. Trees. Evergreen and deciduous tree species shall meet the following minimum standards: deciduous trees shall be a minimum of 1 ¾ inch caliper (diameter) measured 6 inches above grade, and evergreen trees shall be a minimum of 5 feet tall (Nursery Grade 5/6).**

4. Non-plant Ground Covers. Bark dust, chips, aggregate, or other non-plant ground covers may be used. Non-plant ground cover located adjacent to pedestrian ways shall be confined to the material within the planting bed to avoid safety hazards by edging 4 inches above-grade or recessing from grade. Non-plant ground covers cannot be a substitute for ground cover plants.

Proposed species and planting details are provided in Sheet L1.0.

B. Existing Native Vegetation. Preservation of existing native vegetation is encouraged and preservation credits in accordance with Section 10-34-2-4 may be used to meet the landscape requirements of this Chapter.

As shown on Sheet L1.0 and discussed above, no native vegetation exists on the site and no preservation credits are needed or proposed.

C. Hardscape features, such as plazas, pathways, patios and other pedestrian amenities may count toward ten (10) percent of the required landscape area, except in the Old Town and Main Street districts where hardscape features may count toward 50 percent of the landscape area, provided that such features conform to the standards of those districts. Swimming pools, sports courts, decks and similar facilities may not be counted toward fulfilling the landscape requirement in any zone.

While hardscape features exist on the site, they are not needed or counted toward meeting landscape area requirements, as shown on Sheet L1.0.

D. Storm Water Facilities. Storm water facilities, such as detention/retention ponds and swales shall be landscaped. Landscaped bio-swales are encouraged and shall count toward meeting the landscaping requirement of this section if they are designed and constructed in accordance with the standards specified in Title 9 Chapter 5, and approved by the Public Works Department. Storm water facilities shall be landscaped with water tolerant, native plants.

As shown on Sheet L1.0, proposed stormwater facilities are proposed to be planted with stormwater-appropriate vegetation.

10-34-3-5: Irrigation. Permanent, underground irrigation is required for all landscaping, except existing native vegetation that is preserved in accordance with the specifications of Section 10-34-2-2 and new drought tolerant plants which must have temporary irrigation for plant establishment. All irrigation systems require an irrigation permit and shall be installed with a backflow prevention device per FCC 9-2-3-5.

As shown on Sheet L1.0, irrigation will be designed consistent with this standard; applicant is willing to accept a condition of approval to ensure this standard is met.

10-34-3-6: Parking Lot Landscape Standards. All parking lots shall meet Parking Area Improvement Standards set forth in FCC 10-3-8. Parking areas with more than twenty (20) spaces shall include interior landscaped "islands" to break up the parking area.

Interior parking lot landscaping shall count toward the minimum landscaping requirement of Section 10-34-3-3. The following standards apply:

A. For every parking space, 10 square feet of interior parking lot landscaping shall be provided;

As shown on Sheet L1.0, 1,040 square feet of interior parking lot landscaping is required and 3,610 square feet of interior parking lot landscaping is provided, meeting this standard.

B. Parking islands shall be evenly distributed to the extent practicable with a minimum of one tree selected from the Tree and Plant List for the City of Florence installed per island;

Parking islands meeting this standard are shown on Sheet L1.0.

C. Parking island areas shall provide a minimum of 30 square feet of planting area and any planting area dimension shall be a minimum of 5 feet on any side (excluding curb dimensions), unless reduced by the Planning Commission where a lesser distance will provide adequate space for healthy plant growth;

Parking islands meeting this standard are shown on Sheet L1.0.

D. Irrigation is required for interior parking lot landscaping to ensure plant survival;

As shown on Sheet L1.0, irrigation will be designed consistent with this standard; applicant is willing to accept a condition of approval to ensure this standard is met.

E. Living plant material shall cover a minimum of 70% of the required interior parking lot landscaping within 5 years of planting; and

Interior parking lot landscaping is shown on Sheet L1.0. Applicant is willing to accept a condition of approval to ensure this standard is met.

F. Species selection for trees and shrubs shall consider vision clearance safety requirements and trees shall have a high graft (lowest limb a minimum of 5 feet high from the ground) to ensure pedestrian access.

Proposed trees and shrubs are shown on Sheet L1.0. Proposed landscaping is carefully designed to meet vision clearance and pedestrian access requirements.

10-34-3-7: Buffering and Screening. Buffering and screening are required under the conditions listed below. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with FCC 10-35-2-13. (See Section 10-34-5 for standards specific to fences and walls.)

A. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a berm; an evergreen hedge; decorative wall (masonry or similar quality material) with openings; arcade; trellis; or similar partially opaque structure 3-4 feet in height shall be established between street and driveway or parking area. See also FCC 10-3-7-D for standards specific to parking lots adjacent to the street. The required screening shall have breaks or portals to allow visibility (natural surveillance) into the site and to

allow pedestrian access to any adjoining walkways. Hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number, and spacing to provide year-round screening within five (5) years after planting. Vegetative ground cover is required on all surfaces between the wall/hedge and the street/driveway line.

