

CITY OF FLORENCE PLANNING COMMISSION

June 12, 2018 ** MEETING MINUTES **

CALL TO ORDER – ROLL CALL – PLEDGE OF ALLEGIANCE

Chairperson John Murphy called the meeting to order at 5:30 p.m. Roll call: Chairperson John Murphy, Vice Chairperson Sandra Young, Commissioner Michael Titmus, Commissioner Ron Miller, Commissioner Phil Tarvin, Commissioner Brian Jagoe, and Commissioner Eric Hauptman were present. Also present: Planning Director Wendy FarleyCampbell, Associate Planner Glen Southerland, Administrative Assistant Vevie McPherran, and Planning Technician Dylan Huber-Heidorn.

APPROVAL OF AGENDA

VC Young motioned to approve the agenda; Commissioner Miller seconded. By voice, all ayes. The motion passed.

APPROVAL OF MINUTES

There were no minutes to approve.

PUBLIC COMMENTS

*This is an opportunity for members of the audience to bring to the Planning Commission's attention any items **NOT** otherwise listed on the agenda. Comments will be limited to **three minutes per person**, with a maximum time of 15 minutes for all items.*

There were no public comments.

PUBLIC HEARING

Vice Chairperson Young announced there were four public hearings before the Planning Commission that evening. The hearings would be held in accordance with the land use procedures required by the City in Florence City Code Title 2 Chapter 10 and the State of Oregon. Prior to the hearings tonight, staff will identify the applicable substantive criteria which have also been listed in the staff report. These are the criteria the Planning Commission must use in making its decision. All testimony and evidence must be directed toward these criteria or other criteria in the Plan or Land Use Regulations which you believe applies to the decision per ORS 197.763 (5). Failure to raise an issue accompanied by statements or evidence sufficient to afford the Planning Commission and parties involved an opportunity to respond to the issue may preclude an appeal of this decision based on that issue. Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments or testimony regarding the application. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval without sufficient specificity to allow the Planning Commission to respond to the issue that precludes an action for damages in circuit court. Any proponent, opponent, or other party interested in a land use matter to be heard by the Planning Commission may challenge the qualifications of any Commissioner to participate in such hearing and decision. Such challenge must state facts relied upon by the party relating to a Commissioner's bias, prejudgment, personal interest, or other facts from which the party has concluded that the Commissioner will not make a decision in an impartial manner.

RESOLUTION PC 18 11 CUP 02 - Seventh Day Adventist Modular Building: A continuance of an application from Donald Large on behalf of the Oregon Conference of Seventh Day Adventists requesting approval of a Conditional Use Permit to place a modular building for use as a preschool classroom. The site is located at 4465 Hwy 101, Assessor's Map no. 18-12-14-32, Taxlot 03200, in the Highway Zoning District regulated by Florence City Code Title 10, Chapter 16.

Chairperson Murphey opened the public hearing at 5:35 PM.

AP Southerland presented the staff report (attached) on the subject of Mr. Large's application. Criteria for this development and conditional use: Florence City Code Title 10 Chapter 1 Section 6-3; Chapter 3 Sections 2 through 5 and 8 through 11; Chapter 4 Sections 3 through 11, 12(A), and 12(C); Chapter 6 Sections 5 and 6; Chapter 16 Sections 2, 4, 5, and 7; Chapter 34 Sections 2 and 3; Chapter 35 Sections 2 and 3; Chapter 37 Sections 2 through 4. Since the initial hearing, the applicant had submitted reworked site plans that addressed many issues with the application. No public testimony was received regarding this application prior to the public hearing. City staff recommended approval with numerous conditions.

Commissioner Titmus asked whether preschool uses require a loading/unloading area. AP Southerland clarified that they do not.

VC Young asked about the playground visible on the site plans and whether it is part of this property. She also asked for information regarding the access points along Highway 101.

Applicant – Don Large, representing the Oregon Conference of Seventh Day Adventists

Proponent – Nathan Large, SDA church member and organizer

Mr. Nathan Large clarified that the playground is affiliated with the church's school and will not be used by the tenants of the new modular building without additional fencing.

Donald Large elaborated that there are two access points, including the drive that enters the church's flag lot. The preschool property will have an access agreement with the property to the north, and the church is willing to have one if necessary.

VC Young asked staff about the application of FCC 10-34-6, which requires screening of parking areas and was not included in the staff report. AP Southerland responded that the code applies to parking areas with more than 20 spaces.

AP Southerland delivered the staff recommendation that the resolution be approved with the suggested conditions.

Chairperson Murphy closed the public hearing at 6:03 PM. Commissioner Jagoe motioned to approve **Resolution PC 18 11 CUP 02** with the stated conditions and a clerical amendment to a date in the conditions; Vice Chairperson Young seconded.

By roll call vote: Vice Chairperson Young, "Yes;" Commissioner Miller, "Yes;" Commissioner Titmus, "Yes;" Commissioner Hauptman, "Yes;" Commissioner Jagoe, "Yes;" Commissioner Tarvin, "Yes;" Chairperson Murphy, "Yes." Motions passed 7-0.

RESOLUTION PC 18 16 CPA 01 – Housing Comprehensive Plan Amendments: A recommendation to the City Council to amend the Florence Realization 2020 Comprehensive Plan, Chapter 9: Economic Development and Chapter 10: Housing Opportunities to address current trends in housing and the need to strengthen the local economy.

Chairperson Murphy opened the public hearing at 6:05 PM.

AP Southerland presented a staff report (attached) which included a set of recommended changes to the Comprehensive Plan. The proposed changes were recommendations from work performed on updating Florence' Buildable Lands Inventory, Housing Needs Analysis and Economic Opportunities Analysis in 2017. Criteria for the updates stem from Florence City Code Title 10, Chapter 1, Section 1-3-C; Florence Realization 2020 Comprehensive Plan Chapter 1, Policies 4 through 6; Chapter 2, Policies 1, 2, and 5; Residential Policies 2 and 8; Oregon Revised Statutes ORS 197-610 Sections 1 through 6; Oregon Administrative Rules OAR 660-015-000 Subsections 1, 2, 9, and 10. The proposed housing amendments add objectives and policies to maintain and upgrade the city's housing stock, ensure fair housing practices, provide for workforce housing, improve housing options for elderly residents, annex land into the city where needed to provide land for housing, coordinate with a broader range of agencies and organizations, and turn several statements in the Comprehensive Plan into active policies.

Staff received a joint comment from Housing Land Advocates and the Fair Housing Council of Oregon stating they would submit testimony before the City Council hearing date for these issues.

AP Southerland delivered the staff recommendation to approve Resolution PC 18 16 CPA 01.

Commissioner Jagoe remarked on the amendment related to annexation and that it could appear to contradict the city's policy of annexation at the request of landowners. PD FarleyCampbell replied that the policy of only pursuing voluntary annexation was set by a resolution of a previous City Council and has been superseded; the current Council has not expressed a new or changed policy on that topic. The proposed changes to the Comprehensive Plan would effectively be setting new policy.

Chairperson Murphy expressed a desire to change the wording of the amendment to exclude language pertaining to annexation-as-needed and change the phrasing to a policy of "annexation when requested."

AP Southerland delivered the staff recommendation to approve Resolution PC 18 16 CPA 01 with the stated change to the proposed Policy 3 if desired and with textual corrections.

Chairperson Murphy closed the public hearing at 6:18 PM. Commissioner Miller motioned to approve **Resolution PC 18 16 CPA 01 with changed wording to the policy related to annexation and corrections to text.** Commissioner Titmus seconded.

By roll call vote: Vice Chairperson Young, "Yes;" Commissioner Miller, "Yes;" Commissioner Titmus, "Yes;" Commissioner Hauptman, "Yes;" Commissioner Jagoe, "Yes;" Commissioner Tarvin, "Yes;" Chairperson Murphy, "Yes." Motions passed 7-0.

RESOLUTION PC 18 17 CPA 02 – Beat the Wave Comprehensive Plan Amendments: A recommendation to the Florence City Council to amend the Florence Realization 2020 Comprehensive Plan, Introduction and Chapters 7 (Development Hazards and Constraints), 11 (Utilities, Facilities, and Services), 12 (Transportation), and 14 (Urbanization) to address Tsunami threats and development patterns within areas subject to these natural hazards. These proposed changes are implementations of model policies from the Department of Land Conservation and Development (DLCD).

