

**URBAN GROWTH BOUNDARY
TASK**

ISSUE PAPER # 1

COMMERCIAL AND INDUSTRIAL LAND USES

JULY, 1997

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF FLORENCE

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Purpose:

This issue paper is intended to evaluate the city's current commercial and industrial development levels and patterns, identify issues, and develop a direction for future commercial and industrial development over the next twenty-year planning cycle. As part of the urban growth boundary task of periodic review, the city must project its future land use needs and demonstrate how it will accommodate them in a manner which provides an overall benefit to the Florence community.

Staff's analysis is in part governed by the industrial and commercial development provisions of Oregon Administrative Rules, Chapter 660, Division 9 (see these in Appendix A). In addition, staff must address Statewide Planning Goal 9, Economic Development (also in Appendix A). For the purpose of this report, *urban growth boundary* (UGB) means the outward limits of both urban and urbanizable lands. Lands outside the urban growth boundary are considered *rural lands*. *Urbanizable lands* are those lands outside of city limits. *Urban lands* are those inside city limits. *Urban service area* refers to land within the urban growth boundary, both inside and outside of city limits. *Commercial land uses* are those which cater to the general public from a retail, office, or service nature. *Industrial land uses* are those whose primary function is to manufacture, process, or assemble a particular product to be sold on a wholesale basis. While these uses may contain offices, or may also include retail sales, these functions are secondary to the primary function.

This paper is intended for use by the Florence planning commission, citizen's advisory committee (CAC), and general public to develop part of the urban growth boundary plan component. As such, it is a working draft and not necessarily the final staff recommendation on commercial and industrial land uses. For clarity, it is divided into two parts: commercial land uses, and industrial land uses. Each part will look at the assumptions behind the 1988 plan related to these two uses, list the use-specific goals, objectives, and policies of the 1988 plan, review the implementing city ordinances, present an inventory of existing commercial and industrial uses by zoning district, and identify staff issues, and to the extent we are aware of, community issues. Staff will then present alternative land use scenarios for consideration. Staff is hoping for the community to identify any other issues to be addressed as part of this plan update.

PART 1. COMMERCIAL LAND USES

Current Situation:

1988 Comprehensive Plan: The current plan is divided into two parts: Part I - goals, policies, objectives, recommendations, and the plan diagrams; Part II - technical report and findings. Part II will be reviewed first as its findings were most likely used to formulate the goals, policies and recommendations of Part I.

A. Review of Part II, Technical Report: A discussion of commercial land uses in the technical report is found on pages 24 and 25. Three key assumptions were presented from which to base the 1988 plan recommendations:

- 1) commercial land use needs were seen as a function of population growth and tourism;
- 2) to promote commercial development of the downtown, the downtown area was protected against residential encroachment (through zoning);
- 3) to compromise between businesses who wanted Highway 101 frontage and the city's desire to avoid objectionable strip development, highway (commercial) development would be required to follow more stringent design/development standards.

On page 33, a table presents land uses within the urban growth boundary as of 1980 documented acreage. The commercial land use inventory was presented as:

	Acreage 1980		
	City	USB*	Total
Commercial	139.6	27	166.6

(* USB = urban service boundary?)

According to this table, commercial uses at the time accounted for approximately 6% of the total land area within city limits, and approximately 3% of the total land area within the urban growth boundary. Carrying this information forward, the future need for commercial land was estimated.

On page 35, the following formulas were presented:

- 166 acres divided by 6,170 persons (1985 estimated population) equals .027 acres per person
- 0.27 (typo, should be .027) acres per person times 12,515 (est. permanent resident population*) equals 338 gross acres.

(* est. permanent resident population = projected total population at the end of the planning period)

According to this report, roughly 159 acres of commercially zoned land existed within the city at that time. Of that amount, 80.6 acres was committed to commercial uses, and another 25.4 acres was in residential use. It was assumed that some of these residential uses would ultimately convert to commercial uses. Publicly owned property (school district use) consumed another 24 acres, although it was anticipated that some of that land would be available in the future as new schools were constructed. Based on the 159 acres, that left 9 acres undeveloped.

As a result, staff presented the following commercial land use recommendation on page 36.

Land Use	Existing Acres	Proj. Need	Total Acres
Commercial	141	201	342*

(* - staff is unaware why the 139.6 number and the 338 number of page 35 increased here to 141, and 342, respectively)

It appears as though the projected need was "backed into" statistically, as there is no detailed explanation of how the projected need was arrived at otherwise. Furthermore, this need did not factor this report's stated expectations that some lands currently zoned commercial yet in residential and institutional use would become available for commercial uses in the future.

B. Review of Part 1, Goals, Objectives, Policies, Recommendations: Along with the land needs projections, the 1988 comprehensive plan presented guidance to the community regarding how that development would occur. Staff has extracted the following text from Part I relevant to commercial land uses.

Page 18. Land Use - Commercial

Objectives:

- 1. To provide for adequate expansion and growth of commercial development which meets local, regional, and travel/recreational needs.*
- 2. To encourage commercial development which enhances the positive aspects of the community.*

Recommendations:

- 1. It is recognized that additional commercial land and development will be needed as growth is experienced.*

2. *Commercial areas should be planned in relation to the capacity of existing and future transportation systems and public facilities.*
3. *The quality of commercial areas within the City should be assured by the enforcement of City zoning, design review, parking and sign ordinances, and the enforcement of building, fire, plumbing and electrical codes.*
4. *Commercial facilities along highways and arterials should be designed to avoid congestion, where feasible, while still providing for needed commercial growth.*
5. *Declining commercial buildings should be either upgraded or eliminated through: (a) enforcement of the appropriate codes, or (b) condemnation of substandard buildings.*
6. *Local improvement districts for streets, sidewalks, curbs and gutters, parking, and other public improvements should be encouraged in commercial areas for the purpose of rejuvenating commercial neighborhoods.*
7. *Minimum design standards should be applied to new business structures.*
8. *Controls of outdoor advertising should be enforced.*
9. *Planting of trees along streets should be encouraged in the commercial area.*

Page 5. Economic Development

Goal: To diversify and improve the economy of Florence, recognizing that our coastal economy needs special attention:

Objectives: (relevant)

1. *To consider the economic impact of all land uses actions.*
2. *To increase year-round employment opportunities and reduce unemployment, reduce out-migration of youth and accommodate the growth of the local labor force.*
3. *To encourage economic development and employment opportunities by providing a sufficient amount of commercial, industrial and marine zoned land and by making available adequate public services and facilities to serve the economic needs of the community.*

4. *To encourage commercial activity and nonpolluting industrial development which are compatible with the marine orientation, natural resources and residential character of the area.*
5. *To protect those areas suitable for commercial and industrial development from encroachment of incompatible land uses.*
6. *To encourage the clustering of commercial uses, intended to meet the business needs of area residents and highway travelers, in designated areas to prevent the undesirable effects of linear commercial development.*
7. *To plan for adequate public services and facilities to support economic growth and encourage those uses which will have a minimal impact on existing municipal services.*
8. *To encourage the restoration and rehabilitation of historic properties that could have potential for commercial, residential, or light industrial use.*

Recommendations: (Relevant)

9. *The development of the Florence area's resort atmosphere and recreational opportunities that would attract long-staying visitors year round should be encouraged. The City recognizes the importance of a community center and should seek ways to provide a suitable building.*
10. *The City should plan for economic growth with emphasis on the fishing industry, tourism, light industrial development, recreational and residential development. Areas within the Florence area for vacation home sites, recreational vehicle parks, resort facilities and convention center should be provided.*
12. *Commercial and industrial activities which are water-dependent should be encouraged within the marine zoned districts, subject to the requirements of any applicable shorelands management unit. The City, County, and Port of Siuslaw should cooperate to determine the best uses of the Siuslaw River shorelands.*

Page 17. Land Use - Residential:

Recommendations: (Relevant)

4. *Neighborhood commercial development may be allowed for residential areas where a need exists and if properly situated.*

Pages 25 and 26. Florence Urban Service Area

Goal: To provide for an orderly and efficient transition from rural to urban land use and to provide the necessary facilities and services to meet the housing, employment, livability and other needs to accommodate the long range population growth of the community.

Policies: (Relevant)

A. Land Use Patterns:

- 2. Most commercial and industrial development should occur in designated areas served by public facilities and where their use would have the least impact on surrounding uses and the physical environment. Intensive commercial and industrial complexes should occur only if public water and sewers are available to the site.*
- 3. Setbacks and clustering of commercial development along Highway 101 are encouraged in order to avoid increased congestion, safety hazards, the cluttered appearance of linear development and the destruction of vegetation along the highway caused by many entrances.*

Recommendations: (Relevant)

- 7. Only limited commercial development within the Urban Service Area should be allowed prior to availability of sewerage service.*

Please note that there are many other goals, policies, objectives and recommendations under headings such as quality of life, public facilities, services and transportation, and physical environment which are arguably relevant to all land use considerations. Staff prefers not to list them all here but recommends that they be reviewed and applied as we go through this analysis.

C. Review of Part 1, The Plan Diagrams: In addition to the text, there is a plan diagram, or map, which provides recommended locations for the various land uses. (See Appendix B) The following relevant plan passages help to explain the mapping recommendations.

I. Land Use Plan

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The Land Use Plan designates primary land uses for all lands within the city limits of Florence and the unincorporated area within the Florence Urban Growth Boundary. These primary designations, defined below, provide a guide

for land use decisions in general, and in particular, for the adoption of zoning districts.

Page 53 Commercial:

The commercial area of Florence has developed primarily south of 21st Street on either side of Highway 101. This Plan encourages the further development of a downtown commercial area in this location. In-filling on the side streets and improvement of the streets themselves will reduce the orientation to the highway.

Future development in the north area of Florence is expected to generate a need for an additional shopping area. The area at the intersection of Highway 101 and Heceta Beach Road already has some commercial development. One drawback is that this site is in many ownerships. If, at some future date, a shopping center developer wishes to suggest an alternative site which can be developed according to a single plan, such a site should be considered as a plan amendment.

Page 54. Highway Area:

Many businesses desire to locate on Highway 101 or 126. To discourage strip development but still provide highway locations for businesses a highway area has been designated. This area is intended for mixed uses, including both commercial and multiple family residential uses. Lot coverage, setbacks and other development standards are more stringent than in the commercial area. A large parcel of land located on the west side of Highway 101 between 23rd and 26th Streets is recognized as being one of the few properties under single ownership and potentially suited for a shopping center complex development. In the event a need is shown for such a use, this site should be considered as one alternative.

Page 54. Waterfront:

The Waterfront District in Old Town is becoming one of the City's most valuable assets as more tourist oriented businesses are established here. The tourist industry is important to the economy of the Florence area.

Zoning Ordinance Districts: The city implements its comprehensive plan through a number of different ways, but that which has the most bearing on our urban growth boundary task is zoning, and its impact on how Florence develops commercially.

The city currently has the following dedicated commercial zoning districts:

- Neighborhood Commercial District (NC)

- Commercial District (C)

- Highway District (H)

- Waterfront District (WF)

In addition, the city's Single-family Residential District (RS) and Mobile Home/Manufactured Home Residential District (RMH) allow a neighborhood commercial use by conditional use permit. That is, the fact that it is permitted conditionally means that the city has the ability to permit such a use subject to conditions to address its compatibility with existing uses, or to deny it. The city's Multi-Family Residential District (RM) allows a neighborhood commercial use and professional office use by conditional use permit. The city's Marine District (M) allows for commercial uses which are water dependent or water related. The city's Limited Industrial District (LI) allows for a limited amount of commercial uses, such as a seed and feed store and restaurant.

Zoning districts provide for specific uses of land, and also establish minimum standards which guide the placement and, to a lesser extent, the function of that use with regard to ensuring the health, safety, and general welfare of the community. The city has a zoning text, which spells out these provisions, and a zoning map, which designates the boundaries and locations of these districts. Based on Oregon law, there should be a direct correlation between the zoning districts and the land use map of the comprehensive plan. Furthermore, the plan map should, in theory, dictate the zoning, rather than the opposite. However, this does not always occur, particularly where zoning predates the comprehensive plan recommendations.

Copies of the city's zoning districts are provided in Appendix C. In general, the neighborhood commercial zoning was intended for small scale commercial developments oriented primarily toward residential consumer needs. The commercial zoning was intended to provide for a wide variety of small and larger scale commercial developments, as was the highway district. As indicated earlier, the primary difference between these two districts is the added regulations in the highway district to address highway-related issues. The waterfront district was established to accommodate the unique needs of the "old town" area.

The city's zoning map current through 1995 is provided in Appendix D. The only changes staff is aware of that are not shown on the 1995 zoning map are the zone changes for the 1996 amendments for the Goldstein property, the County's 40 acres, and the Port's boardwalk/marine lands. The area of

commercial district zoning generally starts on the south end of Highway 101 near the Siuslaw River bridge and extends north to 21st. It encompasses most of the commercial uses east and west of Highway 101, with the exception of the old town area, which is zoned waterfront.

The highway commercial district zoning starts at 21st Street and runs north toward northern city limits, where it ends at the Highway 101/Munsel Lake Road intersection on the west side of 101, and about 1,400 feet south of that east of 101. It encompasses most commercial developments both east and west of Highway 101, varying one to two blocks east and west as one heads northward. A strip of highway commercial district zoning also follows the south side of Highway 126 to the eastern city limits.

The waterfront commercial zoning district is found west of Highway 101 between Bay Street and the Siuslaw River, and east of Highway 101 south of Harbor Street to the river, excluding Port of Siuslaw property. This property is now zoned Waterfront/Marine combining district consistent with the city's recent plan and zoning amendments related to water dependent and water related land use needs.

The neighborhood commercial zoning has only been used on two occasions. As shown on the zoning map in Appendix D, these two areas are located in the northeast and southeast quadrants of the Rhododendron Drive and 35th Street intersections.

Commercial land use inventory: In order to project commercial land use needs for the 20 year planning period it is important to know what currently exists in the way of vacant commercially planned and zoned land. To begin with, the 1988 land use map can be reviewed in Appendix B, and the 1995 zoning map can be reviewed in Appendix D.