As shown on Sheet L1.0, a vegetated berm with pedestrian accessway is provided for areas between Quince Street and the proposed parking area.

B. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area or driveway is adjacent to a building, the area shall be separated from the building by a curb and a raised walkway, plaza, or landscaped buffer not less than five (5) feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect pedestrians, landscaping, and buildings from being damaged by vehicles.

As shown on Sheet L1.0, all parking areas are separated from the proposed building by curb, walkways and landscaped areas at least five feet in width.

C. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Other Screening When Required. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas shall be screened from view from all public streets and adjacent Residential districts. When these or other areas are required to be screened, such screening shall be provided by:

- 1. a decorative wall (i.e., masonry or similar quality material),**
- 2. evergreen hedge,**
- 3. opaque or sight-obscuring fence complying with Section 10-34-5, or**
- 4. a similar feature providing an adequate screen.**

As shown on Sheet LU-1, all mechanical equipment is located behind the proposed building. As shown on Sheet L1.0, the site contains extensive interior and exterior landscaping, further ensuring pleasant pedestrian views.

D. Abutting Land Use Buffers. When a commercial, industrial, or other non-residential use abuts a residential district or residential land use, a visual and noise buffer shall be established and maintained immediately adjacent to the residential property line, consistent with the standards listed in the table below. In no case shall the buffer strip be less than 15 feet in width unless reduced by the Planning Commission where a lesser distance will provide adequate buffering. The buffer strip may include existing vegetation, landscape plantings, evergreen hedge, berm, fence, and/or wall components. Fence and wall structures shall be not less than 6 feet and no more than 8 feet in height (see also Section 10-34-5). The landscaped buffer shall effectively screen at least 70 percent of the view between districts within five (5) years. Significant vegetation in these buffer strips may be preserved in accordance with Section 10-34-2, and replanting of local native vegetation is encouraged.

The site is zoned for commercial use and surrounded by commercial zoning. This standard does not apply.

10-34-4: STREET TREES

Street trees are trees located within the right-of-way.

A. Street Tree List. Trees shall be selected from the Tree and Plant List for the City of Florence based on climate zone, growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. Other tree species are allowed with City approval.

Proposed street trees are selected from the Tree and Plant List and shown on Sheet L1.0.

B. Caliper Size. The minimum diameter or caliper size at planting, as measured six (6) inches above grade, is one and one half (1 ½) inches with a high graft (lowest limb a minimum of 5 foot high from the ground) to ensure pedestrian access.

Proposed caliper sizes are shown consistent with these standards on Sheet L1.0.

C. Spacing and Location. Street trees shall be planted within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells on streets without planting strips, except when utility easements occupy these areas, in accordance with the requirements of FCC 10-35-2-3 and 10-36-2-16. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity and, at a minimum, the planting area shall contain sixteen (16) square feet, or typically, a four (4) foot by four (4) foot square. In general, trees shall be spaced no more than thirty (30) feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements, and shall comply with the vision clearance standards of FCC 10-35-2-14.

Proposed tree spacing and location are shown consistent with these standards on Sheet L1.0.

D. Soil Preparation, Planting and Care. Street trees shall be planted with root guards to preserve the physical integrity of sidewalks and streets. Pocket-planting with a soil compost blend around trees shall be used to ensure healthy growth (see footnote to FCC 10-34-3-3-A-5). The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for three years after planting. The developer shall also be responsible for tree care (pruning, watering, fertilization, and replacement as necessary) during the first three years after planting, after which the adjacent property owners shall maintain the trees.

As noted on Sheet L1.0, applicant is willing to accept a condition of approval ensuring this standard is met in the final site landscape plan.

10-34-5: FENCES AND WALLS

Construction of fences and walls shall conform to all of the following requirements:

A. General Requirements. All fences and walls shall comply with the height limitations of the respective zoning district and the standards of this Section. The City may require installation of walls and/or fences as a condition of development approval, in accordance with land division approval, approval of a conditional use permit, or design review approval. When required through one of these types of approvals, no further land use review is required. (See also, Section 10-34-3-6 for landscape buffering and screening requirements.)

B. Dimensions.

1. Residential Zones: Except as provided below, the height of fences and walls between the building and the front lot line shall not exceed four (4) feet as measured from the grade and no greater than 6 feet in height in rear and side yards unless the front door is located on the longer side of the lot, in which case the fence shall not exceed four (4) feet in height or taller fences or walls are allowed through a Type II or III Design Review approval. (See Figure 10-34(2))

2. Commercial and Industrial Zones: Except as provided below, the height of fences and walls in any required front yard shall not exceed four (4) feet as measured from the grade and no greater than eight (8) feet elsewhere on site.

No fences or walls are proposed in the required front yard area of the site. Safety fencing is proposed around the stormwater facilities; applicant is willing to accept a condition of approval to ensure this standard is met.

C. The following exceptions may be allowed through Type I, II or III Review.

1. Specifically for RV parking in residential zones [...].

2. A retaining wall exceeding four (4) feet in height within a front yard setback which is necessary for site grading and development (see also FCC 10-34-5-D-3).