Chairperson Murphy opened the public hearing at 6:22 PM.

AP Southerland presented a staff report (attached). In 2015, the DLCD received grant funding from NOAA to promote tsunami disaster planning. DLCD research indicated that many coastal communities, including Florence, lacked strong tsunami preparedness codes or policies. In 2016, DLCD conducted modeling based on inundation maps to identify evacuation routes, facilities, and other preparedness processes. The proposed changes to the Comprehensive Plan would translate this work and the work of local agencies and city staff into new plan sections. Criteria for this decision are based in Florence City Code Title 10, Chapter 1, Section 1-3-C; Florence Realization 2020 Comprehensive Plan Chapter 1, Policies 4 through 6; Chapter 2, Policy 7; Chapter 7, Policies 1, 2, and 5; Chapter 11, Policy 5; Oregon Revised Statutes ORS 197-175; ORS 197-610, Sections 1 through 6; Oregon Administrative Rules OAR 660-015-0000, Sections 1, 2, and 7; OAR 660-015-0010, Section 3.

Staff received no public testimony on this application.

Commissioner Jagoe asked whether the tsunami hazard overlay zones proposed in the application would impact a specific residential development project on 4th Avenue and whether the Comprehensive Plan amendments could hamper high density residential development more generally.

AP Southerland stated that the proposed changes would not impact the specific project mentioned by the Commissioner and that, in any case, current zoning would need to change for high density development to occur in areas most affected by the overlay zone.

Staff finds that the application is consistent with the applicable criteria, and AP Southerland delivered the staff recommendation to approve Resolution PC 18 17 CPA 02.

Chairperson Murphy closed the public hearing at 6:39 PM. Vice Chairperson Young motioned to approve **Resolution PC 18 17 CPA 02**. Commissioner Miller seconded.

By roll call vote: Vice Chairperson Young, “Yes;” Commissioner Miller, “Yes;” Commissioner Titmus, “Yes;” Commissioner Hauptman, “Yes;” Commissioner Jagoe, “Yes;” Commissioner Tarvin, “Yes;” Chairperson Murphy, “Yes.” Motions passed 7-0.

RESOLUTION PC 18 12 PUD 01 – Cannery Station Preliminary PUD: An application for a Preliminary Planned Unit Development from Cannery Station Development, LLC for an 8-phase, mixed-use development with 31 proposed lots to be developed over a 10-year period. The 17-acre parcel is located east of Highway 101 across from Fred Meyer, west of Florentine Estates, north of the Community Baptist Church, and south of Munsel Lake Road. Property is located at Map No. 18-12-14-20, Tax Lot 00700, in the North Commercial District, regulated by FCC Title 10, Chapter 30.

Commissioner Titmus declared a site visit. There were no challenges to any commissioner’s impartiality.

Chairperson Murphy opened the public hearing at 6:51 PM.

PD FarleyCampbell presented a staff report. Criteria related to this decision include the following:

Florence City Code:

Title 10: Zoning Regulations

Chapter 1: Zoning Administration, Sections 1-4-E, 1-5, & 1-6-3
Chapter 3: Off-Street Parking and Loading, Sections 1 thru 6, & 8 through 11
Chapter 7: Special Development Standards, Sections 2, 3, 5, & 6
Chapter 23: Planned Unit Development, Sections 1 through 13
Chapter 30: North Commercial District, Sections 1 through 6
Chapter 34: Landscaping, Sections 2 through 5
Chapter 35: Access and Circulation, 2 through 4
Chapter 36: Public Facilities, 2 through 9

Title 9: Utilities

Chapter 5: Stormwater Management Requirements, Sections 1 through 7

Realization 2020 Florence Comprehensive Plan:

Chapter 1: Citizen Involvement: Policies 1, and 4 through 6

Chapter 2: Land Use: Residential Section, Policies 1 and 4 through 8 and Recommendation 6, Land Use Section, Policies 1, 3, 7, 8, 8¹, 10, 11 & Recommendation 7; Commercial Section, Policies 3, 4 and 6, 7, 8, 9, and Recommendations 3 through 6 and 10 & NCN Section, Specific Plans Section-NCN

Chapter 5: Open Spaces and Scenic, Historic, and Natural Resources: Wetlands Section, Policies 3, 4, and 8

Chapter 7: Development Hazards and Constraints: Policies 1 and 2

Chapter 8: Parks, Recreation and Open Space: Open Space Section, Policy 15

Chapter 9: Economic Development: Policy 1

Chapter 10: Housing Opportunities: Policies 1, 3, and 4 and Recommendation 3

Chapter 11: Utilities, Facilities, and Services: Stormwater Management Section, Policies 1 through 30; Public Safety Section, Policies 2, 5, & 7

Chapter 12: Transportation: Policies 6, 8 through 14, 16, 22, 23, and 27 through 29

Chapter 13: Energy Facilities and Conservation: Policy 3, Recommendation 4

A preliminary PUD was approved for this project in 2008. In response to the recession, a 2-year extension was granted in 2009. A 6-month extension was granted in 2011. The applicant came before the Planning Commission in 2013 for a Final PUD for phase 1, a tentative subdivision, and design review. Key approvals are set to expire later this year. This application was deemed complete as of April 10, 2018.

The proposal is for a 70-acre, mixed-use development with commercial space, multiple residential densities, and institutional uses over 8 phases. This application is for approval of the overall shape of the development, with more specific applications for the design of the project's individual phases to come later.

The development would include street construction throughout the site. The stormwater plan shows that the applicant remapped the wetlands on the site as part of their preparation. The Oregon Department of State Lands will contribute testimony regarding the project, including wetlands, within 10 days of this hearing. The proposals landscaping plans detail stormwater basins and management features, some of which double as recreational space, including walking paths. Other open space is located throughout the development. Loading and circulation plans, as presented, have been discussed with Siuslaw Valley Fire & Rescue; details to allow for better fire engine access may need to be worked out.

The final design of buildings and other elements of the development will be up for review at later stages. Current proposals indicate the use of board-and-batten siding which, despite its prevalence, is not an outright allowed material for commercial structures. Staff recommends granting an exception.

The applicant has requested an exception to the 35' setbacks along the border of the development, specifically in regards to vertical encroachment along the eastern portion of the project, which abuts Florentine Estates. The exception is requested to allow residential units in this area to have rear decks. The floor of the decks would be roughly the same height as the 8' wall proposed between the properties.

Testimony was received from Jason Nelson, representing Florentine Estates, regarding the setback issue, stormwater and flooding, and traffic signal timing.

Testimony from Pamela Lowe of Florentine Estates reflected concern with setback encroachment, traffic, and stormwater as well as issues stemming from the location of the property fence and construction that could conceivably stretch over 10 years.

The City of Florence contracts with Civil West Engineering to provide peer review for engineered plans. Civil West provided testimony regarding the applicant's transit analysis. Testimony was also received from City of Florence Public Works, Siuslaw Valley Fire & Rescue, ODOT, and Lane County.

PD FarleyCampbell summarized conditions of approval included in the staff report presented to the Planning Commission, including:

- An exception to the timing requirements for PUD proposal;

- an exception to the 35' setback between the project site and Florentine Estates;
- an exception to the 15' setback between several residential units within the development;
- an exception to allow reduced lot sizes for several attached residential units;
- an exception to allow reduced lot sizes for several commercial units;
- an exception to allow parking spaces along a segment of Hwy 101 within the usual highway setback;
- a reduction in setbacks to allow buildings along the proposed Redwood commercial area to approach the street;
- a condition to either request an exception or lengthen several driveways to mitigate parked vehicle encroachment;
- a condition to modify the Travel Impact Analysis to reflect bed count rather than unit count in several areas;
- a condition to address the apparent need for a loading zone between the two apartment structures;
- an amendment to a condition specifying that a traffic signal will be added at Munsel Lake Road if a certain level of traffic is created by the development;
-

PD FarleyCampbell presented the staff finding that the application meets the requirements of applicable city codes with the addition of the conditions and amendments presented in the staff report.

Commissioner Titmus inquired about potential placement of a bus stop for the Rhody Express. He also expressed concern that the design of curbs and sidewalks could impede circulation for emergency vehicles. PD FarleyCampbell replied that these details would be addressed in final PUD and subdivision hearings.