One will note considerable overlap between the land use map and the zoning map, although at this scale its difficult to distinguish much detail at all. The only obvious differences to staff is that land zoned highway district west of the Highway 101/Munsel Lake Road intersection does not appear to be similarly planned for highway land uses, and the two neighborhood commercial zoned lands are not reflected on the land use map. While these maps are somewhat helpful, more specific information is needed for our UGB analysis.

A. By land use map designation: The Lane Council of Governments (LCOG) provided the city with an acreage estimate for each of the 1988 Plan's land use designations using LCOG's geographic information system (GIS). Although the figures will be verified later in the planning process, the preliminary totals as of March, 1997 are:

	Acres	%
Area of the city*	2,133	n/a
Area designated Commercial	70	3.3%
Area designated Highway Area	144	6.7%
Area designated Waterfront District	12	0.6%

(* less any public right-of-way)

B. By zoning map designation: Prior to releasing this report, staff and a consultant conducted a land use inventory by commercial zoning districts (highway, commercial, waterfront, and neighborhood commercial). The results of that inventory follow.

	Acres	%
Area of city	2,133	n/a
Area of commercial zoning	319.67	15%
Area used commercially	156.40	48.9%
light commercial	123.70	38.7%
hvy.com/light ind.	32.70	10%
Area used by govt.	30.64	9.6%
Area used by institutions	10.05	3.0%
Area used residentially	62.62	19.6%
Area vacant	59.96	18.8%

(Note: "Area of the city" and "percent" of total commercial zoning are based on LCOG's March, 1997 GIS totals and are not field verified. Also, for the purposes of this inventory, *light commercial uses* includes retail, office, and service commercial uses such as banks, restaurants, medical, realty and other professional offices, barber and beauty salons, auto-service stations, hardware stores, auto-dealerships, recreational vehicle sales lots, and manufactured home sales lots. *Heavy commercial/light industrial uses* includes mini-warehouses, auto body shops and transmission shops, construction contractor's offices and yards, towing services, hardware stores with significant outdoor storage, sales, and display yards, auto/truck service centers, cabinet shops, sawshops, public utility yards, truck rental yards, and building material supply centers such as concrete batch plants and bulk sales lots).

A review of this same information by our four commercial zoning districts is presented in Appendix E. The information on these two tables demonstrates that only about half of the land specifically zoned for commercial land uses is currently used for commercial purposes. Nearly 20% of the remaining land is used residentially, and nearly another 20% is vacant. The amount of neighborhood commercial district land is a very small portion of the total commercially zoned land, and is currently not utilized. Residential uses comprise about the same amount of commercially zoned land as highway zoned land, and comprise almost half of the waterfront zoned land. About 23% of the commercially zoned land is in school district use, and the majority of vacant land zoned commercial lies in the highway district.

In addition, commercially zoned property is found within the urbanizable lands outside of Florence city limits. This property is subject to Lane County zoning regulations, even though it lies within Florence's urban growth boundary. The following table presents similar data for urbanizable lands within Lane County.

	Acres	%
Area of county w/in UGB*	1,673	n/a
Area of commercial zoning	24.24	1.4%
Area used commercially	10.80	45%
light commercial	6.21	26%
hvy. com/light ind.	4.59	19%
Area used residentially	0	0
Area vacant	13.44	55%

(* less any public right-of-way)

C. 1992 Technical Report Supplement for the North Highway 101 Land Use Study: In 1992, staff developed a supplement to the 1988 comprehensive plan technical report to support a planning and zoning amendment for the north end of Florence near Highway 101. This supplement and the amendments were never adopted, due to the city's anticipation of a forthcoming comprehensive plan update. Nevertheless, the technical information of that report was supported by the planning commission.

This report indicated the following commercial zoning distribution:

Zone Classification	City		Uninc. UGB	
	Acres	Pct.	Acres	Pct.
Commercial	295	17.0	40	2.1

It also provided the following information on commercially zoned, vacant lands:

Use Category	Developed	Undeveloped	Total	Vacancy Rate (%)
Commercial	269 ac.	26 ac.	295 ac.	8.8

This report went on to say:

Once developed land exceeds 90 percent of the total inventory, adequate choices of lot sizes and location become very critical from a market standpoint. Generally, the last 10 percent of a City's land supply is the hardest to infill. It is ultimately a policy issue whether additional incentives to infill are needed, and at what point the outward expansion of additional residential and commercial land is justified.

The city's commercial land use needs were projected similarly to that formula used for the 1988 plan:

- 295 acres divided by 5,380 persons (1991 estimated population) equals .055 acres per capita (person)
- .055 acres per person times 9,830 persons (estimated resident population in 2010) equals 540.65 gross acres.
- 540.65 gross acres minus 295 acres existing equals 245.66 acres of additional commercial land needed by 2010.

The report concluded that the current commercially zoned land within the urbanizable area was insufficient for accommodating future commercial needs. Staff found that additional annexation of lands to the north, and their redesignation and rezoning to commercial was therefore necessary.

D. Commercial development patterns: The city's recent commercial development is largely a function of where it is permitted by zoning. At least in theory, this zoning should have been based on some rational land use plan. Since some of the city's commercial development predates zoning, our zoning is also a response to then current situations involving commercial land uses.

Nevertheless, a pattern of commercial development is occurring. In general, this pattern is relatively linear along both sides of Highway 101 running north and south to city limits, along Highway 126 east to city limits, and along 9th Street to Rhododendron Drive.

The exception to the linear pattern is the old town area, where property owners and their tenants have capitalized on riverfront amenities and historic structures to create a unique shopping and dining experience.

Within the urbanizable area, limited commercial development is found both near and at Heceta Beach Road's intersection with Highway 101. Florence's only coastal resort, Driftwood Shores, lies in Heceta Beach. In addition, there is a tavern near Heceta Beach, along Rhododendron Drive.

It's difficult to distinguish between the commercial zoning district and the highway zoning district today. In fact, all uses permitted by the commercial district are permitted by right in the highway district (see Appendix C). The waterfront district is distinguished from the other districts based on scale of buildings, their architecture, and the fact that this zoning district is located on land which is lower in elevation than most other lands within the city.

It is also difficult to define a central business district or commercial core for the city due to a lack of any clear break in commercial activity north along Highway 101.

Since the 1988 comprehensive plan was adopted, non-residential development has occurred along 9th Street, between Highway 101 and Rhododendron Drive to the west. A new regional library was established near the eastern end of 9th Street, and a regional hospital was established at its western end. With the introduction of the hospital, other land around this facility and along 9th Street has begun developing with medical office uses, and a dental office has also been recently approved on 9th Street. In addition, the city purchased three city blocks on the north side of 9th Street for a governmental complex including a public safety building, city hall, and public park. The city is nearing completion of construction of this public safety building, which will serve west Lane County needs as well. All of this development has occurred on land zoned and planned for residential use.

In addition, since the 1988 comprehensive plan was adopted, the city approved a major residential/golf course planned unit development west of Highway 101 on 35th Street. The golf course has received recent notoriety as one of the best public courses in this region and perhaps the State. Part of the city's approval of this planned unit development included a commercial hotel on approximately 13.5 acres of land just south of 35th Street. This hotel has not yet materialized.

Other residentially zoned lands are being used for commercial uses, due primarily because the city's multifamily residential zoning allows commercial office uses and other non-residential uses by conditional use permit. These are mostly those residentially zoned lands close to Highway 101.

Very little expansion, if any, has occurred within the urbanizable lands regarding commercial uses. Most activity involves changes in tenants or businesses on existing sites. Staff is only aware of one commercial addition for a cottage industry as part of an existing residential use.

Commercial Land Use Projections: Commercial land use projections are important to the urban growth boundary task. These projections give us our estimate of land needs for future commercial development. Of course, these land needs will be balanced with other residential, industrial, and parkland needs for the final UGB determination.

The most simple way in which to project commercial land use needs is to factor that need proportionate with population growth. That is, as the number of people change, so will the demands on commercial activity. Using the same methodology used for the 1988 comprehensive plan land need projections and the 1992 supplement, we arrive at the following estimated needs for commercial land uses:

- 343.91 acres (UGB) divided by 7,590 persons (1995 est. population) equals .0453 acres per person
- .0453 acres per person times 11,961 persons (2015 est. population @ 2.7% AAGR) equals 541.96 acres, or
- .0453 acres per person times 15,698 persons (2015 est. population @ 3.7% AAGR) equals 711.12 acres

This methodology builds on the existing acreage regardless of how its actually used. Staff believes that it overestimates the actual commercial need by assuming that additional commercial land is also needed for residential, government, and institutional uses. Based on staff's inventory presented on page 10 of this paper, only about 50% of the total commercially zoned acreage is used for commercial purposes.

In discussions with the Planning Commission and Citizen's Advisory Committee, a consensus was reached to drop the 20% of residential uses found within the commercial areas from the above projection method. The Commission and CAC felt that a projection based only on the true commercial uses would be too limiting, but agreed that promoting additional residential use of commercially zoned ground was not desirable in most cases. Arguably, as a community grows, government organizations grow and need additional space. The city's commercial zoning allows both public and institutional uses, and therefore, providing land for establishing such additional uses appears reasonable. Based on this understanding, the above calculation is revised as follows:

- 281.29 acres (UGB) divided by 7,590 persons (1995 est. population) equals .0371 acres per person;
- .0371 acres per person times 12,896 persons (2015 est. population @ 2.7% AAGR) equals 478 acres; or
- .0371 acres per person times 15,698 persons (2015 est. population @ 3.7% AAGR) equals 582 acres.

Staff has factored in the two low and high average annual growth rates (AAGR) supported by the commission and CAC for use in our 20 year planning period. Therefore, based on a 2.7% AAGR, an additional acres of commercially planned and zoned land would be necessary to accommodate our needs to the year 2015 ($478 - 343.91 = 134.1$). Based on a 3.7% AAGR, 238 additional acres of commercially planned and zoned land would be necessary over the next 20 years. Part of this need, theoretically, would be met by the 60 acres of vacant land within the city.

This simple method of projecting commercial land use needs appears insensitive to tourism's influence on Florence's economy. Commercial developments which rely on Florence as a tourist destination, or because of its location on U.S. Highway 101 are not necessarily, and could not otherwise be supported by Florence's resident population, are not considered by this formula. For example, a factory outlet mall currently under consideration by the city is depending on a regional draw from the Willamette Valley and Highway 101 traffic.

In addition, the above calculation assumes vacant land is physically unconstrained for development. This is somewhat misleading. While the city has documented approximately 60 acres of vacant commercial land, much of this land is difficult to develop without consolidation of small adjoining parcels. In Appendix F, staff has listed the vacant commercially zoned tax lots, by district, and by size. (Note that in some cases, lot size is estimated by scaling tax lots, and may vary for uniquely configured lots). Except for three instances in the highway district, no vacant parcels exist in excess of 1 acre. Staff has also listed parcels where consolidation is possible to achieve more usable land areas. Without parcel consolidation, the need for commercially planned and zoned land may be higher than indicated above.

Conversely, there are other variables that might actually reduce the need for newly planned and zoned commercial properties. The three school district parcels fronting on Quince Street total over ten acres, and are currently planned and zoned for commercial use. It is likely that these could become available over the 20-year planning period for commercial uses, although the commission and CAC should not rule out other potential residential or public use of these properties. Commercially zoned lands which are currently in residential use may ultimately convert to commercial use. One incentive for conversion is that the assessed value for improvements on that property may in fact be outpaced by the rise in the assessed value of the land for commercial use. This should occur as demand for commercial land approaches or exceeds the readily available supply. This may have already occurred in some instances. Staff will need to look at some representative properties in town to determine whether such assumptions are true.

Issue Identification: Based on the employment projections of Lane County, and based on the previous commercial land use projections, it is safe to say that commercial growth will continue to occur, at least for the near future. Assuming this, staff proposes the following questions:

- what major category of commercial land uses (retail, office, service, resort, heavy) has experienced the most growth in Florence, in the region, in Oregon? Do we expect these trends to continue, and, in some cases, affect Florence? Is there a need for promoting a particular category over another, and if so, are there long-term risks? What is needed to promote this category, i.e., land requirements, labor force, infrastructure, marketing, etc.?
- where has commercial growth occurred in our community and do we want one or all of these trends to continue? What, if anything, should we do to either reinforce or reverse these trends as the case may be? If we want a change, what are the obstacles?
- should the city attempt to influence the rate at which commercial growth occurs or simply rely on market forces?
- are the goals, objectives, policies and recommendations related to commercial land use still relevant, are they helpful in local decision-making, have they been effective?
- are the commercial zoning districts and other land use controls achieving our goals, objectives, policies, and recommendations, do they promote compatibility among different types of commercial uses, commercial and residential uses, etc.?
- how do we best incorporate the community's forthcoming strategic plan recommendations into our commercial land use need discussion?
- do we consider commercially zoned lands within the urbanizable area eligible for such development without annexation?

Staff believes these questions and those identified by others during this process will need to be addressed by the commission and CAC for final recommendations on our urban growth boundary, and other elements of the comprehensive plan update. In some cases, we will need to rely on our opinions or feel, as backup data to support our findings will probably not be readily available.

In the next section, staff presents some alternative commercial land use scenarios for consideration. These scenarios will help to further develop issues and provide the community with direction regarding future commercial land use needs.