3. One arbor, gate, or similar garden structures not exceeding eight (8) feet in height and six (6) feet in width is allowed within the front yard, provided that it is not within a required clear vision area. Courtyard walls up to 6 feet in height may also be allowed in the front yard.

4. Walls and fences for swimming pools, tennis courts, and other recreational structures may exceed six (6) feet provided they are not located in the front yard.

5. Walls and fences taller than otherwise allowed if needed for screening, safety or security purposes.

No exception is required or requested.

D. Specific Requirements

1. Walls and fences to be built for required buffers shall comply with Section 10-34-3-7.

2. Fences and walls shall comply with the vision clearance standards of FCC 10-35-2-14.

3. Retaining walls exceeding four (4) feet in height and freestanding walls or fences greater than seven (7) feet in height require a building permit

No fences or walls are proposed for buffering or within clear vision areas. No walls are proposed on site. No fences over 7 feet in height are proposed.

4. Sheet Metal Fencing (as permitted) shall meet the following criteria: [...]

No sheet metal fencing is proposed; these criteria do not apply.

E. Maintenance. For safety and for compliance with the purpose of this Chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the property owner.

Should walls or fences be required as a condition of approval, applicant is willing to accept a condition of approval ensuring this standard is met.

F. Materials.

1. Permitted materials: wood; chain-link steel, iron, bricks, stone; stucco, or similar masonry, and non-prohibited evergreen plants.

2. Materials permitted with Administrative Design Review: Sheet metal is permitted within the Limited Industrial District with Administrative Design review Approval.

3. Prohibited materials: unfinished concrete blocks; straw bales; electric or razor wire; scrap lumber or other scrap materials; sheet metal; and hedges taller than eight (8) feet. Sheet metal is prohibited within all districts except the Limited Industrial District.

4. Barbed wire fencing may be permitted only within commercial and industrial zones or on public property subject to the criteria in FCC 6-1-7-14.

No walls are proposed. Proposed safety fencing will be composed of permitted welded metal.

ACCESS AND CIRCULATION: FCC 10-35

10-35-1: PURPOSE

The purpose of this Chapter is to ensure that developments provide safe, adequate, cost effective and efficient access and circulation for pedestrians, bicycles and vehicles. Section 10-35-2 provides standards for vehicular access and circulation. Section 10-35-3 provides standards for pedestrian access and circulation. Standards for street improvements are provided in Chapter 36 of this Title.

10-35-2: VEHICULAR ACCESS AND CIRCULATION

10-35-2-1: Intent and Purpose: This Section implements the access management policies of the City of Florence Transportation System Plan. The intent of this Section is to manage vehicular and bicycle access and on-site circulation to ensure the continued operational safety, capacity and function of the transportation system in a cost effective manner.

10-35-2-2: Applicability: Section 10-35-2 applies to vehicle access and on-site circulation facilities in the City of Florence. This Section applies to any type of land use or development permit. Access to a designated state or county highway is subject to the provisions of this Section in addition to the requirements of the applicable

roadway authority. Where regulations of the City conflict with those of the roadway authority the more restrictive requirements apply.

This section is applicable to proposed vehicle access and on-site circulation.

10-35-2-3: Access Approval Required: Access will generally be reviewed in conjunction with a land division or building permit. If a property owner wishes to access a public street (e.g., a new curb cut or driveway approach), or make improvements within the public right-of-way (e.g., install or replace sidewalk), the property owner must obtain a "Construction Permit in Right-of-Way". In either case, approval of an access shall follow the procedures and requirements of the applicable road authority.

Applicable right-of-way permits are anticipated by the applicant during the building permit process.

10-35-2-4: State and County Access Permits: ODOT has responsibility and authority in managing access to State Highways and Lane County has responsibility and authority in managing access to County roads within the City. Projects with direct access onto a State Highway or County Road shall be required to obtain a State or County access permit. A State or County complete access permit application must be submitted as part of all land use permits. Conditions placed by the State or County upon these access permits shall be considered conditions of approval for all applicable land use and development approvals. When a transportation improvement is proposed along Highway 101 between the Siuslaw River Bridge and Highway 126, improvements shall be constructed in accordance with the standards specified in the "Highway 101 Access Management Plan." County roads are governed by the Lane County Transportation System Plan and Lane Code Chapter 15.

The project does not access state or county roads.

10-35-2-5: Traffic Study Requirements: The City may require a traffic study prepared by an Oregon registered professional engineer with transportation expertise to determine access, circulation, and other transportation requirements in conformance with FCC 10-1-1-4-E, Traffic Impact Studies.

A. The Traffic Impact Study shall:

- 1. Evaluate all streets where direct access is proposed, including proposed access points, nearby intersections, and impacted intersections with the state highway system.**
- 2. Utilize the analysis procedures of the Highway Capacity Manual, latest edition.**
- 3. Document compliance with Florence City Code, the goals and policies of the Transportation System Plan, and any other applicable standards.**
- 4. Be coordinated with other affected jurisdictions and agencies such as Lane County, the Port of Siuslaw, and the Oregon Department of Transportation.**
- 5. Identify mitigation measures that resolve the identified traffic safety problems, address the anticipated impacts from the proposed land use, and meet the city's adopted Level-of-Service standards. The study shall also propose funding for the proposed mitigation measures.**

B. The applicant shall consult with City staff to determine the content and level of analysis that must be included in the TIS. A pre-application conference is encouraged.