Applicant – Brian Cavaness, Project Manager, representing Cannery Station Development LLC (CSD)

Mr. Cavaness indicated that, if this application is approved, CSD would be prepared to present a final PUD for either the entire project or phase 1 of the development and a preliminary subdivision in September or October. He introduced the designers, engineers, analysts, and other contributors available for questions.

Mr. Cavaness stated that the project site could be a potential location for various big-box commercial developments, but the current proposal calls for less intense, mixed uses. He described the residential character of various parts of the proposed development, including apartments, assisted living, and 6-plex transitional housing. He also described that retail businesses on the site would be owner operated (rather than national franchises) and pointed out areas where offices would be located. Each of the 3-story apartment buildings would be age-restricted and contain roughly 40 units. The first phase of the project would include a 70-unit assisted living facility with specialized memory care facilities.

Mr. Cavaness pointed out that the project includes roughly 30% open space, which is greater than what is required by code. He also stated that Cannery Station would help the city meet a significant portion of housing needs identified by the recent Housing Needs Analysis.

The conceptual parking facilities include roughly 476 parking spaces, 388 of which would be off-street. The area would be connected by an extensive pedestrian path system. He expressed understanding that parking for the duplex units may need to be changed from the proposal to meet the parking requirements of code. He welcomed additional conditions for design review to be required for the duplex units.

39% of the open space in the proposal would be dedicated to recreational use, which exceeds code requirements. Native plants would be preferred throughout. Design themes can be decided in later proposal stages. Addressing concerns regarding setbacks along Florentine Estates, Mr. Cavaness stated the area will not be open to public access and that various facilities will be maintained by a property manager and/or HOA. Stormwater facilities may be placed in the public right-of-way in various locations. These facilities would sometimes accompany walking paths that would form a loop around the property.

Mr. Cavaness requested that the phasing of the 8 stages of the project not be mandated by the city's approval. It would benefit the project to have the flexibility to develop in whatever order might be called for by economic concerns. He asked that the 10-year limit on development be implemented as a deadline for a final development plan for the entire project, with development phase applications submitted with no more than 18 months between them (after an initial 12-month limit on the first phase). He briefly described the reasoning behind requests for certain exceptions, including setbacks, compact parking spaces, and reduced lot size.

The exception to setback requirements between the transitional housing units and the property line with Florentine Estates was requested to allow decks to be added for those units. The proposal still includes a significant vegetation buffer, much of which is created by Florentine's 40' green belt.

Mr. Cavaness read from the project's traffic impact analysis, which states that, even when the project is fully built-out, traffic impacts would not trigger a requirement from ODOT to add a traffic signal. When the first PUD application and the potential for a traffic signal were being discussed in 2008, traffic counts were higher.

CSD consulted with Pacific Habitat Services (PHS) to analyze the wetlands on the site. PHS and DSL identified a 2000 wetland delineation study which claimed that the wetland areas along Hwy 101 are not naturally occurring. CSD's research indicates that a 30-year old culvert installed by ODOT has been blocked, and the blockage is causing water to accumulate in parts of the property. CSD is meeting with relevant agencies the week after this meeting to determine whether those wetlands will need to be compensated for using the local wetland bank.

Mr. Cavaness stated that the specifics of this property will require the development to result in less stormwater leaving the site than the current condition; most developments are simply required to ensure that no additional water flows out compared to the pre-development condition. CSD is skeptical that floodwater issues in Florentine Estates stem from the proposed PUD property. According to Mr. Cavaness, more than 90% of rainwater landing on the Cannery property will be directed west to either city stormwater systems or systems in the Hwy 101 right-of-way. The 35' setback area abutting Florentine will be the only area that does not drain to the west. CSD's surveys indicate water from as much as ¼ mile to the north and east of Munsel Lake Road collects and drains to the northwest corner of Florentine Estates. At some point, the drainage ditch under the road was constricted to two 18" pipes, which are not sufficient for large stormflows. The proposed development would add new drainage infrastructure to catch additional overflow, which may improve drainage for the area.

Chairperson Murphy clarified for the audience that some concerns regarding details of the development would be better addressed at later hearings on final PUD, subdivision, and design review. Setbacks and other exceptions will be included in the vote at the end of this hearing.

Commissioner Hauptman requested clarification on a payment made to the City of Florence. Mr. Cavaness indicated the payments were related to the Local Improvement District agreement. The commissioner also asked about timelines for groundbreaking and financing. Mr. Cavaness replied that CSD would be aiming to begin construction in February 2019. Lenders attached to the project will not make final decisions until city approvals are granted.

Commissioner Jagoe asked about traffic circulation and turn lanes at the proposed intersection at 47th Street and Hwy 101. Mr. Cavaness replied that both left and right turn lanes would be present for traffic entering and exiting the development. ODOT previously approved a full-access, unsignalized intersection at this location. Construction traffic would be directed onto the site off of Munsel Lake Road. Commissioner Jagoe expressed incredulity that a second story would be sensible for residential units designated for transitional housing for older residents. Mr. Cavaness stated that depth restrictions on those lots called for a second story to gain square footage. The commissioner asked whether CC&Rs could be written to prevent storage on the contentious deck spaces and the accompanying visual nuisance. Mr. Cavaness insisted that CC&Rs could prevent this. Commissioner Jagoe asked for consideration for a dedicated ambulance parking space at the assisted living facility.

VC Young asked about the material standards written into the proposed CC&Rs that would allow T1-11 siding on exterior walls not facing a street. Mr. Cavaness expressed openness to a new condition to explicitly exclude T1-11 siding throughout the development. VC Young pointed out the inadequate spacing between the development's primary proposed entrance at 47th Street and the access at the church to the south. Access point proximity could also be an issue between the intersection of Hwy 101 and Munsel Lake Road and the proposed access to the development site at Redwood Street and Munsel Lake Road. Kelly Sandow of Sandow Engineering described an application that was made to ODOT requesting a variance to access spacing standards, which included a traffic safety analysis. She also pointed out that Munsel Lake Road is subject to Lane County's shorter access proximity standards, and the proposed development does not violate that standard. VC Young stated that, regardless of standards, traffic conflicts would be likely along this stretch of Hwy 101. She moved on to state that reductions of the required berm and landscaping between Hwy 101 and the parking areas on the western edge of the proposed development would be unsightly, especially given the importance of visual appeal in this entrance area to the city.

Commissioner Tarvis asked for clarification on the timing of vegetation clearing on the property. Mr. Cavaness believed that clearing would not begin until grading was set to begin. A vegetation clearing permit had already been obtained for the first phase of the development; later phases were not slated for clearing until later dates. Some clearing will occur to allow utilities to be installed. At the request of the commissioner, Mr. Cavaness elaborated on stormwater flows, but directed the commission to the stormwater study for details. He stated that the area of land draining east to Florentine Estates will gradually shrink as development proceeds.

Chairperson Murphy asked for clarification of the role of Open Space designations B and D in the landscaping plans, which are described to meet both stormwater retention and open space requirements. Mr. Cavaness explained that facilities are allowed by city code to double as open space and water retention as long as the open space is not designated as required recreation area.

Commissioner Titmus called attention to the May 11, 2018 letter from ODOT, which calls for additional review and traffic analysis. Ms. Sandow stated that CSD and its engineers are in the process of addressing ODOT's comments. The commissioner went on to point out that Florence becomes significantly busier and more congested during summer months. He was concerned that the traffic study, which was conducted in February, would not be a sufficient basis for analysis. Ms. Sandow described the process used to extrapolate summer traffic counts based on historical relationships between traffic counts during different months of the year. ODOT may call for new traffic counts to be used.

Commissioner Titmus also took issue with the exception for vertical encroachment within the 35' setback along the eastern edge of the property. Mr. Cavaness described the requested exception for 6' of deck and stairs, which would allow access to the backyards and walking paths between the row of houses and property fence.

Chairperson Murphy pointed out that the deck and stairs would allow for an additional egress in the case of fire or other hazard. Commissioner Jagoe expressed a preference for first-floor bedrooms from a standpoint of fire and life safety.