(Note: these scenarios are for discussion purposes only, and are not intended to reflect a particular direction of the city)

SCENARIO "A" - Continued Buildout

1.
 - a. Comp. Plan is amended to provide for continued commercial development along Highway 101 corridor to Heceta Beach Road and beyond.
 - b. Properties along Highway 101 are annexed and rezoned to highway district.
 - c. The front portion of deep commercially zoned lots is the first to develop, making development of the rear portion more difficult.
 - d. Access continues to be an issue, with owners of individual lots seeking their own ingress/egress points to Highway 101.
 - e. Highway 101 north continues as a two lane highway with center turning lane.
 - f. Timing of development ultimately becomes dependent on north Florence sewer interceptor construction.
2.
 - a. 9th Street area remains zoned multifamily and fills in with medical offices and a few duplexes.
 - b. Eventually the City develops its new city hall site and adjoining park.
 - c. Other remaining land is planned for single-family development.
 - d. 9th Street plays an increasing role over time for carrying traffic to and from Highway 101, and some intersections become more dangerous, and pedestrian access becomes more difficult, relying on sidewalks paralleling streets.
3.
 - a. Old Town area continues to move through slow but steady transition from residential to commercial.
 - b. Several commercial uses include residential apartments.
 - c. The Port's boardwalk development has materialized, and has added to the attractiveness of this area.
 - d. Other new buildings are attractive, but not always in keeping with the older buildings in terms of setbacks, architecture, and scale.
 - e. Parking remains a problem due to the combination of strict zoning codes and land availability limitations, making difficult reinvestment in older, deteriorating buildings.
4.
 - a. Commercial uses in other areas of town continue to come and go.
 - b. Some businesses move north for more land to expand, leaving deteriorating building shells and paved lots for low-investment uses.
 - c. city plays limited role in helping existing businesses to re-invest in building and site improvements.

- d. Highway 101 continues to build in traffic volumes, making difficult cross-traffic turning movements and all but limiting pedestrian movements.
- e. Use compatibility continues to be a problem for code enforcement, as heavier commercial uses impact lighter commercial uses and residential uses through noise, dust, and heavy truck traffic.
- f. Consolidation of small vacant lots is precluded by continued residential uses and the lure of cheaper, easier to build land to the north.
- g. Some marginal retail and service commercial uses close down as development proceeds northward.

SCENARIO "B" - (Continued buildout w/) North Florence Commercial Activity Node

1.
 - a. Comp. Plan is amended to create a commercial activity node formed by land surrounding the Highway 101/Munsel Lake Road intersection with the expectation that Florence continues to grow as a regional hub on the Oregon coast.
 - b. Zoning in this node is revised to support comp. plan recommendation for retail shopping opportunities for Florence residents and a more regional draw. Retail uses conducted within a building are promoted, along with supporting commercial conveniences such as full-service restaurants, a hotel or motel, and a service station.
 - c. Some of the land within this node is consumed by national and regional retailers with large building footprints, extensive surface parking lots, and in some cases, smaller satellite businesses on the same site.
 - c. Fast-food restaurants, "minute lube" service centers, and carwash uses are subject of conditional use permit requests.
 - d. New heavy commercial uses with outdoor storage and sales and light industrial/manufacturing uses are discouraged from locating here.
 - e. Transportation improvements are coordinated with ODOT and include a signalized intersection, including controlled access, at Munsel Lake Road and Highway 101. A fourth, western leg is added at this intersection to provide controlled access at a signal for commercial properties on the west side of Highway 101.
 - f. Highway 101 is widened to a four lane divided highway, with urban section (curb, gutter, and sidewalks) across Highway 101 frontages.
 - g. East-bound Munsel Lake Road is widened to four lane highway with turn lanes to a point east of Florentine Estates to handle increased traffic demands due to commercial activity, increased through traffic to and from Highway 126, and due to new residential traffic from northern parcels east of Highway 101.
 - h. Pedestrian crossing of Highway 101 is achieved at Munsel Lake Road/Highway 101 intersection, with addition of signal.
 - i. Northward creep of commercial land is stopped south of Heceta Beach Road through the use of this node, and strong city and county planning policies. Pressure continues on land north of this node to be converted to commercial uses, especially with north Florence sewer interceptor in place.
 - j. Natural vegetative buffers are utilized to separate commercial development from existing and planned residential development to the east.

k. Design guidelines promote attractive architecture, landscaping, site layout and signage to relate to highway and other commercial uses within the node.

l. A visitor's facility is developed in this area with visual access to the open dunes, and with BLM permission, pedestrian access is also provided affording visitors scenic views to the west.

SCENARIO "C" - Focused Town Center

1.
 - a. Combination of major public and private sector re-investment in existing commercial areas south of 9th Street and Highway 126 to Siuslaw River Bridge produces viable mix of commercial, public, and residential uses.
 - b. Strong plan policies discourage commercial uses beyond Munsel Lake Road by reinforcing parcel consolidation, an internal access plan, and residential development of varying densities.
 - c. Conversion of residentially used and residentially zoned land to the north is subject to phasing plan, which regulates the amount of commercial development coming on-line to reinforce efforts to maintain the momentum in developing the community's town center.
 - d. Former middle school site converted to major commercial hotel development, with strong ties to the Events Center to enhance the conference function of that use.
 - e. Interpretative walkway with views of the Siuslaw River estuary ties events center, hotel, boardwalk development, and old town shops together for increasing tourist interest in Florence area.
 - f. Former high school football field and bus barn developed with higher density residential development, with land reserved for future community center.
 - g. Pedestrian refuges developed at strategic locations along Highway 101 to address increasing traffic volumes and connecting east and west town center.
 - h. Vacant stores and marginal commercial and residential lots and parcels become more attractive for redevelopment as vacant commercial ground becomes scarce.
 - i. Parking issues are dealt with through the formation of a parking district, and underutilized parking lots are targeted for public use.

SCENARIO "D" - 9th Street Area Plan

1.
 - a. Comp. Plan amended to establish 9th Street master plan.
 - b. Area developing with medical and other professional offices, medium to high density residential uses and public facilities.
 - c. Supporting restaurants and convenience stores support office and hospital workers, encouraging added pedestrian activity.
 - d. City hall, justice center, regional library and city park serve as key "public features" of this area.
 - e. Other lands developed with medium to high density residential development, including some clustered to protect natural resources, and others with a more traditional grid design.
 - f. Coordinated sidewalk and pathway system allows for convenient pedestrian movement for residents and center workers alike.

PART 2. INDUSTRIAL LAND USES

Current Situation:

1988 Comprehensive Plan:

A. Review of Part II, Technical Report: Industrial land uses are discussed generally under economic development beginning on page 16 through 19, and again on page 24. The key assumptions of this document were:

- 1) Florence's industry related to timber activity via wood products mills was located outside of city limits, and could not be expected to locate inside these limits. In addition, activity levels of this industry were dropping;
- 2) Florence had no industrial base, and very little industrially planned and zoned land;
- 3) The city needed to diversify through actions to allocate lands (public- and private-owned) for industrial uses, including providing the necessary infrastructure improvements to support these actions;
- 4) Preference in the city's business park would be given to those industries who provided the most jobs;
- 5) Other Florence "industries" included commercial fishing, an increasing retirement population, and an increasing interest in the region's recreation and tourism opportunities.

On page 33, a table which documented land uses within the urban growth boundary as of 1980, presented the following inventory:

	City	Acreage 1980	
		USB	Total
Industrial	4.6	26	30.6

According to this table, industrial uses at the time accounted for less than one-tenth of a percent of the total land area within city limits, and about half a percent of the total land area within the urban growth boundary.

At the time of the 1988 planning process, Florence really had no industrial land base from which to project from. However, the community had a strong interest in economic development and providing jobs. Therefore, prime industrial land areas were identified and land needs estimated. This is sort of a "designate it and they will come" philosophy!

On page 18, "Serviceable industrial sites" included:

- 43 acres of land in two areas directly east of the Florence airport. This includes about 14 acres of land that the city owned and was developing as an industrial park;
- 32 acres of land southwest of the Florence airport. This land was in private ownership.
- 120 acres of land north of Munsel Lake Road and east of Highway 101, outside of city limits. This land was in private ownership.
- 40 acres of land located north of the Florence airport. This land was in city ownership and was seen to be adversely impacted by Florence's airport for practically any other use but industrial.

As a result, staff presented the following commercial land use recommendation on page 36.

Land Use	Existing Acres	Proj. Need	Total Acres
Industrial	27	208	235

B. Review of Part I, Goals, Objectives, Policies, Recommendations: Along with these land use projections, the 1988 comprehensive plan presented additional economic development guidance. Staff has extracted the following text from Part I relevant to industrial land uses.

Page 19. Land Use - Industrial

Objectives:

1. *To encourage industrial development that does not detract from the positive aspects of the community.*
2. *To provide light industrial development by making available industrial zoned land and adequate public services and facilities.*

Recommendations:

1. *Industries locating in the area should be compatible with the residential character and natural resources of the area.*
2. *Industrial sites should relate to existing or proposed transportation, utility systems, and surrounding land uses.*
3. *The City, in cooperation with Lane County, should identify additional industrial development locations in the Florence area.*
4. *Light industrial uses should be encouraged to locate in light industrial zoned areas within the city which have full public services available.*

5. *The city should consider the enactment of additional industrial performance standards for the regulation of noise, glare, dust, odor and fire hazards to insure that air, water and land quality are not adversely affected by industrial development.*

Page 5. Economic Development (relevant)

Goal: To diversify and improve the economy of Florence, recognizing that our coastal economy needs special attention.

3. *To encourage economic development and employment opportunities by providing a sufficient amount of commercial, industrial, and marine zoned land and by making available adequate public services and facilities to serve the economic needs of the community.*
4. *To encourage commercial activity and nonpolluting industrial development which are compatible with the marine orientation, natural resources and residential character of the area.*
5. *To protect those areas suitable for commercial and industrial development from encroachment of incompatible land uses.*

Policies: (relevant)

2. *The city will support the State of Oregon, Lane County and the Port of Siuslaw in their efforts to attract industry, including water-dependent or related industry, which is compatible with the environment and is supportive of the renewable resources of the area.*

Recommendations: (relevant)

8. *The city should pursue the development of the airport light industrial park. Only labor intensive uses should be allowed to locate there.*
10. *The city should plan for economic growth with emphasis on the fishing industry, tourism, light industrial development, recreational and residential development.. Areas within the Florence area for vacation home sites, recreational vehicle parks, resort facilities and convention center should be provided.*
11. *Labor-intensive light industry which will provide year-round employment while having a minimal impact on municipal services and the physical environment should be encouraged.*

Policies: (relevant)

- 2. Most commercial and industrial development should occur in designated areas served by public facilities and where their use would have the least impact on surrounding uses and the physical environment. Intensive commercial and industrial complexes should occur only if public water and sewers are available to the site. Additional industrial development locations and performance standards will be developed in cooperation with Lane County.*

- I. Land Use Plan*

Page 54.

Industrial: At present Florence has virtually no industry. Provision of adequate industrial sites is essential to the future growth of the community. The following criteria were used for selection of industrial sites:

- located on an arterial, or on a feeder or collector which runs through a non-residential area.*
- site should be buffered from residential use on at least one side.*
- where site is adjacent to residential use, site must be large enough or topography such that industrial use can be buffered.*
- site should be in large parcels, not divided into many ownerships.*

Zoning Ordinance Districts: The city implements its industrial land use plans through the following zoning district:
Limited Industrial District (LI)

A copy of the limited industrial district is provided in Appendix F.

Arguably, industrial land use plans are also implemented to some extent by the city's Marine District (M), Airport Districts, and Highway District (H). The marine district was established to accommodate the city's water-dependent and water-related industries. Other types of industries are precluded by this district's provisions to protect the city's estuary and shoreland planning needs. The city recently completed its analysis of these needs as part of the especially suited for water dependent (ESWD) uses amendments. The airport districts which permit industrial uses are the Airport Noise Corridor Overlay District (AN), and the Airport Approach Safety Overlay District (AS). As one might expect, these two districts preclude residential use of airport impacted properties for public safety purposes and therefore permit nonresidential uses such as industries. The highway district allows industrial uses conditionally.

In Appendix D, the city's zoning map depicts the extent of limited industrial district use through 1995. Again, this map does not reflect the addition of 40 acres of limited industrial zoning for the County lands east of Rhododendron Drive near its intersection with 35th Street. It also shows the extent of marine district zoning, except for the Goldstein property to the west of Rhododendron Drive, which is now zoned single-family residential instead of marine district.

A zoning category called Airport Development is also shown, although this district does not permit industrial uses. The airport overlay districts described above are not shown on this map, but are shown on the Future Land Use Map, Figure 10, in the Florence Airport Master Plan. A copy of this map is provided in Appendix G, although because it is based on an aerial photograph, it is difficult to read.

Industrial land use inventory: Similar to the commercial land use portion of this paper, inventorying the industrial land base is a necessary step in the projection of industrial land use needs. Again, the 1988 land use map of Appendix B, and the 1995 zoning map of Appendix D should be reviewed and compared.

In addition, staff provides the following specific information.

A. By land use map designation: The Lane Council of Governments (LCOG) provided the city with an acreage estimate for each of the 1988 Plan's land use designations using LCOG's geographic information system (GIS). Although the figures will be verified later in the planning process, the preliminary totals as of March, 1997 are:

	Acres	%
Area of the city*	2,133	n/a
Area designated Limited Industrial	(not available)	

(* less any public right-of-way)

B. By zoning map designation: Staff conducted an inventory of industrially zoned land within the city (limited industrial district) in the summer of 1995, and has since updated this inventory in early 1997. The results of that inventory follow.

	Acres	%
Area of city	2,133	n/a
Area of industrial zoning	159.31	7.5%
Area used industrially*	11.47	7.2%
Area used otherwise**	0.28	0.1%
Area vacant	147.56	92.6%
Area of publicly owned industrial lands	119.37	74.9%
Area of privately owned industrial lands	39.94	25.1%

(* *industrially* means contractors offices and yards, cabinet shops, sheet metal and electric shops, welding and machine shops, fabrication centers, storage buildings and yards, building material centers; ** *otherwise* means radio station, social service organization office and child care facility.)

Staff provides the specifics behind the above inventory, parcel by parcel, in Appendix H. Approximately 80 acres of industrial zoning exists outside of city limits within the urbanizable lands, located northeast of Munsel Lake Road's intersection with Highway 101. Forty of these 80 acres has been replanned residential recently and is currently proposed for residential zoning - the Morales tract.