Appendix A contains the preliminary transportation study required by city staff at this point in the land use process.

C. Conditions of Approval: The City may deny, approve, or approve a development proposal with appropriate conditions needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Conditions of approval should be evaluated as part of the land division and site development reviews, and may include but are not limited to:

- 1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.**
- 2. Access adjustments, where proposed access points do not meet the designated access spacing standards and/or have the ability to align with opposing access driveways.**
- 3. Right-of-way dedications for future improvements.**
- 4. Street improvements.**
- 5. Turn restrictions such as “right in right out”.**

10-35-2-6: Conditions of Approval: The roadway authority may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting a land use or development approval or access permit, to ensure the safe and efficient operation of the street and highway system.

Applicant is prepared to discuss appropriate conditions of approval in relation to transportation improvements for this projects.

10-35-2-7: Intersection Separation; Backing onto Public Streets: New and modified accesses shall conform to the following standards:

A. Except as provided under subsection B, below, the distance from a street intersection to a driveway shall meet the following minimum spacing requirements for the street's classification, as measured from side of driveway to street or alley pavement (see Figure 10-35(1)). A greater separation may be required for accesses onto an arterial or collector for compliance with ODOT or County requirements.

Separation Distance from Driveway to Pavement:

Alley	15 feet
Local Street	25 feet
Collector Street	30 feet
Arterial Street	50 feet

B. Where the City finds that reducing the separation distance is warranted, such as:
a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or b. planned improvements or traffic circulation patterns show a different location to be efficient and safe, the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

Proposed site access has been closely coordinated with City staff throughout the design of this project. The central project driveway is aligned with 6th Street, while the northern driveway is over 50 feet to the north. Final street improvement design and phasing will be determined through the building permit process.

C. Access to and from off-street parking areas shall be designed to prevent backing onto a public street, except that single-family and duplex dwellings are exempt.

As shown on Sheet LU-1, off-street parking areas are designed to allow circulation and prevent backing onto public streets.

10-35-2-8: Access Standards: New development shall gain access primarily from local streets. Access onto arterials and collectors shall be evaluated based on access options, street classifications and the effects of new access on the function, operation and safety of surrounding streets and intersections and possible lower level street alternatives. Where such access to higher level street classification is necessary, shared driveways may be required in conformance with FCC 10-35. If vehicle access off a lower-level street is possible, then the City may prohibit access to the higher-level street.

As shown on Sheet LU-1, the only possible access to the site is from Quince Street.

10-35-2-9: Site Circulation: New developments shall be required to provide a circulation system that accommodates expected traffic on the site. Pedestrian and bicycle connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks, trails or paths, must conform to the provisions in Section 10-35-3.

As shown on Sheets LU-1 and C4, proposed site circulation was designed to accommodate vehicle, bicycle, and pedestrian traffic and provides connectivity to associated right-of-way facilities as well.

10-35-2-10: Joint and Cross Access – Requirement: When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

A. For shared parking areas;

- B. For adjacent developments, where access onto an arterial street is limited and access spacing standards can not otherwise be met;**
- C. For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:**
 - 1. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;**
 - 2. Driveway stubs to property lines (for future extension) and other design features to demonstrate that the abutting properties may be required with future development to connect to the cross-access driveway;**
 - 3. Fire Code Official-approved turnaround for service drives or driveways over 150 feet long.**

As surrounding land is not developed and there is no reason to do so, no joint access or shared driveways are possible or proposed for this site.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement: Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

- A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;**
- B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;**
- C. A joint maintenance agreement defining maintenance responsibilities of property owners.**

No joint or cross access is proposed; these standards are not applicable.

10-35-2-12: Driveway Design: All openings onto a public right-of-way and driveways shall conform to the following:

- A. Driveway Approaches.** Driveway approaches, including private alleys, shall be approved by the Public Work Director and designed and located with preference given to the lowest functional classification street. Consideration shall also be given to the characteristics of the property, including location, size and orientation of structures on site, number of driveways needed to accommodate anticipated traffic, location and spacing of adjacent or opposite driveways.

Driveway access and details were designed in close coordination with City staff; proposed access details are shown on Sheets LU-1 and C1-C15.

B. Driveways. Driveways shall meet the following standards, subject to review and approval by the Public Works Director:

- 1. Driveways for single family residences shall have a width of not less than ten (10) feet and not more than twenty-four (24) feet. Driveways leading to covered parking should be not less than 20 feet in depth from the property line to the structure.**

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.
3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.
4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).
5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

As shown on Sheet LU-1, proposed driveway widths are 30 feet. As shown on Sheet C2, proposed driveway grades are 2.3% and 4%. These standards are met.

C. Driveway Apron Construction. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure 10-35(2). Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than three (3) feet in width, with a cross slope not exceeding two (2) percent, and providing for landing areas and ramps at intersections. Driveways are subject to review by the Public Works Director.