When asked by Commissioner Titmus about age restrictions in the development, Mr. Cavaness pointed out that the commission does not have the authority to require the housing be provided for certain demographics; the developer is permitted by federal law to place age restrictions on the residential units. In response to stated concerns of Florentine Estate residents, he intends to require, via CC&Rs, that the properties not be used for short-term rentals. The CC&Rs will likely be enforced by the property manager of the assisted living facility, who will double as manager for the entire property.

Commissioner Titmus discussed additional conditions he would like to see attached to a potential approval. The first was a requirement to preserve a band of natural vegetation along the northern portion of Hwy 101 and following Munsel Lake Road along the northern edge of the property. Mr. Cavaness and an engineer attached to the project described that preserving natural vegetation is desirable, but sidewalks, naturally occurring ditches, curb ramps, and other factors might limit how much can be preserved in that part of the project. Mr. Cavaness volunteered phrasing for a new condition to the effect that, "applicant shall preserve native vegetation on the north side of the site to the greatest extent practicable." Commissioner Jagoe expressed skepticism that significant vegetation could be reasonably preserved, particularly Shore pines. Mr. Cavaness suggested that grading plans for final PUD applications would be the best opportunity to involve arborists or other experts to call for vegetation preservation.

Mr. Cavaness explained the Local Improvement District established to fund stormwater improvements in this area. This property is included as part of the agreement between the city and several local properties, and payments are being made biannually to cover the cost of improvements. He also described that a performance bond is included in the PUD application, which will be posted prior to authorization of building permits for the final PUD and will ensure the completion of certain public infrastructure. A 2-year maintenance bond will then be put in place which will cover potential costs of failed infrastructure in that period.

VC Young questioned Ms. Sandow about the traffic modelling software used in the traffic analysis, specifically whether it can generate visualizations that could be helpful to the commission in reaching a decision. She also asked for broader traffic analysis to include multiple intersections and their interactions.

Chairperson Murphy closed the public hearing at 6:39 PM. Vice Chairperson Young motioned to approve **Resolution PC 18 17 CPA 02**. Commissioner Miller seconded.

By roll call vote: Vice Chairperson Young, "Yes;" Commissioner Miller, "Yes;" Commissioner Titmus, "Yes;" Commissioner Hauptman, "Yes;" Commissioner Jagoe, "Yes;" Commissioner Tarvin, "Yes;" Chairperson Murphy, "Yes." Motions passed 7-0.

Opponent – Rod Stowe of Florentine Estates

Mr. Stowe expressed concern that the exceptions being considered for this development are mainly aimed at increasing density. He stated that housing is an important concern, but not all the demand needs to be addressed on this single property. He also objected to construction traffic impacting Florentine Estates. Traffic safety on and off Hwy 101 was also a major concern.

Opponent – Chuck Wade of Florentine Estates

Mr. Wade agreed with Mr. Stowe, and also expressed disbelief that the townhouses along the western portion of the development property would be functional as transitional housing for residents who may have difficulty climbing stairs.

Opponent – Mollie Smith of Florentine Estates

Ms. Smith agreed with concerns relating to traffic safety. She was pleased with discussion of retaining native vegetation and would like native vegetation to be retained in the 35' setback area.

Opponent – Jenny Valinty of Florentine Estates

Ms. Valinty was glad that research uncovered the story of the ditch which once drained the Cannery/Florentine area and was replaced with inadequate pipes. She pointed out that several ponds on the property are already connected to the flooding area in Florentine, and things may get worse unless the issue is ameliorated. She described being given a map in 1992 that showed a lake stretching from the area of Florentine across the highway to the present Fred Meyer location. She was opposed to approving the project with exceptions for decks or stairs inside the discussed 35' setback. She also believed the residences adjacent to Florentine would not be age restricted and, in addition, each of those homes could potentially be rented to two different families, each occupying a different floor. She requested additional consideration for wind protection, light pollution, trash storage, and sand management. Traffic was also a concern. Ms. Valinty expressed worry that the dunes present on the development property would act similarly to the dunal area behind Fred Meyer, with sand and water acting in ways not anticipated by the project's engineers.

Neutral Party – Jason Nelson, General Manager of Florentine Estates

Mr. Nelson stated he has never seen the pond areas overflow as described by the applicant. He was concerned that the townhouse units, especially if granted exceptions for decks, would represent sound disruption that would escape the Cannery property to a greater extent than had been discussed. Earlier discussions about the project had included a block wall between the development and Florentine Estates, and Mr. Nelson voiced a preference for this barrier over the cedar fence in the current proposal. He requested that the barrier be constructed in conjunction with the work occurring to clear and develop Open Space area C (the 35' setback buffer). He pointed out that the description of the path system in the proposal sounded distinctly welcoming of access by people other than Cannery residents, which would be at odds with its stated private status.

Opponent – Judy Thibault of Florentine Estates

Ms. Thibault was generally supportive of the development but shared several concerns. She criticized the hearing's procedures, which left this issue until late in the evening and robbed many citizens of their opportunity to comment. She would like to see a separate hearing dedicated to this issue. Ms. Thibault also restated concerns regarding the decks and the inadequacy of the fence.

Applicant – Brian Cavaness, Project Manager, representing Cannery Station Development LLC (CSD)

Mr. Cavaness responded to public comments. Regarding a block wall, he stated a desire to avoid gated access between Cannery and Florentine Estates, which he believes might be required by state planning rules under certain circumstances. He also stated the proposed 8' fence exceeds the city's requirements. He addressed concerns over noise disruption with a suggestion that an acoustical engineer could be brought in to show that traffic noise is lower than casual conversation would present. He does not believe blowing sand will be an issue when the project is completed. Mr. Cavaness also stated a belief that visual impacts will not be an issue once Florentine's green belt and the proposed fence are taken into account.

Chairperson Murphy asked whether patios could be substituted for the contentious decks to alleviate potential visual issues.

Daniel Klute of GMA Architects, an architect for the project, supported the current proposal for usable deck space easily accessible from the main living area, but stated that a design change to ground-level patios would be possible.

Planning Director FarleyCampbell addressed several issues. As proposed, all improvements would be made to Open Space area C at the same stage of development, including the fence. She clarified that differences in the setback distances from one source to another stem from lot line differences; the unimpeded open space distance is 29'. She gave a summary of changes and corrections to the written conditions of approval. There were discussions of timing for implementation of conditions and the process going forward.

Staff recommends that the proposal can meet the requirements of Florence City Code with the conditions of approval as amended.

Four of the seven commissioners expressed a desire to continue the hearing to June 26, 2018. The hearing remains open to written and verbal testimony.

PLANNING COMMISSION DISCUSSION ITEMS

There were none.

PLANNING DIRECTOR'S REPORT/CALENDAR

The Planning Commission meeting on June 26th will include, in addition to the continuation of PC 18 12 PUD 01, a design review for a 4-unit residential cluster.

Chairperson Murphy adjourned the meeting at 10:27 p.m.

John Murphy, Chairperson
Florence Planning Commission

Date

SDA Modular Building Continuation

PC 18 11 CUP 02



Introduction

- Application for Conditional Use Permit received on March 30, 2018.
- Application deemed complete on April 18, 2018.
- Planning Commission held a public hearing on May 8, 2018.
- The hearing was continued until June 12, 2018 to allow for the submission of additional clarifying information.