C. 1992 Technical Report Supplement for the North Highway 101 Land Use Study: On page 7 of this report, the following industrial zoning distribution:

<u>Zone Classification</u>	<u>City</u>		<u>Uninc. UGB</u>	
	<u>Acres</u>	<u>Pct.</u>	<u>Acres</u>	<u>Pct.</u>
Industrial	177	10.2	86	4.6

On page 8, it also provided the following information on industrially zoned, vacant lands:

<u>Use Category</u>	<u>Developed</u>	<u>Undeveloped</u>	<u>Total</u>	<u>Vacancy Rate (%)</u>
Industrial	44 ac.	133 ac.	177 ac.	75.1%

This report indicated that although some industrial development was occurring in the Florence airport business park, there was a considerable amount of vacant industrial land remaining since the 1988 comprehensive plan adoption. This report concluded that industrial land needs were not directly linked to population growth, and that location and access were important factors in their marketing success.

Of the two primary industrial areas within Florence, this report indicated that the industrial lands around the airport had attracted investment, while the lands north of Munsel Lake Road had not. In addition, the city was continuing to develop expansion plans of its industrial holdings by extending Kingwood Street to the north, and the county lands to the northwest.

The 1992 report presented a policy decision to the city regarding the disposition of industrially planned and zoned lands north of Munsel Lake Road. Based on the 1988 comprehensive plan recommendations, industrial uses were encouraged in areas which have full public services available. Industrially planned and zoned lands surrounding the airport have full services, where the lands north of Munsel Lake Road did not. If a surplus of industrial zoned lands existed, and a higher and better use of some of these lands was foreseen, those industrial lands north of Munsel Lake Road were seen as likely to be converted from industrial to some other needed use.

In fact, the follow-up 101 North Corridor Land Use Study recommended these lands be redesignated residential on the city's comprehensive plan. While this study was not adopted, the city did later amend its comprehensive plan and zoning ordinance for all but 2.86 acres of this land north of Munsel Lake Road as part of separate annexation applications. The city is still involved in the rezoning of 40 of the 117 acres redesignated residential (Morales tract).

D. Industrial development patterns: As indicated above, industrial development has occurred near the Florence airport, in the city's 14 acre industrial park. A few of these 25 original lots remain vacant, and some of these

are for sale. Few industrial manufacturers actually occupy this space, and a wood-stove manufacturing establishment reported in the 1992 supplement at this location has since relocated out of the Florence area. Many of the existing businesses are related to the local building industry, whether they be contractors offices and yards, custom cabinet shops, or specialty services. The objective of preference to those "high number of jobs" generators has not come to fruition.

The large tract of private land (32 acres) located southwest of the airport remains undeveloped, as does the city's land to the north. However, the city has received major state and county grant funds and loans to facilitate development of this industrial land known as the Kingwood Street Industrial Park. The city plans to initiate construction of the infrastructure for this park in the spring of 1997, and will develop an aggressive marketing plan to help in the success of this project. Kingwood Street will be extended from its current terminus near 20th Street to a new intersection with 35th Street to the north. 27th Street will be extended west from Pine Street to intersect with the new Kingwood Street. A secondary access may also be built to the airport from the new Kingwood Street.

This development will also provide vehicular access to the county's 40 acres of land west of this park, near Rhododendron Drive. In 1996, the city changed the zoning on this 40 acres from marine district to limited industrial district to facilitate a cooperative economic development effort between Lane County and the Port of Siuslaw. This 40 acres will be available to the Port to develop as a business/industrial park in the future. This change was ratified through the city's recent 1988 comprehensive plan amendment to revise those lands designated ESWD and zoned marine.

As indicated earlier, no new industrial activity has occurred north of Munsel Lake Road since the 1988 comprehensive plan. Approximately 42 acres remains planned and zoned industrial in that area, although it is anticipated that all of this land will ultimately be converted to non-industrial uses.

Industrial Land Use Projections:

Staff agrees with previous plan assumptions that industrial development of Florence is probably not a function of population growth, but rather a matter of economic opportunity. Nevertheless, a determination needs to be made that sufficient industrial land exists within the urban growth boundary for our 20-year planning period.

One simple way to establish an industrial growth rate is to look at our historical industrial land consumption. The only relevant example we have of an industrially developing area to use for this exercise is the city's airport business park. Approximately 9 acres of this 14 acre park are subdivided into lots, the remaining five acres is in streets. Of the 9.12 acres created in 1988, 5.4 acres are currently developed. To determine a yearly rate of industrial buildout of this park, we could divide the acres developed by 8 years (1988 to 1996). Our yearly rate of industrial land consumption then, using the business park as an example, is 0.67 acres. Applying this yearly rate of consumption to a 20-year period, industrial uses would consume a whopping 13.5 additional acres of land by the year 2015!

Before we start "selling off" this land to other uses, though, we need to look at some possible flaws in the above method. One possible flaw is the assumption that our future industrial growth will be similar to that occurring over the past 8 years. Those uses which do not require large amounts of land for buildings, parking, or outdoor storage have been the norm. Obviously, a larger industrial enterprise will likely have greater land needs for buildings, parking, storage, and other ancillary uses. And, if a major industry was established in Florence, there's a possibility that secondary industries could follow. In which case, our land consumption rate would increase, perhaps even dramatically.

Another flaw assumes that the land consumption rate cannot be modified through public and private sector intervention. In fact, we know that the city, the Port of Siuslaw, and Lane County are jointly pursuing a major marketing effort to bring industry to Florence's industrial areas. Having a large vacant industrial land base with utilities available can be an attractive marketing tool. The 14 acre business park is currently served by public roads and utilities, and another 110 acres will be served by public roads and utilities by 1998 as part of the Kingwood Street Industrial Park project. When combined with incentives that the public sector can offer, Florence can compete with other communities to successfully attract new industries. Therefore, a higher rate of industrial growth is very possible over our 20-year planning period.

Transportation and available labor pool, historically limiting factors for Florence's industrial development, are also being addressed by the community. A U.S. Forest Service (Timber Initiative Program) funded strategic visioning process aimed at improving economic development opportunities over the next

twenty years is nearly complete. This process has resulted in a strategic community economic development plan. At the project on-set, this document was to be incorporated into the city's comprehensive plan update, and be used by the Florence community. Final implementation of that document depends on community support. Cooperative efforts among the city, the Florence Area Chamber of Commerce, Lane Community College, and many other public and private sector participants are being made to remove past obstacles to attracting clean industry which offers family wage jobs.

Finally, some of the available industrial land is encumbered by the proximity of the Florence airport and associated land use controls restricting maximum building heights. As such, maintaining a sufficient amount of vacant industrial land insures flexibility in siting uses which have specific structural or architectural requirements.

In summary, staff believes that the current amount of industrially zoned land is more than adequate for the 20-year planning period. Converting the last of the industrially planned and zoned land northeast of Munsel Lake Road will not adversely impact the city's supply of industrial land, nor is this an appropriate location for such development given current and anticipated surrounding uses. While it might also be desirable to consider additional surpluses of industrially planned and zoned land for accommodating competing land use needs, a comfortable buffer should remain to support successful economic development efforts.

APPENDIX A

DIVISION 9

INDUSTRIAL AND COMMERCIAL DEVELOPMENT

Purpose

660-09-000 The purpose of this division is to aid in achieving the requirements of Goal 9, Economy of the State (OAR 660-15-000(9)), by implementing the requirements of ORS 197.712(2)(a) - (d). The rule responds to legislative direction to assure that comprehensive plans and land use regulations are updated to provide adequate opportunities for a variety of economic activities throughout the state (ORS 197.712(1)) and to assure that plans are based on available information about state and national economic trends. (ORS 197.717(2)).

Stat. Auth.: ORS Ch. 183 & 197
Hist.: LCDC 4-1986, f. & ef. 10-10-86

Definitions

660-09-005 (1) "Department": The Department of Land Conservation and Development.

(2) "Planning Area": The whole area within an urban growth boundary including unincorporated urban and urbanizable land, except for cities and counties within the Portland, Salem-Keizer and Eugene-Springfield metropolitan urban growth boundaries which shall address the urban areas governed by their respective plans as specified in the urban growth management agreement for the affected area.

(3) "Locational factors": Features which affect where a particular type of commercial or industrial operation will locate. Locational factors include but are not limited to: proximity to raw materials, supplies, and services; proximity to markets or educational institutions; access to transportation facilities; labor market factors (e.g., skill level, education, age distribution).

(4) "Site requirement": The physical attributes of a site without which a particular type or types of industrial or commercial use cannot reasonably operate. Site requirements may include: a minimum acreage or site configuration, specific types or levels of public facilities and services, or direct access to a particular type of transportation facility such as rail or deep water access).

(5) "Suitable": A site is suitable for industrial or commercial use if the site either provides for the site requirements of the proposed use or category of use or can be expected to provide for the site requirements of the proposed use within the planning period.

(6) "Serviceable": A site is serviceable if:

(a) Public facilities, as defined by OAR 660, Division 11 currently have adequate capacity to serve development planned for the service area where the site is located or can be upgraded to have adequate capacity within one year; and

(b) Public facilities either are currently extended to the site, or can be provided to the site within one year of a user's application for a building permit or request for service extension.

(7) "Short-Term Element of the Public Facility Plan": means the portion of the public facility plan covering year one through five of the facility plan per OAR 660-11-005(3).

(8) Other definitions: For purposes of this division the definitions in ORS 197.015 shall apply

Stat. Auth.: ORS Ch. 183 & 197
Hist.: LCDC 4-1986, f. & ef. 10-10-86

Application

660-09-010 (1) OAR 660, Division 9 applies only to comprehensive plans for areas within urban growth boundaries. Additional planning for industrial and commercial development outside urban growth boundaries is not required or restricted by this rule. Plan and ordinance amendments necessary to comply with this rule shall be adopted by affected jurisdictions.

(2) Comprehensive plans and land use regulations shall be reviewed and amended as necessary to comply with this rule at the time of each periodic review of the plan (ORS 197.712(3)). Jurisdictions which have received a periodic review notice from the Department (pursuant to OAR 660-19-050) prior to the effective date of this rule shall comply with this rule at their next periodic review unless otherwise directed by the Commission during their first periodic review.

(3) Jurisdictions may rely on their existing plans to meet the requirements of this rule if they:

(a) Review new information about state and national trends and conclude there are no significant changes in economic development opportunities (e.g., a need for sites not presently provided for by the plan); and

(b) Document how existing inventories, policies, and implementing measures meet the requirements in OAR 660-09-015 through 660-09-025.

(4) The effort necessary to comply with OAR 660-09-015 through 660-09-025 will vary depending upon the size of the jurisdiction, the detail of previous economic development planning efforts, and the extent of new information on local, state and national trends. A jurisdiction's planning effort is adequate if it uses the best available or readily collectable information to respond to the requirements of this rule.

Stat. Auth.: ORS Ch. 183 & 197
Hist.: LCDC 4-1986, f. & ef. 10-10-86

Economic Opportunities Analysis

660-09-015 Cities and counties shall review and, as necessary, amend comprehensive plans to provide the information described in sections (1) through (4) of this rule:

(1) Review of National and State and Local Trends. The economic opportunities analysis shall identify the major categories of industrial and commercial uses that could reasonably be expected to locate or expand in the planning area based on available information about national, state and local trends. A use or category of use could reasonably be expected to locate in the planning area if the area possesses the appropriate locational factors for the use or category of use;

(2) Site Requirements. The economic opportunities analysis shall identify the types of sites that are likely to be needed by industrial and commercial uses which might expand or locate in the planning area. Types of sites shall be identified based on the site requirements of expected uses. Local governments should survey existing firms in the planning area to identify the types of sites which may be needed

for expansion. Industrial and commercial uses with compatible site requirements should be grouped together into common site categories to simplify identification of site needs and subsequent planning;

(3) Inventory of Industrial and Commercial Lands. Comprehensive plans for all areas within urban growth boundaries shall include an inventory of vacant and significantly underutilized lands within the planning area which are designated for industrial or commercial use:

(a) Contiguous parcels of one to five acres within a discrete plan or zoning district may be inventoried together. If this is done the inventory shall:

(A) Indicate the total number of parcels of vacant or significantly underutilized parcels within each plan or zoning district; and

(B) Indicate the approximate total acreage and percentage of sites within each plan or zone district which are:

(i) Serviceable, and

(ii) Free from site constraints.

(b) For sites five acres and larger and parcels larger than one acre not inventoried in subsection (a) of this section, the plan shall provide the following information:

(A) Mapping showing the location of the site;

(B) Size of the site;

(C) Availability or proximity of public facilities as defined by OAR 660, Division 11 to the site;

(D) Site constraints which physically limit developing the site for designated uses. Site constraints include but are not limited to:

(i) The site is not serviceable;

(ii) Inadequate access to the site; and

(iii) Environmental constraints (e.g., floodplain, steep slopes, weak foundation soils).

(4) Assessment of Community Economic Development Potential. The economic opportunities analysis shall estimate the types and amounts of industrial and commercial development likely to occur in the planning area. The estimate shall be based on information generated in response to sections (1) through (3) of this rule and shall consider the planning area's economic advantages and disadvantages of attracting new or expanded development in general as well as particular types of industrial and commercial uses. Relevant economic advantages and disadvantages to be considered should include but need not be limited to:

(a) Location relative to markets;

(b) Availability of key transportation facilities;

(c) Key public facilities as defined by OAR 660, Division 11 and public services;

(d) Labor market factors;

(e) Materials and energy availability and cost;

(f) Necessary support services;

(g) Pollution control requirements; or

(h) Educational and technical training programs.

Stat. Auth.: ORS Ch. 183 & 197

Hist.: LCDC 4-1986, f. & ef. 10-10-86

Industrial and Commercial Development Policies

660-09-020 (1) Comprehensive plans for planning areas subject to this division shall include policies stating the economic development objectives for the planning area.

(2) For urban areas of over 2,500 in population policies shall be based on the analysis prepared in response to OAR

660-09-015 and shall provide conclusions about the following:

(a) Community Development Objectives. The plan shall state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and commercial uses desired by the community. Plans may include policies to maintain existing categories, types or levels of industrial and commercial uses.