Driveway aprons and related details are shown on Sheets C1-C4.

D. Fire access lanes with turnarounds shall be provided in conformance with the Fire code. Except as waived in writing by the Fire Code Official, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed aisle width of 20 feet and turn-around area for emergency vehicles. The fire lanes shall be marked as “No Stopping/No Parking.” See figure 10-35(3) for examples of fire lane turn-rounds. For requirements related to cul-de-sacs or dead-end streets, refer to FCC 10-36.

Fire access is designed as shown on Sheets C1-C4.

10-35-2-13: Vertical Clearances: Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width.

As shown on Sheet LU-1, no vertical impediments exist or are proposed along driveways or aisles on site.

10-35-2-14: Vision Clearance: No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight

(8) feet in height in “vision clearance areas” on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

A. At the intersection of two (2) streets, minimum vision clearance shall be twenty feet (20').

B. At the intersection of an alley or driveway and a street, the minimum vision clearance shall be ten feet (10').

C. At the intersection of internal driveways, the minimum vision clearance shall be ten feet (10').

The sides of the minimum vision clearance triangle are the curb line or, where no curb exists, the edge of pavement. Vision clearance requirements may be modified by the Public Works Director upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, trees trunks and similar objects. Refer to Section 10-2-13 of this Title for definition.

The site does not interact with an intersection of two streets. Vision clearance areas are shown on Sheet L1.0. No visual obstructions are proposed in vision clearance areas.

10-35-3: PEDESTRIAN ACCESS AND CIRCULATION

All new development shall be required to install sidewalks along the street frontage, unless the City has a planned street improvement, which would require a non-remonstrance agreement.

10-35-3-1: Sidewalk Requirements:

A. Requirements: Sidewalks shall be newly constructed or brought up to current standards concurrently with development under any of the following conditions:

1. Upon any new development of property.
2. Upon any redevelopment of property that expands the building square footage by 25% or more.
3. Upon any change of use that requires more than five additional parking spaces.

Sidewalks are required and proposed along Quince Street, as shown on Sheet LU-1.

B. Exceptions: The Planning Commission may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements when, in the Planning Commission’s determination through a Type 3 process, the construction of a sidewalk is impractical for one or more of reasons 1 through 4 below. The Public Works Director may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements for reason 5 below:

1. Sidewalk grades have not and cannot be established for the property in question within a reasonable period of time.
2. Future installation of public utilities or street paving would, of necessity, cause severe damage to existing sidewalks.

3. **Topography or contours make the construction of a sidewalk impractical.**
4. **Physical improvements are present along the existing street that prevents a reasonable installation within the right-of-way or adjacent property.**
5. **If the proposed development is in a residential zoning district and there are no sidewalks within 400 linear feet.**

No exception is proposed.

C. Appeals: If the owner, builder or contractor considers any of the requirements impractical for any reason, s/he may appeal the decision to the Planning Commission.

Applicant concurs with the right to appeal.

D. Timing: Sidewalks shall be constructed and approved by the Public Works Department prior to final inspection for the associated building permit. No certificate of occupancy may be issued until the required sidewalks are constructed or financially secured.

Applicant is willing to work with the city to ensure appropriate conditions and development timing.

10-35-3-2: Site Layout and Design: To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards in subsections A - C, below:

A. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development, and to existing or planned offsite adjacent trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property with a previously reserved public access easement for this purpose in accordance with the provisions of Section 10-35-2, Vehicular Access and Circulation, and Section 10-36-2 Street Standards.

As shown on Sheet LU-1, a continuous walkway system is provided throughout the site.

B. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets, based on the following criteria:

1. Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

As shown on Sheet LU-1, proposed pedestrian walkways allow direct routes between the hotel and Quince Street.

2. Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

As shown on Sheet LU-1, pedestrian walkways are clearly defined and routes that cross drive aisles are defined and as short as possible.

3. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

As shown on Sheet LU-1, the pedestrian access from Quince Street leads directly to the primary entrance for the proposed hotel.

4. "Primary entrance" for residential buildings is the front door (i.e., facing the street). For multifamily buildings in which units do not have their own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.

The proposed hotel is not residential; this definition does not apply.

C. Connections Within Development. Connections within developments shall be provided as required in subsections 1 - 3, below:

1. Walkways shall be unobstructed and connect all building entrances to one another to the extent practicable, as generally shown in Figure 10-35(5);

As shown on Sheet LU-1, all building entrances are connected by pedestrian pathways that circle the proposed building.

2. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections; and

As shown on Sheet LU-1, pedestrian pathways link all on-site parking and common areas.

3. For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.

While total parking for the site contains 104 spaces, the proposed parking area is distributed to the west, north, south and east of the building. This limits the width of the parking area, allowing relatively direct access to vehicle parking spaces; no portion of the parking area contains 80 or more spaces.

10-35-3-3: Walkway and Multi-Use Path Design and Construction: Walkways and multi-use paths shall conform to all applicable standards in subsections A - D, as generally illustrated in Figure 10-35(6):

A. Vehicle/Walkway Separation. Except for pedestrian crossings (subsection B), where a walkway abuts a driveway or street it shall be raised six (6) inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.