• SDA Modular Building Continuation

6/12/18 • 2

Criteria

Florence City Code, Title 10:

- Ch. 1: Zoning Administration, Section 1-6-3
- Ch. 3: Off Street Parking & Loading, Sections 2 through 5 and 8 through 11
- Ch. 4: Conditional Uses, Sections 3 through 11, 12-A, and 12-C
- Ch. 6: Design Review, Sections
- Ch. 16: Highway District, Sections 2, 4, 5, and 7
- Ch. 34: Landscaping, Sections 2 and 3
- Ch. 35: Access and Circulation, Sections 2 and 3
- Ch. 37: Lighting, Sections 2 through 4

• SDA Modular Building Continuation

6/12/18 • 3

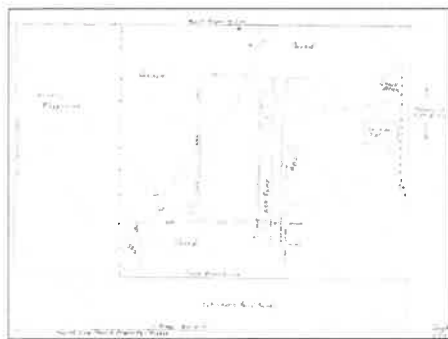
Aerial of Site



• SDA Modular Building Continuation

6/12/18 • 4

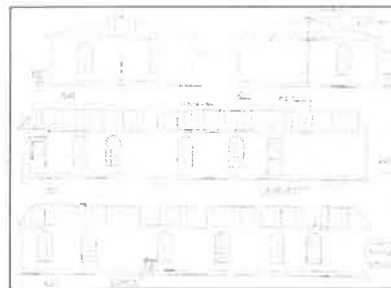
Site Plan



• SDA Modular Building Continuation

6/12/18 • 5

Elevations



• SDA Modular Building Continuation

6/12/18 • 6

Photos



• SDA Modular Building Continuation

6/12/18 • 7

Photos



• SDA Modular Building Continuation

6/12/18 • 8

Testimony

ODOT Referral Comments

• SDA Modular Building Continuation

6/12/18 • 9

Staff Recommendation

Staff finds that the application meets the applicable criteria of City Code and the Florence Realization 2020 Comprehensive Plan and **recommends approval** of the application with the following conditions of approval:

• SDA Modular Building Continuation

6/12/18 • 10

Conditions of Approval

4. Parking

- 4.1. No storage
- 4.2. Changes to access require ODOT permitting.
- 4.3. No loading/unloading during business hours.
- 4.4. 3 spaces.
- 4.5. 1 ADA accessible parking space, 96" aisle
- 4.6. Unobstructed, hard-surfaced, ADA-accessible pathway.

• SDA Modular Building Continuation

6/12/18 • 11

Conditions of Approval

- 4.7. ADA Van-Accessible w/ proper signage
- 4.8. Surfaced with permitted materials.
- 4.9. 6" Curb adjacent to landscaping.
- 4.10. Extend northern landscaping buffer.
- 4.11. Meet FCC 10-3-9. Submit parking plan.
- 4.12. 2 bicycle parking spaces.

• SDA Modular Building Continuation

6/12/18 • 12

Conditions of Approval

5. Conditional Use Permit Requirements

- 5.1. May 8, 2019
- 5.2. Demolition or removal.
- 5.3. Non-Remonstrance for sidewalk improvements.
- 5.4. ~~Trash enclosure.~~
- 5.5. Storm water plan or remove impervious equal.

• SDA Modular Building Continuation

6/12/18 • 13

Conditions of Approval

6. Design Review Requirements

- 6.1. Changes to exterior colors or building materials.
- 6.2. Two other architectural features required.
- 6.3. May 23, 2018.

• SDA Modular Building Continuation

6/12/18 • 14

Conditions of Approval

7. Zoning District Requirements

- 7.1. No storage. No nuisances.
- 7.2. Visual barrier 30" in height along all portions of the highway frontage.

• SDA Modular Building Continuation

6/12/18 • 15

Conditions of Approval

8. Landscaping Requirements

- 8.1. Landscaping Plan.
- 8.2. 1 tree, 8 shrubs.
- 8.3. Meet 70%, 20 ft. requirements.
- 8.4. Pocket-planting.
- 8.5. Materials - FCC 10-34-3-4.
- 8.6. Irrigation or drought-tolerant, temp. irrigation until established.

• SDA Modular Building Continuation

6/12/18 • 16

Conditions of Approval

9. Access and Circulation Requirements

- 9.1. Easement evidence or established IF INTENDING TO USE THE SHARED DRIVEWAY.
- 9.2. Vision clearance.
- 9.3. Walkway from parking to entry.
- 9.4. ~~Walkway 6" in height and curbed.~~ INSTALL WHEEL STOPS AND PAINT
- 9.5. 5' wide walkway.

• SDA Modular Building Continuation

6/12/18 • 17

Conditions of Approval

10. Lighting Requirements

- 10.1. All lighting on site shall come into compliance with FCC 10-37.
- 10.2. Lighting plan, fixture info, photometrics.
- 10.3. With building permit. All >20 ft. in height.

• SDA Modular Building Continuation

6/12/18 • 18



FLORENCE PLANNING COMMISSION ITEM UPDATE/SUMMARY

MEMO DATE: June 11, 2018

MEETING DATE: June 12, 2018

STAFF: Glen Southerland, Associate Planner

SUBJECT: Florence SDA Modular Building

SUMMARY:

This memo serves as supplementary background for the Planning Commission Agenda Item for Resolution PC 18 11 CUP 02 – Florence SDA Modular Building.

- May 12, 2018 – Planning Commission held a public hearing regarding the proposed SDA modular building. During the course of the hearing, several items of note were brought up for which no information had been provided. More information was determined to be needed in order for the Planning Commission to come to a final decision on the application.
- May 18, 2018 – the Planning Department received referral comments from ODOT, **Exhibit F**. Development Review Coordinator Doug Baumgartner stated that there were two unrestricted Reservations of Access, 35 feet in width, in place on the property, but no new access permits would be needed if no work was performed in the right-of-way, no changes were made to the accesses, and no connections were made to the highway drainage facilities.
- May 24, 2018 – The applicant submitted **Exhibit E**, answering several questions from the Staff regarding issues brought up at the May 12th Planning Commission meeting.
- May 29, 2018 – The Planning Department met with the applicant and several other members of the Seventh Day Adventist Church, including the pastor, to discuss the application. At this meeting, the use of the building was clarified as Day Care/Day Nursery, as originally applied for, at this time.
- May 31, 2018 – the applicant submitted a revised site plan showing the building placed on existing pavement towards the center of the property. This site plan is attached as **Exhibit C1**.

In response to this new information, Staff would proposed the following:

- **Condition 5.4:** This use is not part of the church use. Remove condition.
- **Condition 9.1:** Staff would recommend keeping the condition, but with the following language prior to the first sentence: "If the applicant intends to use the shared driveway [...]"
- **Condition 9.4:** The applicant is building on existing pavement, therefore there is no need to construct a curb. The applicant, however, should add wheel stops and striping in order to delineate where pedestrians and vehicles are to be separated – Consider changing condition to "The applicant shall install wheel stops and paint parking stall strips in order to delineate the pedestrian walkway from the parking space."

Attached to this document are the relevant additional Exhibits.

Please feel free to contact me if you have any questions.

ATTACHMENTS:

Attachments to Findings of Fact:

Exhibit C1 – Revised Site Plan

Exhibit E – Use Clarification Email

Exhibit F – ODOT Comments

1000



From: Don&Debbie Large
To: [Vevie McPherren](#)
Subject: Re: Resolution PC 18 11 CUP 02 - Florence SDA Modular Building - Clarification of Proposed Use
Date: Friday, May 25, 2018 8:40:07 AM
Attachments: [2018-5-24 To the City Planning Department.docx](#)

Sorry, grabbed the wrong file...

On Fri, May 25, 2018 at 8:32 AM, Vevie McPherren <vevie.mcpherren@ci.florence.or.us> wrote:

Good morning Don,

The attachment I received did not include a response rather, a photograph.

Please resend at your earliest opportunity.

Thank you kindly,

Vevie "Viva"

LiveHappy!

Vevie M. McPherren

Planning Administrative Assistant

vevie.mcpherren@ci.florence.or.us

541-997-8237

[City of Florence](#)

[250 Hwy 101](#)

Florence, OR 97439

Follow Us! [City Website](#) | [Facebook](#) | [Twitter](#) | [Vimeo](#)

The City of Florence is an equal opportunity employer and service provider.

PUBLIC RECORDS LAW DISCLOSURE:

This email is a public record of the City of Florence and is subject to public inspection unless exempt from disclosure under Oregon Public Records Law. This email is also subject to the City's Public Records Retention Schedule.

From: Don&Debbie Large <dlarge73@gmail.com>
Sent: Friday, May 25, 2018 8:25 AM
To: Vevie McPherren <vevie.mcpherren@ci.florence.or.us>
Subject: Re: Resolution PC 18 11 CUP 02 - Florence SDA Modular Building - Clarification of Proposed Use

Attached is our response to the questions above. We are sorry about the obvious confusion but it was always our intent to simply replace the existing building which is in poor condition. Our hope is to meet with a planning staff representative Tuesday May 29 at 4:00 P.M. to discuss further. Please let me know if this meeting date and time are confirmed.