(b) Commitment to Provide Adequate Sites and Facilities. Consistent with policies adopted to meet subsection (a) with this section, the plan shall include policies committing the city or county to designate an adequate number of sites of suitable sizes, types and locations and ensure necessary public facilities through the public facilities plan for the planning area.

Stat. Auth.: ORS Ch. 183 & 197

Hist.: LCDC 4-1986, f. & ef. 10-10-86

Designation of Lands for Industrial and Commercial Uses

660-09-025 Measures adequate to implement policies adopted pursuant to OAR 660-09-020 shall be adopted. Appropriate implementing measures include amendments to plan and zone map designations, land use regulations, and public facility plans:

(1) Identification of Needed Sites. The plan shall identify the approximate number and acreage of sites needed to accommodate industrial and commercial uses to implement plan policies. The need for sites should be specified in several broad "site categories", (e.g., light industrial, heavy industrial, commercial office, commercial retail, highway commercial, etc.) combining compatible uses with similar site requirements. It is not necessary to provide a different type of site for each industrial or commercial use which may locate in the planning area. Several broad site categories will provide for industrial and commercial uses likely to occur in most planning areas.

(2) Long-Term Supply of Land. Plans shall designate land suitable to meet the site needs identified in section (1) of this rule. The total acreage of land designated in each site category shall at least equal the projected land needs for each category during the 20-year planning period. Jurisdictions need not designate sites for neighborhood commercial uses in urbanizing areas if they have adopted plan policies which provide clear standards for redesignation of residential land to provide for such uses. Designation of industrial or commercial lands which involve an amendment to the urban growth boundary must meet the requirements of OAR 660-04-010(1)(c)(B) and OAR 660-04-018(3)(a).

(3) Short-Term Supply of Serviceable Sites. If the local government is required to prepare a public facility plan by OAR 660, Division 11 it shall complete subsections (a) through (c) of this section at the time of periodic review. Requirements of this rule apply only to local government decisions made at the time of periodic review. Subsequent implementation of or amendments to the comprehensive plan or the public facility plan which change the supply of serviceable industrial land are not subject to the requirements of this rule. Local governments shall:

(a) Identify serviceable industrial and commercial sites. Decisions about whether or not a site is serviceable shall be made by the affected local government. Local governments are encouraged to develop specific criteria for deciding

whether or not a site is "serviceable". Local governments should also consider whether or not extension of facilities is reasonably likely to occur considering the size and type of uses likely to occur and the cost or distance of facility extension:

(b) Estimate the amount of serviceable industrial and commercial land likely to be needed during the short-term element of the public facilities plan. Appropriate techniques for estimating land needs include but are not limited to the following:

(A) Projections or forecasts based on development trends in the area over previous years; and

(B) Deriving a proportionate share of the anticipated 20-year need specified in the comprehensive plan.

(c) Review and, if necessary, amend the comprehensive plan and the short-term element of the public facilities plan so that a three-year supply of serviceable sites is scheduled for each year, including the final year, of the short-term element of the public facilities plan. Amendments appropriate to implement this requirement include but are not limited to the following:

(A) Changes to the short-term element of the public facilities plan to add or reschedule projects which make more land serviceable;

(B) Amendments to the comprehensive plan which redesignate additional serviceable land for industrial or commercial use; and

(C) Reconsideration of the planning area's economic development objectives and amendment of plan policies based on public facility limitations.

(d) If the local government is unable to meet this requirement it shall identify the specific steps needed to provide expanded public facilities at the earliest possible time.

(4) Sites for Uses with Special Siting Requirements. Jurisdictions which adopt objectives or policies to provide for specific uses with special site requirements shall adopt policies and land use regulations to provide for the needs of those uses. Special site requirements include but need not be limited to large acreage sites, special site configurations, direct access to transportation facilities, or sensitivity to adjacent land uses, or coastal shoreland sites designated as especially suited for water-dependent use under Goal 17. Policies and land use regulations for these uses shall:

(a) Identify sites suitable for the proposed use;

(b) Protect sites suitable for the proposed use by limiting land divisions and permissible uses and activities to those which would not interfere with development of the site for the intended use; and

(c) Where necessary to protect a site for the intended industrial or commercial use include measures which either prevent or appropriately restrict incompatible uses on adjacent and nearby lands.

Stat. Auth.: ORS Ch. 183 & 197

Hist.: LCDC 4-1986, f. & cf. 10-10-86

GOAL 9: ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non-renewable resources; availability of land; and pollution control requirements.

Comprehensive plans for urban areas shall:

1. Include an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends;
2. Contain policies concerning the economic development opportunities in the community;
3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies;
4. Limit uses on or near sites zoned for specific industrial and commercial uses to those which are compatible with proposed uses.

In accordance with ORS 197.180 and Goal 2, state agencies that issue permits affecting land use shall identify in their coordination programs how they will coordinate permit issuance with other state agencies, cities and counties.

GUIDELINES

A. PLANNING

1. A principal determinant in planning for major industrial and commercial developments should be the comparative advantage of the region within which the developments would be located. Comparative advantage industries are those economic activities which represent the most efficient use of resources, relative to other geographic areas.
2. The economic development projections and the comprehensive plan which is drawn from the projections should take into account the availability of the necessary natural resources to support the expanded industrial development and associated populations. The plan should also take into account the social, environmental, energy, and economic impacts upon the resident population.
3. Plans should designate the type and level of public facilities and services appropriate to support the degree of economic development being proposed.
4. Plans should strongly emphasize the expansion of and increased productivity from existing industries and firms as a means to strengthen local and regional economic development.
5. Plans directed toward diversification and improvement of the economy of the planning area should consider as a major determinant, the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.






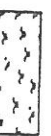





B. IMPLEMENTATION

1. Plans should take into account methods and devices for overcoming certain regional conditions and deficiencies for implementing this goal, including but not limited to
 - (1) tax incentives and disincentives;
 - (2) land use controls and ordinances;
 - (3) preferential assessments;
 - (4) capital improvement programming; and
 - (5) fee and less-than-fee acquisition techniques.
2. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those private and governmental bodies which operate in the planning area and have interests in carrying out this goal and in supporting and coordinating regional and local economic plans and programs. ❖

APPENDIX B

CITY of FLORENCE COMPREHENSIVE PLAN

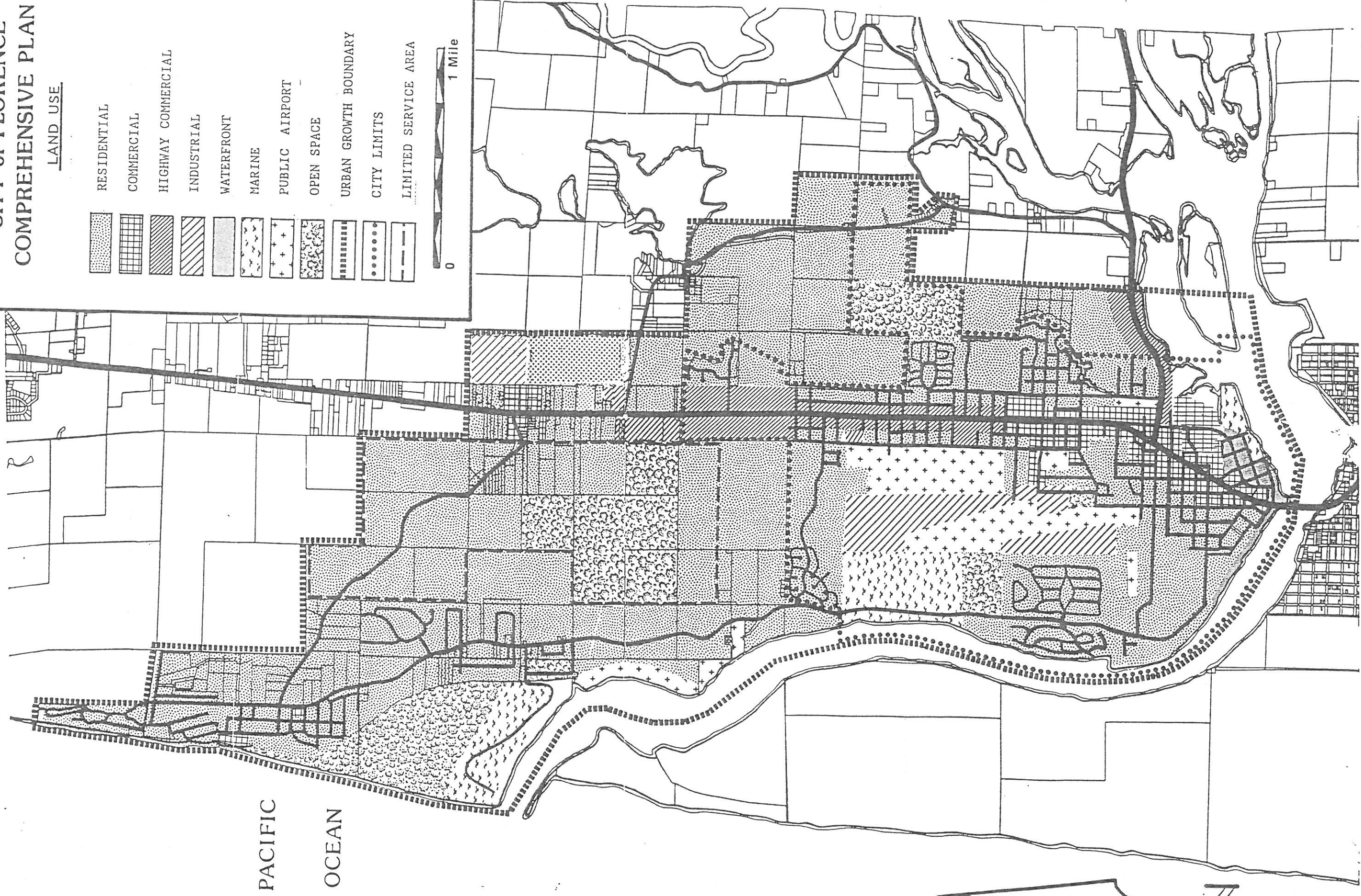
LAND USE

	RESIDENTIAL
	COMMERCIAL
	HIGHWAY COMMERCIAL
	INDUSTRIAL
	WATERFRONT
	MARINE
	PUBLIC AIRPORT
	OPEN SPACE
	URBAN GROWTH BOUNDARY
	CITY LIMITS
	LIMITED SERVICE AREA



PACIFIC

OCEAN



APPENDIX C

TITLE 10
CHAPTER 14

NEIGHBORHOOD COMMERCIAL DISTRICT (NC)

SECTION:

- 10-14-1: Purpose
- 10-14-2: Permitted Buildings and Uses
- 10-14-3: Buildings and Uses Permitted Conditionally
- 10-14-4: Lot and Yard Provisions
- 10-14-5: Site Development Provisions

10-14-1: PURPOSE: The Neighborhood Commercial District is intended to enhance the livability of residential areas by providing for small neighborhood businesses to serve the frequently recurring needs of residents. In general, Neighborhood Commercial is intended to be a small scale, neighborhood shopping center with more than one business, although a single, multi-purpose convenience store would also qualify. Neighborhood Commercial is not intended to be combined with a residence or to be located in a converted residence or garage.

10-14-2: PERMITTED BUILDINGS AND USES: Accessory buildings and uses normal and incidental to the buildings and uses permitted in this Chapter.

Banks

Barber shops

Beauty shops

Day nurseries

Drug Stores

Grocery stores or markets

Restaurants (except drive-ins or walk-ups)

Small specialty stores (such as florist or bicycle shops)

Variety stores

10-14-3: BUILDINGS AND USES PERMITTED CONDITIONALLY: The Planning Commission, subject to the procedures and conditions set forth in Chapter 4 of this Title, may grant a conditional use permit for other buildings and uses determined to be similar to those permitted outright and which do not have a different or more detrimental effect upon the adjoining areas than those buildings and uses specifically permitted.

10-14-4: LOT AND YARD PROVISIONS:

- A. Minimum Lot Dimensions: The minimum lot width shall be one hundred feet (100').
- B. Minimum Lot Area: The minimum lot area shall be twelve thousand (12,000) square feet.
- C. Yard Regulations:
 - 1. Front yards and street side yards shall be a minimum of twenty feet (20').
 - 2. Side yards and rear yards abutting a residential district shall be fifteen feet (15').

10-14-5: SITE AND DEVELOPMENT PROVISIONS:

- A. Visual Barrier: A fence, wall, hedge, natural vegetation or landscape planting may be required by the City. Such a barrier must include a vision clearance area for driveways to promote vehicle safety. Guidelines (not intended to limit optional solutions) for such a visual barrier are listed below:
 - 1. At least thirty inches (30") high along entire street frontage except at points of ingress and egress.
 - 2. In the absence of native vegetation on the site, a solid fence should be installed along with the planting of a vegetative screen along side or near property lines abutting a residential district.
- B. Parking: Shall be in accordance with Chapter 3 of this Title.
- C. Signs: Shall be in accordance with Title 4, Chapter 3 of this Code, and amendments thereto.
- D. Appeal: Shall be in accordance with Section 10-1-14 of this Title.
- E. Height Limitations: The maximum building or structural height shall be twenty eight feet (28').
- F. Vision Clearance: Refer to Section 10-1-4 and 10-2-16 of this Title for definitions, and requirements.
- G. General Provisions:
 - 1. Yards and open areas shall not be used for the storage, display or sale of used building materials, scrap or salvage.
 - 2. Any use allowed must not cause unreasonable odor, dust, smoke, noise, vibration or appearance. (Ord. 669, 5-17-82).

Amended by Ordinance No. 15, Series 1988

TITLE 10
CHAPTER 15

COMMERCIAL DISTRICT (C)

SECTION:

- 10-15-1: Purpose
- 10-15-2: Permitted Buildings and Uses
- 10-15-3: Buildings and Uses Permitted Conditionally
- 10-15-4: Lot and Yard Requirements
- 10-15-5: Site and Development Provisions
- 10-15-6: General Provisions

10-15-1: PURPOSE: The Commercial District is intended to preserve and enhance areas within which a wide range of retail sales and businesses will occur.