As shown on Sheets C1-C6, proposed walkways are raised and curbed along the edge of parking areas.

B. Pedestrian Crossing. Where a walkway crosses a parking area, or driveway, it shall be clearly marked with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crossings of not more than twenty-four (24) feet in length.

In design discussions with the City, aisle widths were increased to 26 feet; applicant requests a design decision from the Planning Commission to allow striped pedestrian crossings for the width of the parking area aisles.

C. Width and Surface. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the Public Works Director, at least five (5) feet wide, without curb. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, at least ten (10) feet wide. (See also, Section 10-36-2)

Proposed walkway details are shown in Sheets C1-C6.

D. Accessible routes. Walkways and multiuse paths shall conform to applicable Americans with Disabilities Act (ADA) requirements. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.

Accessible details are shown on Sheet C10.

10-35-4: TRANSIT FACILITIES

Proposed uses other than single-family residences and duplexes must provide for transit riders by providing developmental improvements to accommodate current or planned transit stops pursuant to the following:

A. If the proposed uses are located on a site within ¼ mile of an existing or planned transit stop, the proposed pedestrian circulation system must demonstrate a safe and direct pedestrian route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.

B. Proposed development must accommodate on site any existing or planned transit facility, if identified in the Community Transit Plan, through one or more of the following:

- 1.** Provide a transit passenger landing pad accessible to disabled persons.
- 2.** Provide an easement or dedication of land to accommodate passenger seating or shelter if requested by the transit provider.
- 3.** Provide lighting at the transit facility meeting the requirements of Title 10-37.

Applicant is willing to discuss applicable right-of-way improvements in relation to the proposed development.

PUBLIC FACILITIES: FCC 10-36

Public facilities standards include:

- FCC 10-36-2 Street Standards;
- FCC 10-36-3 Sanitary Sewers, Water, Stormwater, and Fire Protection;
- FCC 10-36-4 Erosion Control;
- FCC 10-36-5 Utilities;
- FCC 10-36-6 Easements;
- FCC 10-36-7 Construction Plan Approval and Assurances;
- FCC 10-36-8 Installation; and
- FCC 10-36-9 Parklands.

Civil Site plans and details were prepared in close coordination with city engineering staff. Please see Sheets C1-C15 and Exhibits A and C, relating to civil site plans, provision of public facilities, transportation, and stormwater. Reasonable and standard conditions of approval related to FCC 10-36 requirements are anticipated by the applicant.

STORMWATER MANAGEMENT REQUIREMENTS: FCC 9-5

Stormwater management requirements include:

- FCC 9-5-3: Stormwater Design Criteria
- FCC 9-5-4: Maintenance Responsibility

The Stormwater Plan was prepared in close coordination with city engineering staff and is included in the application submission as Appendix B. While a 25-year storm is the standard design requirement, the project is designed to manage stormwater flows up to the 100-year storm event, with treatment via two on-site stormwater facilities. Reasonable and standard conditions of approval related to FCC 9-5-4 are anticipated by the applicant.

LIGHTING: FCC 10-37

10-37-1: PURPOSE

The purpose of this provision is to make exterior lighting used for residential, commercial and public areas appropriate to the need, and to minimize light from shining skyward or offsite onto adjacent public rights of way or private properties. Nothing in this ordinance should be interpreted to restrict the amount of lighting necessary for safe and efficient operations. Further, it is to encourage through regulation of type, kinds, construction and uses of exterior illumination devices, lighting practices and systems to conserve energy without decreasing safety, utility, security and productivity while enhancing nighttime (dark skies) enjoyment of property within the City of Florence. Refer to the Exterior Lighting brochure for additional guidance and information.

10-37-2: APPLICABILITY

Section 10-37 applies to installation of all lighting fixtures as of the effective date of this Ordinance, except as exempted by provision of this Ordinance. Devices include but are not limited to, lights for: buildings and structures, recreational areas, parking lot and maneuvering areas, landscape areas, streets and street signs, product display areas, building overhangs and open canopies, holiday celebrations, and construction lights.

Lighting standards apply to the proposed development.

10-37-3: LIGHTING PLANS REQUIRED

All applications for building permits and land use planning review which include installation of exterior lighting fixtures, not exempted, shall include the number of luminaires, the number of lamps in each luminaire, a photometric report for each type of luminaire and a site plan with the photometric plan of the lumen output.

The City shall have the authority to request additional information in order to achieve the purposes of this Ordinance.

A photometric plan is provided as Sheet E001; light fixture details are provided in Exhibit C.

10-37-4: LIGHTING STANDARDS

A. All exterior lighting fixtures subject to this code section must be designed as a full cut-off fixture or have a shielding method to direct light emissions downward below the horizontal plane onto the site and does not shine illumination or glare skyward or onto adjacent or nearby property.

As shown in Exhibit C and Sheet E001, all lighting fixtures are shielded to direct light emissions downward and do not direct light at the sky or adjacent properties.