On Thu, May 24, 2018 at 12:12 PM, Vevie McPherren <vevie.mcpherren@ci.florence.or.us> wrote:

Good afternoon Don,

Per our phone conversation:

Re: Resolution PC 18 11 CUP 02 - Florence SDA Modular Building - Clarification of Proposed Use

Requested Clarification:

- The exact use of the building
- The exact ages of those attending

Will it be a day care or school?

- Office space use
- Will it be affiliated with the Church?
- Will it be included as part of the Church campus?

Please respond to this email with your answers at your earliest opportunity.

Staff will be able to review and prepare to offer available options and recommendations during your meeting that has been rescheduled for Tuesday, May 29, 2018 @ 4:00 PM.

Thank you kindly,

Vevie "Viva"

LiveHappy!

Vevie M. McPherren

Planning Administrative Assistant

vevie.mcpherren@ci.florence.or.us

541-997-8237

[City of Florence](#)

[250 Hwy 101](#)

Florence, OR 97439

Follow Us! [City Website](#) | [Facebook](#) | [Twitter](#) | [Vimeo](#)

The [City of Florence](#) is an equal opportunity employer and service provider.

PUBLIC RECORDS LAW DISCLOSURE:

This email is a public record of the City of Florence and is subject to public inspection unless exempt from disclosure under Oregon Public Records Law. This email is also subject to the City's Public Records Retention Schedule.

To the City of Florence Planning Department

Regarding Resolution PC 18 11 CUP 02 Florence SDA Modular Building -- Clarification of Proposed Use

Below are our responses to the questions posed in an email from Vevie McPherron on 5-26-18

Exact use of building:

This will be a commercial building for rent. It is a replacement for the existing commercial building, which is in poor condition.

Exact ages of those attending:

Unknown. Depends on tenant use.

Will it be a day care or school?

Its use is to be determined by future tenant(s). It may be used as a preschool, kindergarten and/or daycare by prospective tenant(s). We do not intend for it to be used as a school for first grade and up.

Office space use:

Depends on the tenant.

Will it be affiliated with the church?

No.

Will it be included as part of the church campus?

While it is under church ownership, it is intended to be a commercial use building. At this time we have no intention of applying for tax exempt status.



Oregon

Kate Brown, Governor

Department of Transportation

Region 2 Headquarters
455 Airport Road SE, Bldg. B
Salem, Oregon 97301
(503) 986.2600
FAX (503) 986.2630

May 18, 2018

ODOT #8372

ODOT Response

Project Name: Modular Office Building	Applicant: Donald Large
Jurisdiction: City of Florence	Jurisdiction Case #: PC 18 11 CUP 02
Site Address: 4465 Hwy 101, Florence, OR 97439	Legal Description: 18S 12W 1432 Tax Lot(s): 03200
State Highway: US 101	Mileposts: 188.08

The site of this proposed land use action is adjacent to US101, Oregon Coast Highway. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

Tax lot 3200 is currently served by a two accesses to US101. The applicant is advised that the subject property's highway frontage is access controlled as ODOT has acquired and owns access rights to the subject property. The subject property was granted two unrestricted Reservations of Access that are each 35 feet in width as recorded in the property deed. Based on the reviewed land use notice material, the proposed development will not trigger the need for a new ODOT access permit if the existing accesses to US101 are to be used solely without any reconstruction. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way and for connection to state highway drainage facilities.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 2 Planning
Development Review
455 Airport Road SE, Bldg. B
Salem, Oregon 97301

ODOTR2PLANMGR@odot.state.or.us

Development Review Coordinator: Douglas Baumgartner, P.E., P.E.	Douglas.G.Baumgartner@odot.state.or.us
District 5 Contact: April Jones	541-726-2577

Housing/Econ. Dev. Comprehensive Plan Updates

PC 18 16 CPA 01



Introduction

- **2017** – Buildable Lands Inventory, Housing Needs Analysis, Economic Opportunities Analysis updates commissioned (HEOP)
- **February 2018** – Final Draft of documents (under review)
- **Feb. 26th and March 26th** – Joint PC/CC Work Sessions
- **April 2018** – Issues identified with current comp. plan policies
- **May 7, 2018** – Changes to comp plan initiated by City Council

■ Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 ■ 2

Criteria

Florence City Code, Title 10:

Chapter 1: Zoning Administration, Section 1-3-C

Realization 2020 Florence Comprehensive Plan:

Chapter 1: Citizen Involvement, Policies 4 through 6

Chapter 2: Land Use, Policies 1, 2, and 5
Residential, Policies 2 and 8

Oregon Revised Statutes:

ORS 197.610(1) through 197.610(6): Post-Acknowledgement Procedures

Oregon Administrative Rules (Oregon Planning Goals):

OAR 660-015-0000(1), (2), (9), (10)

■ Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 ■ 3

Housing Amendments

- Addition of two objectives
 - Maintain and upgrade housing supply through enforcement
 - Encourage rehabilitation of substandard housing to reduce costs of housing and conserve housing stock
- Addition of policies
 - Adopt a fair housing ordinance
 - Pursue housing programs for the City's workforce, elderly, low income and special needs families
 - Annex where needed to ensure adequate supply of residential land
 - Local and regional coordination with organizations, developers, government to provide affordable housing, workforce housing, social services, etc.
 - Housing types
- Relocating Recommendations to Policies

■ Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 ■ 4

Econ. Dev. Amendments

- Change of Goal
- Addition of policies
 - Some restated, some eliminated, some new
- Recommendations broken into section
 - General Economic Development
 - Local Business Retention & Expansion
 - Out of Area Business Marketing & Recruitment
 - City Infrastructure & Regulations
 - Entrepreneurship & Innovation
 - Tourism Promotion
 - Workforce Development & Recruitment

■ Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 ■ 5

Testimony

None Received

■ Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 ■ 6

Staff Recommendation

Staff finds that the proposal to adopt post-acknowledgement plan amendments related to tsunami hazards is consistent with applicable criteria in the Florence Realization 2020 Comprehensive Plan, Florence City Code, Oregon Revised Statutes, and Oregon Administrative Rules and **recommends approval** of Resolution PC 18 16 CPA 01 recommending approval of the proposed Comprehensive Plan amendments to the Florence City Council.

• Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 • 7

Alternatives

1. **Approve the proposed amendments based on the findings of compliance with City and State policies and goals;**
2. Modify the findings or proposed amendments and approve the proposal; or
4. Continue the Public Hearing to a date certain if more information is needed.

• Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 • 8

Questions?

• Housing/Econ. Dev. Comprehensive Plan Updates

6/12/18 • 9



June 12, 2018

Planning Commission
250 Highway 101
Florence, OR 97439

RE: PC 18 16 CPA 01 / CC 18 10 CPA

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's concerns relate to a jurisdiction's obligation to affirmatively further fair housing.

This letter is simply a notice that we recently received the staff report and supporting documents for this proposal. We plan to review and comment, if necessary, by the City Council hearing scheduled for July 16th.

We will review the affordable housing implications of the amendment to help ensure an adequate supply of affordable housing in the City of Florence, pursuant to Statewide Planning Goal 10.

HLA and FHCO are interested in working in a collaborative manner with the City and offers technical assistance to help the City meet its Goal 10 obligations. Please contact us with any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Louise Dix".

Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

Tsunami Comprehensive Plan Updates

PC 18 17 CPA 02



Introduction

- **2015** – Grant awarded to DLCD by NOAA Coastal Program
- **2016** – City and DLCD sign MOU
- **2016 to 2017** – Beat the Wave modelling
- **August 2017** – City policy and code work began
- **May 7, 2018** – City Council initiated Comp Plan amendments

Tsunami Comprehensive Plan Updates

6/12/18 #2

Criteria

Florence City Code, Title 10:

Chapter 1: Zoning Administration, Section 1-3-C

Realization 2020 Florence Comprehensive Plan:

Chapter 1: Citizen Involvement, Policies 4 through 6

Chapter 2: Land Use, Policies 1 and 2

Residential, Policy 7

Chapter 7: Development Hazards and Constraints, Policies 1, 2, and 5

Chapter 11: Utilities, Facilities, and Services, Policy 5

Oregon Revised Statutes:

ORS 197.175

ORS 197.610(1) through 197.610(6): Post-Acknowledgement Procedures

Oregon Administrative Rules (Oregon Planning Goals):

OAR 660-015-0000(1), -0000(2), and -0000(7)

OAR 660-015-0010(3)

Tsunami Comprehensive Plan Updates

6/12/18 #3

Current Hazard Chapter

- Five policies, four recommendations
- Less information available at the time of adoption
 - Text includes Justice Center, Hospital, to 15th Street – inaccurate information
- No tsunami specific policies or recommendations
- No mention of earthquake threat
- Other threats mentioned: Flooding, Coastal Erosion, Landslides

Tsunami Comprehensive Plan Updates

6/12/18 #4

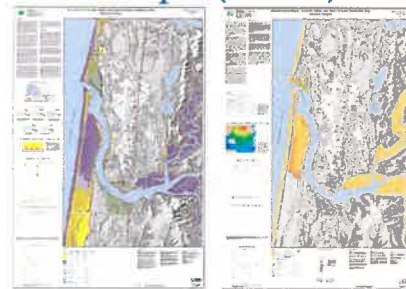
Proposed Hazard Chapter

- Earthquake and Tsunami section expanded
 - Additional policies
 - General Policies
 - Evacuation Policy Concepts
 - Policies Related to Reducing Development Risk in High Tsunami Risk Areas
 - Hazard Mitigation Planning
 - Tsunami Awareness Education and Outreach
 - Debris Management
 - Hazardous Materials
- Tsunami Inundation Maps
- Tsunami Hazard Overlay Zone (to come)

Tsunami Comprehensive Plan Updates

6/12/18 #5

Tsunami Inundation Maps (TIMs)



Tsunami Comprehensive Plan Updates

6/12/18 #6

Other Amendments

- Chapter 11- Utilities, Facilities, and Services
 - Locating future facilities outside of tsunami inundation zone
 - Consider risks, routes, and signage when building public facilities and services
- Chapter 12 – Transportation
 - Develop multi-use paths to also serve as tsunami evacuation routes
 - Coordinate route and signage planning with TSP ped and bike route planning
 - Locate new transportation facilities outside the IIZ where feasible
 - Construct to resist Cascadia/tsunami event where feasible
- Chapter 14 – Urbanization
 - Limit allowable uses
 - Restrict development of lodging facilities and high-density residential housing
 - Plan for location or relocation of critical facilities
 - Include pre- and post-tsunami disaster planning in urban reserve planning

Tsunami Comprehensive Plan Updates

6/12/18 • 7

Testimony

None Received

Tsunami Comprehensive Plan Updates

6/12/18 • 8

Staff Recommendation

Staff finds that the proposal to adopt post-acknowledgement plan amendments related to tsunami hazards is consistent with applicable criteria in the Florence Realization 2020 Comprehensive Plan, Florence City Code, Oregon Revised Statutes, and Oregon Administrative Rules and **recommends approval** of Resolution PC 18 17 CPA 02 recommending approval of the proposed Comprehensive Plan amendments to the Florence City Council.

Tsunami Comprehensive Plan Updates

6/12/18 • 9

Alternatives

1. **Approve the proposed amendments based on the findings of compliance with City and State policies and goals;**
2. Modify the findings or proposed amendments and approve the proposal; or
4. Continue the Public Hearing to a date certain if more information is needed.

Tsunami Comprehensive Plan Updates

6/12/18 • 10

Questions?



Tsunami Comprehensive Plan Updates

6/12/18 • 11

Introduction
The Oregon Department of Geology and Mineral Industries (ODGI) has been studying and mapping the Cascadia Subduction Zone (CSZ) for over 20 years. The CSZ is a major geological hazard to the Pacific Northwest, and its potential for a large earthquake and tsunami is well known. The purpose of this map is to provide information on the potential for a local source tsunami inundation in Florence, Oregon, in the event of a large earthquake and tsunami originating from the CSZ.

This map is based on the results of a study conducted by the Oregon Department of Geology and Mineral Industries (ODGI) in 2013. The study was a part of a larger project to assess the potential for a local source tsunami inundation in the Pacific Northwest. The study was conducted by a team of experts in the field of geology and tsunami science. The study was funded by the Oregon Department of Geology and Mineral Industries (ODGI) and the Oregon Department of Transportation (ODOT).

The study was a part of a larger project to assess the potential for a local source tsunami inundation in the Pacific Northwest. The study was conducted by a team of experts in the field of geology and tsunami science. The study was funded by the Oregon Department of Geology and Mineral Industries (ODGI) and the Oregon Department of Transportation (ODOT). The study was a part of a larger project to assess the potential for a local source tsunami inundation in the Pacific Northwest. The study was conducted by a team of experts in the field of geology and tsunami science. The study was funded by the Oregon Department of Geology and Mineral Industries (ODGI) and the Oregon Department of Transportation (ODOT).