10-15-2: PERMITTED BUILDINGS AND USES:

Accessory buildings and uses normal and incidental to the buildings and uses permitted in this Chapter.

Ambulance services

Antique shops

Appliance sales and service

Art supplies

Artist studios

Auction sales, excluding livestock

Automobile parts and accessories stores

Bakeries, retail

Banks

Barber and beauty shops

Bars or night clubs, including entertainment and sale of alcoholic beverages

Bicycle shops

Billiard and pool halls

Blood banks

Blueprinting
Book stores
Building maintenance service
Building material yards
Bus depots
Camera and supplies shops
Catering services
Clinics
Clothing, apparel shops
Clubs, lodges and meeting halls
Cocktail lounges
Confectionery stores with fountains
Curio shops
Dairy processing center
Data processing center
Day nurseries
Delicatessen stores
Department stores
Drapery stores
Dress and millinery shops
Dry cleaning establishments, coin-operated, custom and self-service
Electrical and electronic supplies, retail
Floor covering stores
Florist shops
Furniture stores
Garden supplies stores

Gift shops

Grocery stores, markets and supermarkets

Hardware stores

Health Studios, (Ord. 625, 6-30-80)

Home occupations, (Ord. 669, 5-17-82)

Hobby shops

Hotel, motel, motor motel or tourist courts

Interior decorator studios

Jewelry stores

Laboratories, medical and dental

Laundromats, hand laundries and self-service laundries

Leather goods stores

Liquor stores, package

Lockers, cold storage, retail

Locksmith shops

Movie theaters

Museums

Music stores

Newspaper printing establishments

Offices for the following:

- Accountants
- Attorneys
- Physicians, osteopaths, dentists, optometrists, opticians, chiropractors and others licensed by the State of Oregon to practice the healing arts.
- Engineers, architects, landscape architects, surveyors, and those engaged in the practice of drafting or graphics.
- General administration

Insurance brokers
Lumber brokers
Real estate sales
Savings and loans
Stockbrokers
Telephone answering services
Offices similar to the above but not specifically listed
Office supplies and equipment stores
Paint and wallpaper stores
Parking areas, public or private
Parking garages, public or private
Pawnshops
Pet shops
Pharmacy and drug stores
Photographers' studios
Photographic film processing, photoengraving, photocopying and/or
photostating
Planned unit developments (Chapter 23 of this Title)
Post offices
Printing shops
Radio and television broadcasting studios
Radio and television sales and services
Reducing salons
Restaurants, drive-ins and walk-ups.
Secondhand stores, if conducted within a wholly enclosed building
Sewing machine sales and service
Shoe repair shops

Sporting goods stores
Tailor shops
Taverns
Telephone and telegraph exchanges
Theaters
Tobacco shops
Toy stores
Travel agencies
Upholstery, automobile and furniture
Variety stores

Other buildings and uses determined to be similar to those listed in this Section and which do not have a different or more detrimental effect upon the adjoining areas than those buildings and uses specifically permitted.

10-15-3: BUILDINGS AND USES PERMITTED CONDITIONALLY: The Planning Commission, subject to the procedures and conditions set forth in Chapter 4 of this Title, may grant a conditional use permit for the following:

Amusement establishments
Churches, excluding rescue missions or temporary revivals
Funeral homes
Greenhouses and nurseries, retail
Service stations
Automobile repair garage
Automobile sales, new and used
Mobile home/manufactured home sales and service
Truck repair garage
Public buildings and facilities

Residential units, provided that the building contains a commercial business and that the dwelling shall not occupy the front twenty five feet (25') and not more than fifty percent (50%) of the ground floor facing the principal commercial street; if access to the dwelling is from the principal commercial street, it shall be a separate entrance and not more than six feet (6') wide.

Single-family dwellings. (Ord. 625, 6-30-80)

Woodworking and cabinet shops, provided that the business includes retail sales of product(s) produced on the premises. (Ord. 659, 11-24-81)

Public and private elementary or secondary schools. (Ord. 723, 8-14-84)

10-15-4: LOT AND YARD REQUIREMENTS:

- A. Minimum Lot Dimensions: The minimum lot width shall be twenty five feet (25').
- B. Minimum Lot Area: The minimum lot area shall be two thousand five hundred (2,500) square feet.
- C. Lot Coverage: One hundred percent (100%) lot coverage may be permitted by the Design Review Board.
- D. Yard Regulations:
 - 1. Front yards are not required except where setbacks have been established for road widening or other purposes.
 - 2. Side yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial use abuts a residential use; in such instances a fifteen foot (15') buffer may be required.
 - 3. Rear yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial use abuts a residential use; in such instances a fifteen foot (15') buffer may be required.

10-15-5: SITE AND DEVELOPMENT PROVISIONS:

- A. Building or Structural Height Limitations: The maximum building or structural height shall be twenty eight feet (28').
- B. Fences, Hedges, Walls and Landscaping: Where a commercial use abuts a residential district, the City may require that a fence, evergreen hedge, wall or landscaping be maintained immediately adjacent to the abutting property line. Such a buffer shall screen at least seventy percent (70%) of the view between the districts. The buffer shall not be less than five feet (5') nor more than eight feet (8') in height, except where vision clearance would be interrupted. The Design Review Board shall consider aesthetic and maintenance factors. (Ord. 625, 6-30-80)
- C. Parking and Loading Space: Refer to Chapter 3 of this Title for specific parking requirements. (Ord. 625, 6-30-80; amd. Ord. 669, 5-17-82)
- D. Vision Clearance: Refer to Section 10-1-4 and 10-2-16 of this Title for definitions, and requirements.
- E. Signs shall be in accordance with Title 4, Chapter 4 of this Code, and amendments thereto.

10-15-6: GENERAL PROVISIONS:

- A. Yards and open areas shall not be used for the storage, display or sale of used building materials, scrap or salvage.
- B. Where there is manufacturing, compounding, processing or treatment of products for wholesale, the front twenty five feet (25') of the building's ground floor facing the principal commercial street shall be used for commercial sales, business or professional offices.
- C. Any use allowed must not cause unreasonable odor, dust, smoke, noise, vibration or appearance. (Ord. 625, 6-30-80)

Amended by Ordinance No. 15, Series 1988

TITLE 10
CHAPTER 16

HIGHWAY DISTRICT (H)

SECTION:

- 10-16-1: Purpose
- 10-16-2: Permitted Buildings and Uses
- 10-16-3: Buildings and Uses Permitted Conditionally
- 10-16-4: General Criteria
- 10-16-5: Development Standards
- 10-16-6: Rehabilitation of Existing Buildings and Uses
- 10-16-7: Design Specifications

10-16-1: PURPOSE: The Highway District includes the area adjacent to Highways 101 and 126. Highway frontage is recognized as an item of major concern that needs individual attention in order to serve the public interest and deal with its special nature and character. The principal concerns are:

- A. The need to create an attractive community appearance.
- B. The need to restrain the linear pattern of commercial development.
- C. The need to provide for a safe, efficient traffic flow with minimum congestion.
- D. The need to provide adequate area for new commercial, limited industrial and multiple-family development.
- E. The need to recognize that a pattern of land valuation and subsequent taxation has evolved over many years which has anticipated a high intensity of use.
- F. The need to recognize that there are activities and uses whose survival is dependent upon highway access and visibility.
- G. To recognize the pre-existing development pattern of highway property and to insure it has continued use and value whenever possible and consistent with other concerns.

These concerns are addressed in the Highway District with a multiple use concept that can enlist the personal and financial energies of a broad diversity of interests. The multiple use concept requires careful restraint and employs a design review procedure that encourages highway enterprises to blend harmoniously with the scenic and aesthetic features at the entrances to the City.

It is intended that the economic potential of this District should be developed, but in a manner than enhances our coastal village atmosphere and is consistent with the Florence Comprehensive Plan. (Ord. 625, 6-30-80)

10-16-2: PERMITTED BUILDINGS AND USES:

The following uses shall be permitted only upon affirmative findings by the Planning Commission that the proposed use meets the general criteria in Section 10-16-4 herein.

- A. All uses permitted outright or conditionally in the Commercial District, except single-family dwellings, public buildings and facilities, and single-family residential PUD's.
- B. Multiple-family residential.
- C. Planned unit developments, excluding single-family residential developments.

Any use proposed to locate within this District shall be subject to review by the Planning Commission according to the general criteria listed in Section 10-16-4 herein. Buildings and uses proposed to be established within the Highway District shall be presented for design review in accordance with Chapter 6 of this Title.

10-16-3: BUILDINGS AND USES PERMITTED CONDITIONALLY: The following uses shall be permitted only upon affirmative findings by the Planning Commission that the proposed use meets the general criteria in Section 10-16-4 herein, with conditions to be required by the Planning Commission through the provisions of Chapter 4 of this Title.

- A. All uses permitted outright or conditionally in the Limited Industrial District.
- B. Public buildings and facilities.
- C. Single-family residences.
- D. Home occupations. (Ord. 669, 5-17-82)
- E. Mobile Home/Manufactured Home/RV Parks

10-16-4: GENERAL CRITERIA: Before a building or use is established within the Highway District, the petitioner must demonstrate to the City that the proposed development will meet the following criteria:

- A. The operating characteristics and intensity of land use will be compatible with and will not adversely affect the development potential of adjacent properties.

- B. The site planning and building design will be as attractive as the nature of the use and the setting will allow.
- C. The location of the site can accommodate energy efficient traffic circulation routes.
- D. The vehicle and pedestrian access to the site can be safely and efficiently provided.
- E. The necessary utility systems and public facilities are available with sufficient capacity.
- F. Limited industrial uses shall be reviewed for compatibility with neighboring uses in terms of noise, odor, smoke, glare, use of outdoor space for materials' storage, general exterior finish and landscaping. Where the proposed use is adjacent to an established or planned multiple-family use, these criteria will be applied more strictly.

10-16-5: DEVELOPMENT STANDARDS: The City may require any conditions it deems necessary to secure the purpose and intent of this Chapter. Such conditions may regulate and limit the following:

- A. Visual buffers, setbacks, yards, coverage, height, density and similar design features.
- B. The installation and maintenance of fences, walls, hedges, screens and landscaping.
- C. The location and design of access points for vehicles and pedestrians.
- D. Noise, vibration, smoke, dust, odor, light intensity and electrical interference.
- E. Parking areas and on site traffic circulation.
- F. Signs.
- G. Architectural quality and aesthetic appearance.
- H. Public health and safety.
- I. Security.
- J. Lot area, dimensions and percent of coverage.

10-16-6: REHABILITATION OF EXISTING BUILDINGS AND USES: The City may require the rehabilitation of substandard or nonconforming buildings or uses. In such an instance, the voluntary cooperation of the owner shall be solicited. The City may establish a schedule

of rehabilitation which allows reasonable time for compliance, does not create a financial hardship for the owner and fulfills the purpose and intent of this Chapter.

In the absence of voluntary compliance, the City will enforce the applicable codes, State laws or City ordinances to affect structural, building, electrical, clearance of debris or vehicles, elimination of health, safety and sanitation problems or deficiencies when necessary.

10-16-7: DESIGN SPECIFICATIONS:

- A. Highway Setback (Minimum Allowed Without a Variance; Measured From the Center Line of the Highway Right of Way):
 - 1. Commercial: Seventy feet (70'), but one hundred foot (100') setback is recommended.
 - 2. Multiple Residential: One hundred feet (100').
 - 3. Light Industrial: One hundred feet (100').
 - 4. All Other Uses: As determined by the City.
- B. Setback from Side Streets and Abutting Property: Minimum of five feet (5') unless otherwise determined by the City with consideration given to the existing and proposed uses on the abutting properties.
- C. Visual Barrier: A fence, wall, hedge, natural vegetation or landscape planting may be required by the City. Such a barrier must include a vision clearance area for driveways to promote vehicle safety. Guidelines (not intended to limit optional solutions) for such a visual barrier are listed below:
 - 1. Commercial: At least thirty inches (30") high along entire highway frontage except at points of ingress and egress.
 - 2. Multiple Residential: At least twenty feet (20') deep and six feet (6') tall along entire highway frontage. All vehicles and at least two-thirds (2/3) of the buildings should be obscured from highway view.

In the absence of native vegetation on the site, a solid fence should be installed along with the planting of a vegetative screen on the highway side. Such a fence should obstruct the view of all vehicles and buildings up to a height of six feet (6') above grade.

3. Light Industrial: At least twenty feet (20') deep and six feet (6') tall along entire highway frontage. All vehicles and at least two-thirds (2/3) of the buildings should be obscured from highway view.

In the absence of native vegetation on the site, a solid fence should be installed along with the planting of a vegetative screen. Such a fence should obstruct the view of all vehicles and buildings up to a height of six feet (6') above grade.

- D. Highway Access: For reasons of safety and to reduce congestion, vehicle access to and from the highway shall be limited to street intersections only. Curb cuts shall be authorized on side streets only, unless:
 1. The property does not abut a side street or the property has at least two hundred feet (200') of highway frontage; or
 2. The City specifically authorizes the highway curb cuts.
- E. Parking: Shall be in accordance with Chapter 3 of this Title.
- F. Signs: Shall be in accordance with Title 4, Chapter 3 of this Code, and amendments thereto.
- G. Appeal: Shall be in accordance with Section 10-1-1-4 of this Title.
- H. General Provisions:
 1. Yards and open areas shall not be used for the storage, display or sale of used building materials, scrap or salvage.
 2. Where there is manufacturing, compounding, processing or treating of products for wholesale, the front twenty five feet (25') of the building's ground floor facing the principal commercial street shall be used for commercial sales, business or professional offices.
 3. Any use allowed must not cause unreasonable odor, dust, smoke, noise, vibration or appearance.
- I. Minimum Lot Dimensions: The minimum lot width shall be fifty feet (50').
- J. Minimum Lot Area: The minimum lot area shall be six thousand (6,000) square feet.

- K. Height Limitations: The maximum building or structural height shall be twenty eight feet (28').
- L. Vision Clearance: Refer to Section 10-1-4 and 10-2-16 of this Title for definitions, and requirements.