B. Parking areas shall have lighting to provide at least two (2) foot-candles of illumination at any point in the entire lot with a maximum of five (5) foot-candles over parking spaces and walkways. The Design Review Board may decrease the minimum if the applicant can provide documentation that the overall parking lot has adequate lighting. The Design Review Board may increase the maximum on a case-by-case basis, with no greater than 7 foot-candles measured directly under the light fixture.

As shown in Sheet E001, proposed parking area lighting averages 1.7 foot-candles.

Documentation has been provided in Appendix D by KCL Engineering indicating the proposed lighting meets or exceeds industry standards for urban parking areas, and the overall parking lot has adequate lighting, meeting this standard.

While not directly relevant to the application at hand, applicant also notes the City's current standards should be reassessed in light of the City's objectives for reduced light pollution.

C. Lighting in or adjacent to residential zones or residential uses shall not exceed twenty feet in height as measured from the adjacent grade to the top of the light

fixture. Heights in other zoning districts shall not exceed 25 feet unless the Design Review Board adopts findings that the higher light fixtures are necessary to achieve proper illumination levels.

The site is within a commercial zone and surrounded by commercial zoning. This standard does not apply.

D. Main exterior lights for commercial, institutional, and industrial buildings, landscaping and parking lots shall be extinguished at end of business hours with a minimum lighting remaining for personal and building security and safety after hours.

Applicant notes that hotels do not have typical business hours. Essential lighting will be maintained on site for guest and building security and safety.

E. A thirty-day review period beginning with the first day in business using the new lighting system shall be required to evaluate and adjust illumination levels of lighting. The City may ask for lighting to be adjusted in this time period based on public comments or staff inspections.

Applicant is willing to accept a condition of approval related to this standard.

F. All externally lit commercial signs should shine from the top and point down toward the ground. Signs with uplighting must be shielded so that illumination is restricted to the sign face and glare is eliminated.

As shown on Sheet LU-1, proposed building signage is top-lit and directed down toward the sign face.

G. Lighting for roadway signs and pedestrian ways must be designed or have an opaque shielding method to direct light emissions downward and below the horizontal plane of the fixture in the permanently installed position.

Proposed bollard lighting for pedestrian ways is detailed in Exhibit C. Light emissions are shielded and directed downward consistent with this standard.

10-37-5: EXEMPTIONS

A. Exterior light fixtures, except Mercury Vapor lights, lawfully installed prior to and operable on the effective date of the requirements codified in this Ordinance except as follows:

1. All replacement of outdoor lighting fixtures, as of the date of adoption, shall be subject to the provision of this ordinance.

2. Until a date ten years after the date of the adoption of this ordinance.

B. Lighting within public right-of-way or easement for the purpose of illuminating streets or roads. No exemption shall apply to any lighting within the public right of way or easement when the purpose of the luminaire is to illuminate areas outside the public right of way or easement.

C. Fossil Fuel Light. All outdoor light fixtures producing light directly by the combustion of natural gas or other fossil fuels.

- D. Carnivals, fairs and temporary events that require the use of exterior lighting require a special events license. Permanent installations at dedicated sites must conform to the requirements of this Ordinance.**
- E. Seasonal Holiday Lighting - Lights used for decorating during holidays or festivals as defined in this code section and may be blinking or flashing.**
- F. Lighting for a properly displayed U.S. flag is exempt.**
- G. Construction lighting necessary for a roadway, building, or utility construction site except that permanent installations at dedicated sites must conform to the requirements of this Ordinance.**
- H. Up-lighting intended to highlight part of a building or landscaping provided that the light distribution from the fixture is effectively contained by an overhanging architectural element or landscaping element and does not shine beyond the intended target including into the night sky. Such containment elements may include but are not limited to awnings, dense shrubs or year round dense evergreen tree canopies which will contain illumination of the sky.**
- I. Commercial and industrial low wattage lighting used to highlight driveways and landscaping, or applied to a building providing they are properly aimed and shielded down to not shine glare, emit direct illumination, or cast a shadow into the public right of way or onto abutting or nearby properties.**
- J. Lighting for public monuments, murals, and statuary providing lighting is properly aimed and shielded to contain light to the art feature and not shine glare into the public right of way or onto abutting or nearby properties.**
- K. Airport operations lighting and aircraft navigational beacons as established by the Federal Aviation Administration. All other airport outdoor lighting must conform to this ordinance.**
- L. Underwater lighting in swimming pools and other water features.**
- M. Temporary lighting for theatrical, television, and performance areas.**
- N. Athletic field lighting; steps should be taken to minimize glare and light trespass, and utilize sensible curfews. Light directed upward is prohibited.**
- O. Correctional Facilities**
- P. Ornamental and architectural lighting of bridges.**
- Q. Temporary exemptions as granted by the City of Florence.**
- R. In addition to exceptions mentioned above the below apply to residential uses.**
 - 1. One partly shielded or unshielded luminaire at the main entry, not exceeding 630 lumens.**
 - 2. Any other partly shielded or unshielded luminaires not exceeding 315 lumens.**
 - 3. Low voltage landscape lighting aimed so that glare is not visible from adjacent properties and not exceeding 525 lumens per fixture.**
 - 4. Shielded directional flood lighting aimed so that direct glare is not visible from adjacent properties and not exceeding 1,260 lumens.**
 - 5. Lighting installed with a vacancy sensor, where the sensor extinguishes the lights no more than 10 minutes after the area is vacated.**
 - 6. Decorative low wattage lights.**

No exemptions are proposed.