Amended by Ordinance No. 15 Series 1988

TITLE 10
CHAPTER 17

WATERFRONT DISTRICT (WF)

SECTION:

- 10-17-1: Purpose
- 10-17-2: Permitted Buildings and Uses
- 10-17-3: Buildings and Uses Permitted Conditionally
- 10-17-4: Lot and Yard Provisions
- 10-17-5: Site and Development Provisions

10-17-1: PURPOSE: The Waterfront District is intended to provide an area for mixed land uses that are appropriate along a riverfront. It is also intended to provide an opportunity for restoration, revitalization and preservation of the Old Town area.

10-17-2: PERMITTED BUILDINGS AND USES:

Accessory buildings and uses normal and incidental to the buildings and uses permitted in this Section.

Antique Shops

Appliance sales and service

Art supplies

Artist studios

Auction sales, excluding livestock

Auditorium

Bait shops

Bakeries, retail

Banks

Barber and beauty shops

Bicycle shops

Boat building

Boat and motor sales, rental and repair

Book stores

Building maintenance service

Camera and supplies shops
Car washes, coin-operated or mechanical
Catering services
Clinics
Clothing, apparel shops
Clubs, lodges and meeting halls
Cocktail lounges
Colleges, business or private
Community centers
Confectionery stores with fountains
Curio shops
Day nurseries
Delicatessen stores
Drapery stores
Dress and millinery shops
Electrical and electronic supplies, retail
Floor covering shops
Florist shops
Furniture stores
Garden supplies stores
Gift shops
Hardware stores
Health studios
Hobby shops
Interior decorators studios
Jewelry stores

Laundromats, hand laundries and self-service laundries

Leather goods stores

Liquor stores, package

Locksmith shops

Marinas

Mortuaries

Movie theaters

Music stores

Museums

Newsstands

Nurseries, plant

Offices for the following:

Accountants

Attorneys

Physicians, osteopaths, dentists, optometrists, opticians, chiropractors and others licensed by the State of Oregon to practice the healing arts

Engineers, architects, landscape architects, surveyors and those engaged in the practice of drafting or graphics

General administration

Insurance brokers

Lumber brokers

Real estate sales

Savings and loans

Stockbrokers

Telephone answering services

Office supplies and equipment stores

Paint and wallpaper stores
Parking areas, public or private
Parking garages, public or private
Parks
Pharmacies and drug stores
Photographers' studios
Planned Unit Development (Chapter 22 of this Title)
Post offices
Printing shops
Radio and television sales and services
Record stores
Residential units, provided that a dwelling does not occupy the front twenty five feet (25') of the building's ground floor facing the principal commercial street, except that one six foot (6') wide separate entrance to the residential uses may be allowed off the principal commercial street at the ground floor.
Restaurants, except drive-ins
Schools, business or private
Secondhand stores
Sewing machine sales and service
Shoe repair shops
Shoe stores
Sporting goods stores
Tailor shops
Taverns
Telephone and telegraph exchanges
Theaters
Tobacco shops

Toy stores

Travel agencies

Upholstery, automobile and furniture

Variety stores

Wharves, piers and docks

Woodworking shops

Other buildings and uses determined to be similar to those listed in this Section and which do not have a different or more detrimental effect upon adjoining areas than those buildings and uses specifically permitted.

10-17-3 BUILDINGS AND USES PERMITTED CONDITIONALLY: The Planning Commission, subject to the procedures and conditions set forth in Chapter 4 of this Title, may grant a conditional use permit for the following:

Automobile repair garages

Churches, except rescue missions or temporary revivals

Condominiums

Hotels

Machine shops

Motels

Multiple-family dwellings including townhouses, clusters and apartments

Water dependent and water related uses consistent with the historic and/or waterfront character

Public buildings and facilities

RV campgrounds

Rental agencies for automobiles and RV's

Single-family residences

Taxi depots

Warehouses and open areas for the storage of boats, trailers, RV's and equipment of a similar nature; provided, that the open areas have a fence, hedge, wall or landscaping that screens at least seventy percent (70%) of the view.

10-17-4: LOT AND YARD PROVISIONS:

- A. Lot Area: The minimum lot area shall be one thousand five hundred (1,500) square feet.
- B. Lot Dimension: The minimum lot width shall be twenty five feet (25').
- C. Lot Coverage: One hundred percent (100%) lot coverage may be permitted.
- D. Yard Regulations:
 - 1. Front yards are not required except where setbacks have been established for road widening or other purposes.
 - 2. Side yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial or industrial use abuts a residential use; in such instances a fifteen foot (15') buffer may be required.
 - 3. Rear yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial or industrial use abuts a residential use; in such instances a fifteen foot (15') buffer may be required.

10-17-5: SITE AND DEVELOPMENT PROVISIONS:

- A. Building or Structural Height Limitations: The maximum building or structural height shall be twenty eight feet (28').
- B. Fences, Hedges, Walls and Landscaping: The City may require that a fence, hedge, wall or landscaping be maintained within the Waterfront District or with abutting districts. Where a commercial use abuts a residential district, the City may require that a fence, evergreen hedge, wall or landscaping be maintained immediately adjacent to the abutting property line. Such a buffer shall screen at least seventy percent (70%) of

the view between the districts. The buffer shall be not less than five feet (5') nor more than eight feet (8') in height, except where vision clearance would be interrupted. The Design Review Board shall consider aesthetic and maintenance factors. (Ord. 625, 6-30-80)

- C. Parking and Loading Space: Refer to Chapter 3 of this Title for specific parking requirements. (Ord. 669, 5-17-82)
- D. Vision Clearance: Refer to Section 10-1-4 and 10-2-16 of this Title for definitions, and requirements.
- E. Signs shall be in accordance with Title 4, Chapter 3 of this Code, and amendments thereto.
- F. Subject to Review: All uses in the Waterfront District (WF) either permitted outright or conditionally shall be subject to design review to insure compatibility and integration with the character of the district and to encourage revitalization. (Ord. 625, 6-30-80)

APPENDIX D

ZONING

CITY OF FLORENCE

KEY 1995

RESIDENTIAL

- RESTRICTED
- SINGLE FAMILY
- MULTIPLE FAMILY
- MOBILE/MANUFACTURED HOME

COMMERCIAL

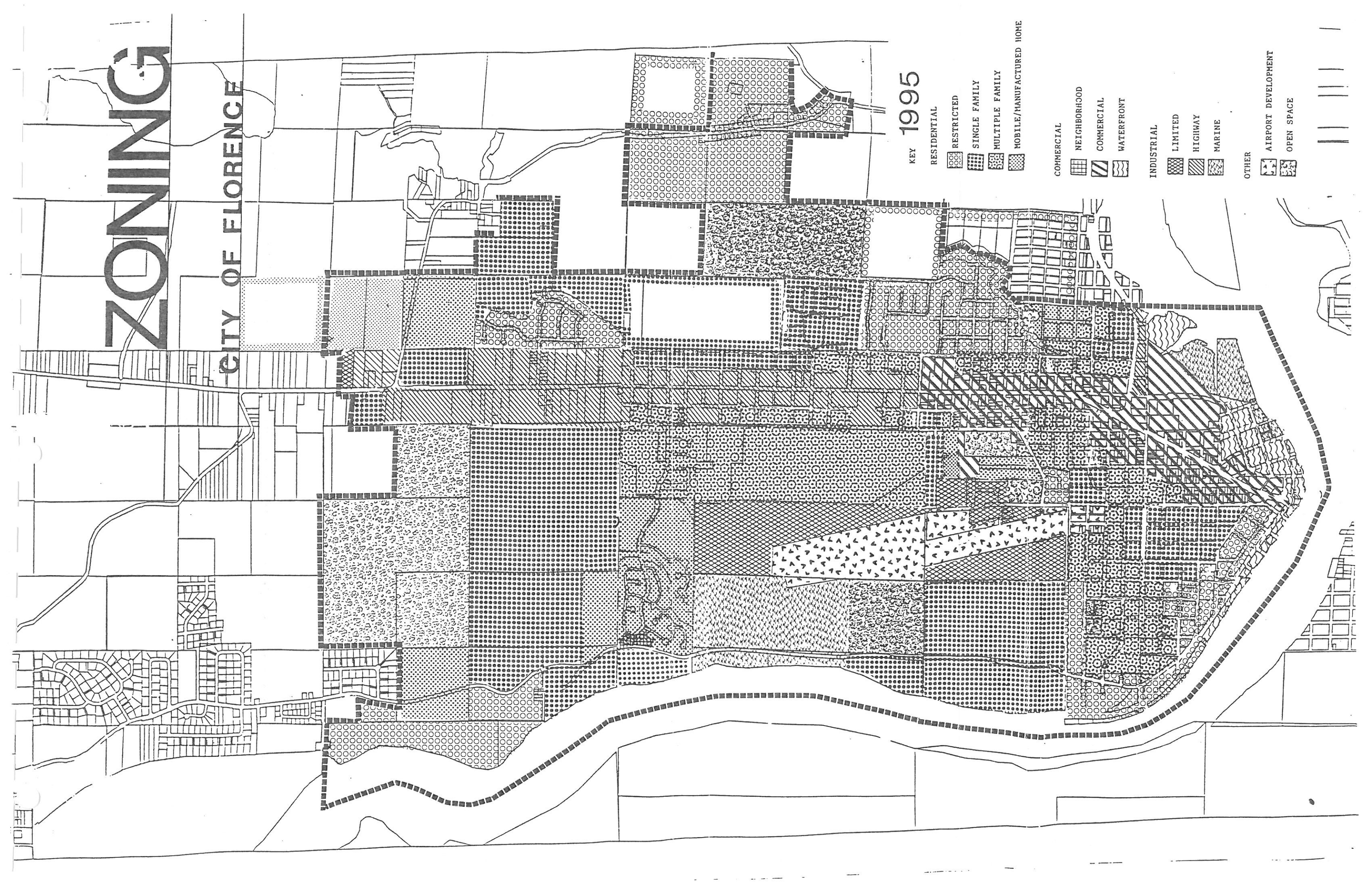
- NEIGHBORHOOD
- COMMERCIAL
- WATERFRONT

INDUSTRIAL

- LIMITED
- HIGHWAY
- MARINE

OTHER

- AIRPORT DEVELOPMENT
- OPEN SPACE



APPENDIX E

COMMERCIAL LAND USE
Acres by District

Zoning	Retail	Office	Service	Govt.	Industrial	Institutional	Residential	Vacant	Total	%
Highway	41.95	5.22	15.68	1.13	20.62	7.46	29.99	43.76	165.81	52 %
Commercial	34.45	10.56	5.70	29.07	11.72	2.29	23.16	6.74	123.69	39%
Waterfront	6.91	1.69	1.54	0.44	0.36	0.30	9.47	7.63	28.34	9%
N. Commercial	0	0	0	0	0	0	0	1.83	1.83	.6%
Total	83.31	17.47	22.92	30.64	32.7	10.05	62.62	59.96	319.67	
%	26%	5.5%	7.2%	9.6%	10%	3%	19.6%	18.8%		

APPENDIX F

VACANT COMMERCIAL TRACTS
Highway District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-14-2	401	.52	H	✓					500				
18-12-14-2	500	.76	H	✓					400				1.28
18-12-14-2	1000	5.00	H	✓			✓		1101	1100	1200		
18-12-14-2	1101	1.99	H	✓		✓			1000	1100	1200		
18-12-14-2	1100	5.79	H	✓			✓		1000	1101	1200		
18-12-14-2	½1200	2.00	H	✓		✓			1000	1100	1101		14.78
18-12-14-32	100	5.46	H		✓		✓						
18-12-14-32	3300	.98	H		✓								
18-12-14-33	500	3.19	H		✓	✓							
18-12-14-33	700	.39	H		✓								
18-12-14-33	1100	.98	H		✓								
18-12-14-33	1800	.05	H		✓								
18-12-14-33	1900	.16	H		✓								
18-12-23-22	200	<.15	H		✓								
18-12-23-22	600	.23	H		✓								
18-12-23-22	1001	.14	H		✓								

VACANT COMMERCIAL TRACTS
Highway District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-23-22	2700	.37	H		✓								
18-12-23-22	3800	.10	H		✓								
18-12-23-22	5900	.05	H		✓								
18-12-23-22	6600	.52	H	✓					6700				
18-12-23-22	6700	.26	H	✓					6600				0.78
18-12-23-22	7900	1.42	H		✓			✓					
18-12-23-22	8500	.83	H	✓					8800				1.62
18-12-23-22	400	.07	H		✓								
18-12-23-22	7600	.14	H	✓					7601	7700	7800		
18-12-23-22	7601	.07	H	✓					7600	7700	7800		
18-12-23-22	7700	.41	H	✓					7600	7601	7800		
18-12-23-22	7800	.09	H	✓					7600	7601	7700		.071
18-12-23-22	1800	.21	H		✓								
18-12-23-22	8800	.79	H	✓					8500				-
18-12-23-23	400	.70	H		✓								
18-12-23-23	2400	.19	H		✓								

VACANT COMMERCIAL TRACTS
Highway District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-23-23	2601	.02	H	✓					2600	2800			
18-12-23-23	2600	.19	H	✓					2601	2800			
18-12-23-23	2800	.16	H	✓					2600	2601			0.37
18-12-23-23	3100	.14	H	✓					3200				
18-12-23-23	3200	.12	H	✓					3100				0.26
18-12-23-23	5101	.07	H	✓					5400				
18-12-23-23	5400	.07	H	✓					5101				0.14
18-12-23-23	6900	.71	H		✓								
18-12-23-23	500	.33	H		✓								
18-12-23-23	5600	.52	H	✓					5700				
18-12-23-23	5700	.07	H	✓					5600				0.59
18-12-23-23	7100 ^P	.18	H		✓								
18-12-23-32	700	.34	H	✓					800				
18-12-23-32	800	.37	H	✓					700				0.71
18-12-23-32	1000	.06	H		✓								
18-12-23-32	1100	.18	H		✓								