10-37-6: PROHIBITIONS

A. Laser Light Source. The use of laser source light or any similar high intensity light for exterior advertising or entertainment is prohibited.

B. Searchlights and Strobe Lights. The use of searchlights or strobe lights for purposes other than public safety or emergencies is prohibited.

C. Blinking & Flashing Lights. All blinking and flashing lights except for traffic control fixtures, those used for public safety or emergencies, and seasonal holiday lights are prohibited.

D. Externally affixed neon lighting is prohibited except in the following manner: As a trim element that surrounds windows, doors, or building edges; when located on building facades that face street frontages or internal driveways within commercial districts; such lighting must not be located more than 15 feet from finished grade and must not be used to define a building roof-line; and, such lighting must not include flashing, intermittent or rotating lights. Notwithstanding the provisions of this subsection, all neon lighting associated with signs must meet the requirements of the City of Florence Sign Code.

As shown on Sheet E001, no prohibited lighting is proposed.

SIGN REGULATIONS: FCC 4-7

4-7-13: OLD TOWN SIGN DISTRICT

In addition to the temporary and permanent signage allowed without permits, the following signage is allowed in the old town sign district subject to the requirements of this chapter, and summarized in Table 4 of the Sign Districts Table. If there is a conflict between the table and the text, the text prevails.

A. Permitted Sign Types, Number and Area.

Signs within the old town sign district are limited as follows and require the obtaining of permits under Section 4-7-26 of this chapter:

1. Wall Signs

a. Two (2) wall signs per business are permitted. The sign area shall not exceed six percent (6%) of the wall area.

As shown on Sheet LU-5, wall signs are proposed on the west façade and north wall. The proposed sign areas are 1.4% of the west façade and 2.4% of the north wall, meeting these standards.

2. Projecting, Awning and Marquee Signs

a. Other signs attached to buildings, such as projecting, awning and marquee signs are allowed in place of wall signs. The sign area shall not exceed fifteen (15) square feet per sign face.

b. Projecting sign above marquee and roof sign are not permitted.

No projecting, awning or marquee signs are proposed.

3. Monument Signs

a. One (1) monument sign per site is permitted for buildings that do not abut the sidewalk. The sign area shall not exceed sixty (60) square feet per sign face.

b. A minimum of one hundred lineal feet (100') of separation is required between monument signs on the same side of the street.

A monument sign is anticipated as shown on Sheet LU-1 but has not been designed at this point, and will be approved through a separate permit process.

B. Maximum Sign Height.

Monument signs shall be no more than eight feet (8') in height.

C. Illumination.

1. Internal illumination is not allowed.

2. The illumination of signs within the old town sign district shall comply with the standards contained in Section 4-7-24 of this chapter.

No internal illumination of signs is proposed. Proposed signage meets illumination requirements as discussed under FCC 4-7-25 standards below.

D. Other Limitations.

1. Changing image and readerboard signs are not permitted.

2. The use of plastic as part of the exterior visual effects is not permitted.

3. Storefront Signage: Where a building abuts the sidewalk, the following storefront signage standards shall apply:

a. Signage shall be attached to the building: awing, projecting, window and wall signs are permitted.

b. Monument signs are not permitted.

No changing image or readerboard signs are proposed. The proposed building does not abut a storefront. These limitations do not apply.

4-7-25: ILLUMINATION – GENERAL RESTRICTIONS

A. No sign, light, lamp, bulb, diode, tube, or device shall be used or displayed in violation of this section.

Proposed signs and lighting are identified in project materials and permitted through this application process.

B. No light source shall create an unduly distracting or hazardous condition to a motorist, pedestrian or the general public. Lighted signs shall be placed, shielded or deflected so as not to shine into residential dwelling units or structures, or impair the road vision of the driver of any vehicle.

C. External light sources for a sign shall be directed and shielded to limit direct illumination of any object other than the sign, including light pollution of the night sky.

As indicated on Sheet LU-5, all sign lighting will be shielded and directed down and at the sign face; no sign lighting will be directed off site. Applicant is willing to accept a condition of approval to ensure compliance with this standard.

D. Except for holiday seasonal decorations, temporary signs shall not be illuminated.

E. Illumination from signs located within or adjacent to a Residential Sign District shall not exceed 25 foot candles when measured at the brightest point on the sign, at a distance of one foot (1') from the sign face using an incident light meter. Signs found to be too bright shall be adjusted or removed as directed by the Community Development Director.

No temporary signs are proposed in this application; adjacent properties are not within a Residential Sign District.

F. Illumination from signs located on any property in any sign district other than the Residential Sign District shall not exceed 125 foot candles when measured at the brightest point on the sign, at a distance of one foot (1') from the sign face using an incident light meter. Signs found to be too bright shall be adjusted or removed as directed by the Community Development Director.

Applicant is willing to accept a condition of approval to ensure compliance with this standard.