VACANT COMMERCIAL TRACTS
Highway District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-23-32	1700	.55	H	✓					1701				
18-12-23-32	1701	.92	H	✓					1700				1.47
18-12-23-32	3000	.12	H		✓								
18-12-23-32	3200	.15	H	✓					3400	3500			
18-12-23-32	3400	.07	H	✓					3200	3500			
18-12-23-32	3500	.16	H	✓					3200	3400			0.38
18-12-23-33	1100	.31	H		✓								
18-12-23-33	2200	.37	H										
18-12-23-33	2800	.10	H		✓								
18-12-23-33	3200	.26	H		✓								
18-12-23-33	4500	.34	H		✓								
18-12-23-33	4700	.04	H		✓								
18-12-23-33	5000	.07	H		✓								
18-12-23-33	5100	.06	H		✓								
18-12-26-22	5300	.04	H		✓								
18-12-26-22	5500	.11	H		✓								

VACANT COMMERCIAL TRACTS
Highway District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-26-22	5902	.09	H		✓								
18-12-26-22	6500	.07	H		✓								
18-12-26-32	7200	.05	H	✓					7201	7300	7400	7500	8100
18-12-26-32	7201	.11	H	✓					7200	7300	7400	7500	8100
18-12-26-32	7300	.04	H	✓					7200	7201	7400	7500	8100
18-12-26-32	7400	.18	H	✓					7300	7500	8100	7200	7201
18-12-26-32	7500	.08	H	✓					7400	8100	7200	7201	7300
18-12-26-32	8100	.40	H	✓					7200	7201	7300	7400	7500
18-12-26-32	7800	.25	H	✓					8000				
18-12-26-32	8000	.78	H	✓					7800				
18-12-26-31	6200	.69	H	✓					6202	6203	6204	6205	
18-12-26-31	6202	.12	H	✓					6200	6203	6204	6205	
18-12-26-31	6203	.03	H	✓					6200	6202	6204	6205	
18-12-26-31	6204	.01	H	✓					6200	6202	6203	6205	
18-12-26-31	6205	.09	H	✓					6200	6202	6203	6204	0.94
18-12-23-33	1300	4.95	H		✓	✓			Cornet Site				

VACANT COMMERCIAL TRACTS
Commercial District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-26-32	900	.44	C		✓								
18-12-26-32	1300	.14	C	✓					1400				
18-12-26-32	1400	.37	C	✓					1300				0.51
18-12-26-32	4400	.16	C		✓								
18-12-26-32	4500	.16	C		✓								
18-12-26-23	401	.30	C		✓								
18-12-26-23	2300	.16	C		✓								
18-12-26-23	2500	.07	C		✓								
18-12-26-23	3100	.21	C		✓								
18-12-26-23	4600	.26	C	✓					4700	4701			
18-12-26-23	4700	.12	C	✓					4600	4701			
18-12-26-23	4701	.59	C	✓					4600	4700			0.97
18-12-34-11	1300	.16	C		✓								
18-12-34-11	1800	.08	C		✓								
18-12-34-11	3800	.01	C		✓								
18-12-34-11	3400	.16	C	✓					3500				

VACANT COMMERCIAL TRACTS
Commercial District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #					Total Avail.
				Yes	No									
18-12-34-11	3500	.16	C	✓								3400		0.32
18-12-34-11	4401	.11	C		✓									
18-12-34-11	10900	.21	C	✓								11000		
18-12-34-11	11000	.22	C	✓								10900		0.43
18-12-27-44	1700	.06	C		✓									
18-12-27-44	4600	.14	C		✓									
18-12-27-44	5600	.14	C		✓									
18-12-27-44	7400	.14	C	✓								7600		
18-12-27-44	7600	.07	C	✓								7400		0.21
18-12-27-44	12801	.04	C		✓									

VACANT COMMERCIAL TRACTS
Waterfront District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-34-14	101	.07	WF	✓					107	400	700		
18-12-34-14	107	.11	WF	✓					101	400	700		
18-12-34-14	400	.85	WF	✓					101	107	700		
18-12-34-14	700	.35	WF	✓					101	107	400		1.38
18-12-34-11	7500	.15	WF		✓								
18-12-34-11	8901	.11	WF	✓					9000				
18-12-34-11	9000	.22	WF	✓					8901				0.33
18-12-34-11	12800		WF	✓					12900	13000	13100		
18-12-34-11	12900		WF						12800	13000	13100		
18-12-34-11	13000	.04	WF						12800	12900	13100		
18-12-34-11	13100		WF						12800	12900	13000		0.04
18-12-34-12	7200	.03	WF	✓					7300	7400	7500	7600	
18-12-34-12	7300	.06	WF	✓					7200	7400	7500	7600	
18-12-34-12	7400	.06	WF	✓					7200	7300	7500	7600	
18-12-34-12	7500	.11	WF	✓					7200	7300	7400	7600	
18-12-34-12	7600	.05	WF	✓					7200	7300	7400	7500	

VACANT COMMERCIAL TRACTS
Waterfront District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-34-12	7900	.14	WF	✓						8000			
18-12-34-12	8000	.05	WF	✓						7900			0.50
18-12-34-12	8300	1.37	WF/DMD*	✓				✓		8400			
18-12-34-12	8400	.87	WF	✓						8300			2.24
18-12-35-22	200	.16	WF	✓						300			
18-12-35-22	300	.16	WF	✓						200			0.32

*DMD = Dredge Material Disposal Site

VACANT COMMERCIAL TRACTS
Neighborhood Commercial District

Tax Map #	Lot	Acreage	Zone	Additive		Over 2	Over 5	Over 1	Consolidation with Tax Lot #				Total Avail.
				Yes	No								
18-12-22-21	1900	.64	NC		✓					2000			
18-12-22-21	2000	1.19	NC		✓			✓		1900			1.83

APPENDIX G

TITLE 10
CHAPTER 20

LIMITED INDUSTRIAL DISTRICT (LI)

SECTION:

- 10-20-1: Purpose
- 10-20-2: Permitted Buildings and Uses
- 10-20-3: Buildings and Uses Permitted Conditionally
- 10-20-4: Lot and Yard Provisions
- 10-20-5: Site and Development Provisions

10-20-1: **PURPOSE:** The Limited Industrial District is intended to provide areas for manufacturing, assembly, packaging, warehousing and related activities that do not create a significant detrimental impact on adjacent districts.

10-20-2: **PERMITTED BUILDINGS AND USES:** if any permitted building or use would be hazardous, obnoxious, offensive or unsightly by reason of emission of odor, sound, vibration, radioactivity, electrical interference, flare, liquid or solid wastes, smoke or other air pollutants, said buildings or uses shall be required to obtain a conditional use permit issued by the Planning Commission subject to the procedures and conditions in Chapter 4 of this Title.

Accessory buildings and uses normal and incidental to the buildings and uses permitted in this Section.

Ambulance sales.

Auction sales.

Automobile painting shops.

Automobile repair garages.

Bakeries, wholesale.

Blueprinting.

Boat building.

Building maintenance services.

Building material sales.

Car washes, coin-operated or mechanical.

Equipment rental yards.

Equipment sales.

Feed and seed stores.

Greenhouses and nurseries, wholesale.

Laboratories.

Manufacturing and assembling of precision optics.

Manufacturing and assembling of precision testing equipment.

Manufacturing, assembling, testing and repairing of components, devices, equipment and systems of an electronic or electromechanical nature, such as, but not limited to:

Audio systems and phonographs.

Coils, tubes, semi-conductors and similar components.

Communication, navigation, transmission and reception equipment, control equipment and systems.

Data processing equipment and systems.

Metering instruments.

Radar, infrared and ultraviolet equipment.

Radio and television equipment.

Scientific and chemical instruments.

Manufacturing of ceramic products fired in kilns using low pressure gas or electricity (brick and tiles not permitted).

Manufacturing, fabrication, processing or assembly of products from ferrous or nonferrous metals.

Manufacturing, compounding, bottling, processing, packaging or treatment of food and beverage products.

Offices for engineers, architects, landscape architects, surveyors and those engaged in the practice of designing, drafting or graphics.

Planned unit development, industrial.

Plumbing supplies and services.

Printing and publishing.

Public and private parking areas and garages.

Public and semi-public buildings.

Radiator service and repairs.

Radio towers and transmitters.

Restaurants.

Service stations.

Small animal hospitals.

Trucking yards and terminals.

Truck sales and services.

Wholesaling, warehousing and storing of the following, provided that all outdoor storage shall be enclosed within the site obscuring fences and walls:

Automobiles, trucks and buses.

Consumer goods.

Contractors' equipment.

Building materials, except no on-site wrecking or burning.

Food products.

Household goods.

Ice.

Lumber, except no log storage or ponding.

Other items similar to the preceding. (Ord. 625, 6-30-80)

Woodworking and cabinet shops. (Ord. 659, 11-24-81)

Utility distribution plants and service yards.

Other buildings and uses similar to the list above which shall not have any different or more detrimental effect upon the adjoining neighborhood areas or districts than the buildings and uses specifically listed; provided, that retail sales uses, unless specifically listed, shall only be incidental and directly related to the operation of permitted industrial uses.

10-20-3: BUILDINGS AND USES PERMITTED CONDITIONALLY: The Planning Commission, subject to the procedures and conditions set forth in Chapter 4 of this Title, may grant a conditional use permit for the following:

Radio towers, transmitters and receiving stations.

Public buildings and facilities.

Liquid fuel storage.

Residential unit, limited to one, for a caretaker or superintendent whenever it is determined by the Planning Commission that the business requires the on-site residence of such a person.

Airplane hangars, providing the lot abuts the Airport Development District.

10-20-4: LOT AND YARD PROVISIONS:

- A. Minimum Lot Area: The minimum lot area shall be seven thousand five hundred (7,500) square feet.
- B. Minimum Lot Dimensions: The minimum lot width shall be fifty feet (50').
- C. Lot Coverage: One hundred percent (100%) lot coverage may be permitted.
- D.. Yard Regulations:
 - 1. Front yards are not required except where setbacks have been established for road widening or other purposes.
 - 2. Side yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial or industrial use abuts a residential district; in such instances a fifteen foot (15') buffer may be required.
 - 3. Rear yards are not required except:
 - a. Where setbacks have been established for road widening or other purposes.
 - b. Where the commercial or industrial use abuts a residential district; in such instances a fifteen foot (15') buffer may be required.

10-20-5: SITE AND DEVELOPMENT PROVISIONS:

A. Building and Structural Height Limitations:

1. The maximum building height shall be thirty eight feet (38') and shall be in compliance with the Airport Obstruction Overlay District (Section 10-21-4 of this Title).
2. Towers, spires, chimneys, machinery penthouses, water tanks, radio aeralis and similar structures and mechanical appurtenances shall not exceed sixty feet (60') in height and shall not be used for any commercial, residential or advertising purpose.
3. All buildings and structures taller than thirty five feet (35') shall be set back at least one hundred fifty feet (150') from any property line that abuts a residential district.

B. Fences, Hedges, Walls or Landscaping: The City may require that a fence, hedge, wall or landscaping be maintained within the Limited Industrial District or with abutting districts. Where a commercial or industrial use abuts a residential district, the City may require that a fence, evergreen hedge, wall or landscaping be maintained immediately adjacent to the abutting property line. Such a buffer shall screen at least seventy percent (70%) of the view between the districts. The buffer shall not be less than five feet (5') nor more than eight feet (8') in height, except where vision clearance would be interrupted. The Design Review Board shall consider aesthetic and maintained factors. (Ord. 625, 6-30-80)

C. Parking and Loading Space: Refer to Chapter 3 of this Title for specific parking requirements. (Ord. 625, 6-30-80; amd. Ord. 669, 5-17-82)

D. Vision Clearance: Refer to Section 10-1-4 and 10-2-16 of this Chapter for definition and requirements.

E. Signs: Signs shall be in accordance with Title 4, Chapter 3 of this Code, and amendments thereto. (Ord. 625, 6-30-80).

Amended by Ordinance No. 15, Series 1988

APPENDIX H

City Industrial Land / Florence Area

Tax Map #	Tax Lot #	Location	Owner	Acreage	Use
18-12-27-1	101	West of Airport Runway	Private	31.98	Vacant
"	105	1300 W 20th	County	6.35	County Public Works Yard
"	134	Kingwood & 16th	Private	0.48	Welding/Sheet Metal
"	135	18th Street	Private	0.28	Contractor's Yard
"	136	18th St., North of 17th Place	Private	0.28	Industrial
"	137	"	Private	0.29	Vacant
"	138	17th Place	Private	0.33	Contractor's Yard/Storage
"	139	"	Private	0.33	Contractor's Yard/Storage
"	140	"	Private	0.28	Contractor's Storage
"	141	"	Private	0.52	Siuslaw Valley Electric
"	142	"	Private	0.54	Industrial
"	143	"	Private	0.26	Industrial
"	144	"	Private	0.18	Contractor's Yard
"	145	"	Private	0.28	For Rent Building
"	146	SW corner of 17th Place & 18th St.	Private	0.28	Vacant
"	147	18th and Kingwood	Private	0.34	Siuslaw Glass and Mirror
"	148	"	Private	0.34	Vacant
"	149	17th Place & Kingwood	Private	0.28	Better Built Custom Cabinets
"	150	West of Kingwood, Between 17th & 18th	City	0.4	Vacant
"	151	"	City	0.45	Vacant
"	152	"	City	0.47	Vacant
"	153	"	City	0.5	Vacant
"	154	"	City	0.5	Vacant
"	155	"	City	0.49	Vacant
"	158	18th & Kingwood	Private	0.28	Radio Station/Day Care/Office
"	159	17th Place & Kingwood, east side	Private	0.26	Industrial
"	160	West of Kingwood, South of 17th Place	Private	0.48	Welding/Sheet Metal
18-12-14-00	200	On Hwy101, North of Munsel Lake Rd	Private	1.65	Vacant
18-12-22-00	500	Kingwood Project	City	70	Vacant
18-12-27-01	157	Lying between 20th and Kingwood	City	0.21	Vacant - Undevelopable
18-12-22	700	County property/Port parcel	County	40	Vacant