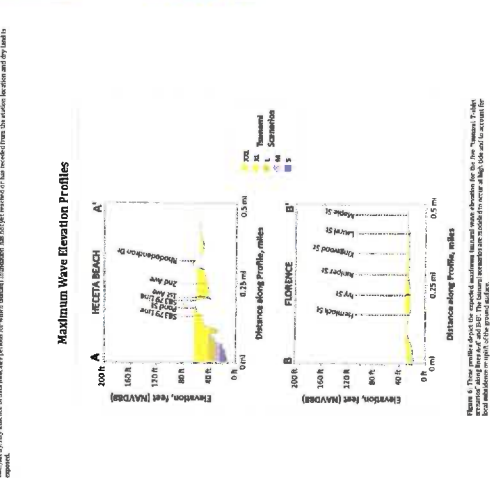
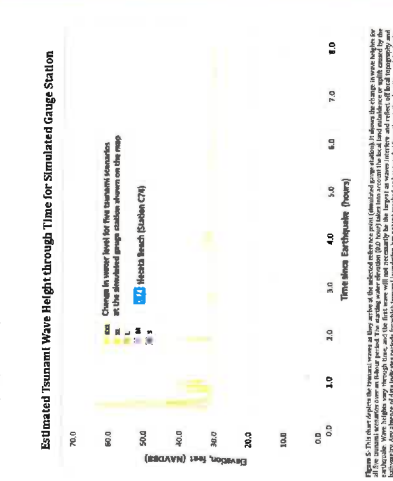
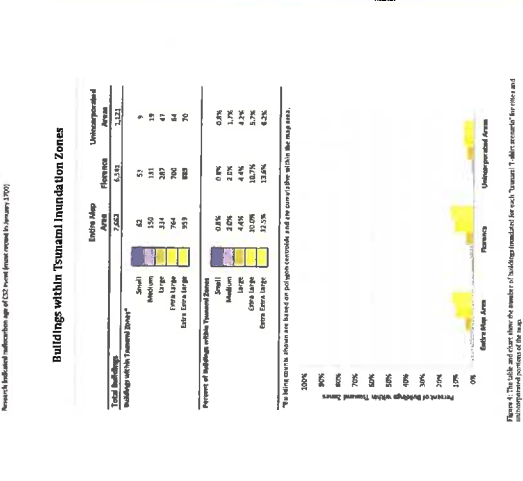
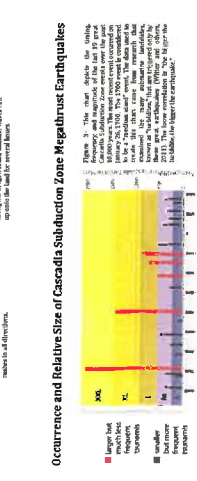
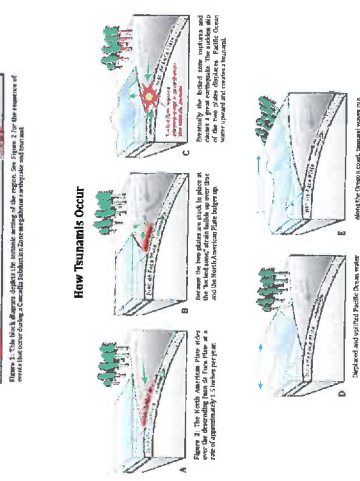
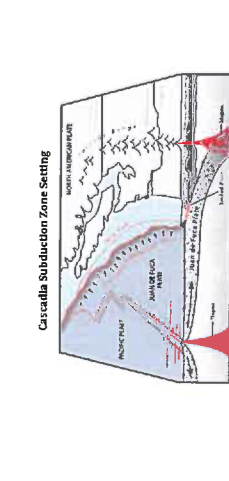
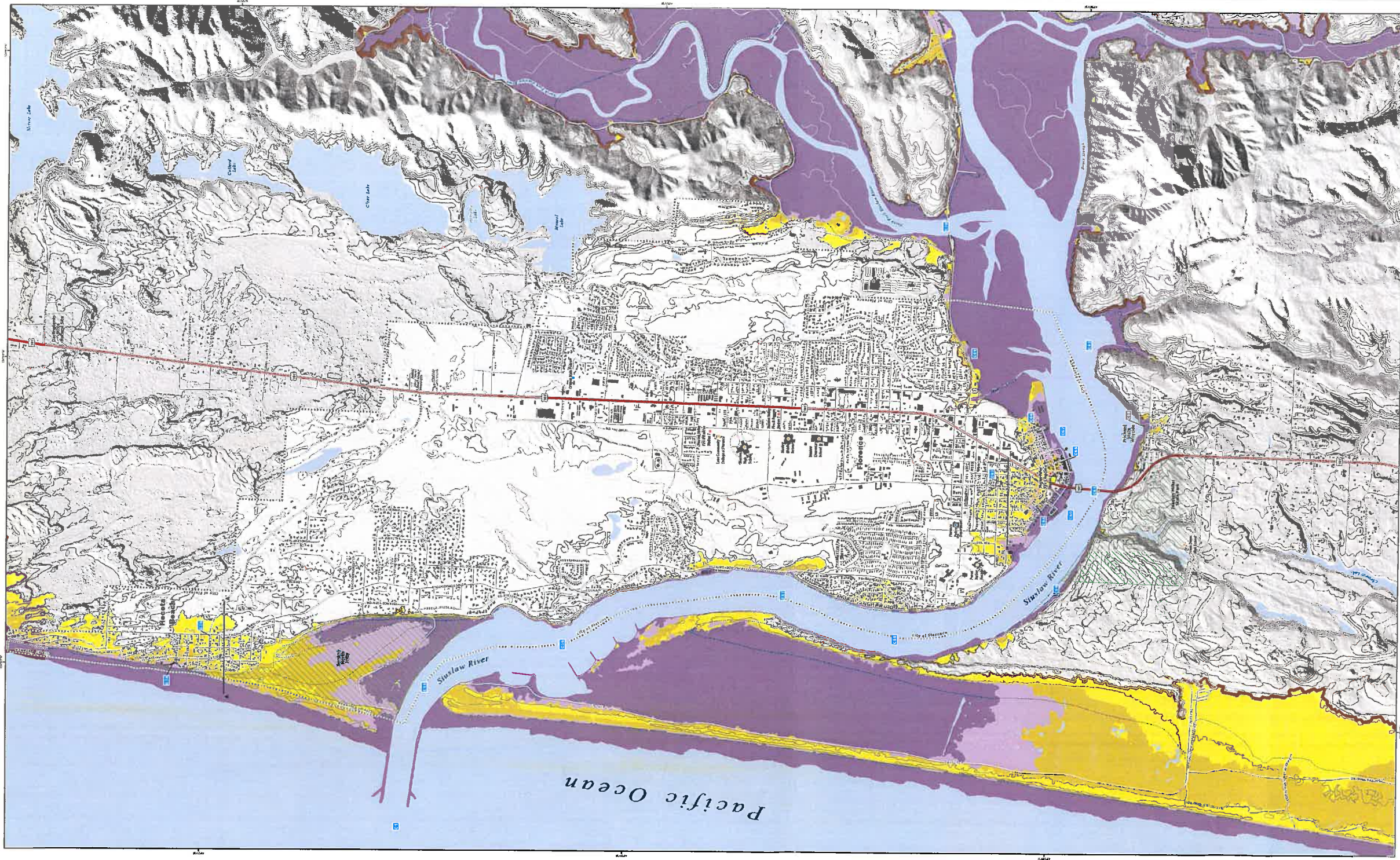


Figure 4. The maximum wave elevation profiles for the 'Maximum' and 'Minimum' scenarios. The profiles show the wave elevation in feet (MADRB) on the y-axis and distance along the profile in miles on the x-axis. The profiles show the wave elevation starting at 0 feet at 0 miles, rising to a peak of about 10 feet at 1 mile, and then gradually decreasing over the next 10 miles.



Legend

Earthquake Size: 6.0, 6.5, 7.0, 7.5, 8.0, 8.5, 9.0

Map Scale: 1:100,000

Data References

USGS National Earthquake Information Center (NEIC) Catalog of Earthquakes (1973-Present)
USGS National Earthquake Information Center (NEIC) Catalog of Earthquakes (1973-Present)
USGS National Earthquake Information Center (NEIC) Catalog of Earthquakes (1973-Present)

Tsunami Inundation Map Index

Map Scale: 1:100,000

Map Information

Map Scale: 1:100,000

Map Information: This map is a part of a larger project to assess the potential for a local source tsunami inundation in the Pacific Northwest. The project was funded by the Oregon Department of Geology and Mineral Industries (ODGI) and the Oregon Department of Transportation (ODOT).

Distant Source (Alaska-Aleutian Subduction Zone) Tsunami Inundation Map
Florence, Oregon

Map Explanation

[illegible]

information for each scenario is shown on this map.

[illegible][illegible][illegible]

Ring of Fire

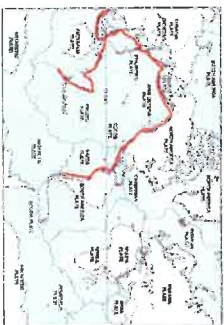
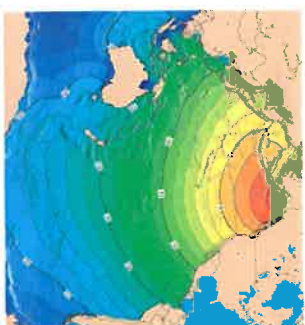
[illegible]

Figure 2. This image depicts the affected United Nations arrival facility, in brown, around the Pacific Rim from the 1964 Prince William Sound earthquake. The magnitude 9.2 earthquake and resulting tsunami caused 121 deaths and 2111 injuries in property loss, 504 million and 126 deaths in Alaska (BGO/AFRC). The tsunami "swamped" many coastal areas along the Gulf of Alaska. The disaster in northern Columbia Island, Alaska, was not recorded on this image in China and Puerto Rico.

Prince William Sound 1964 M9.2 Earthquake and Tsunami Travel Time Map

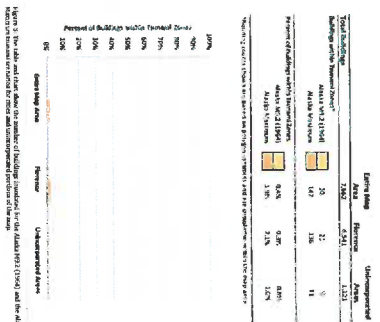


Figure 3. The table and chart show the number of buildings inspected for Old Alaska 1972 (1996) and the number of buildings inspected for other and uninterpreted portions of the map.

Estimated Tsunami Wave Height through Time for Simulated Gauge Station

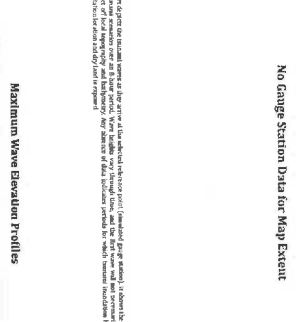


Figure 4. The chart depicts the treatment means as they arrive at the selected reference point (standardized group statistic). It shows the change in mean for each of the two studies through measures over an 8-hour period. When lengths vary through time, and the first wave will not necessarily be the largest or smallest, the two studies may show different trends. The chart also shows the mean for the control group, which is not yet treated or exposed to the treatment. The chart shows the mean for the control group, which is not yet treated or exposed to the treatment.

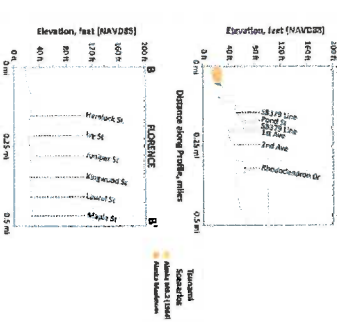
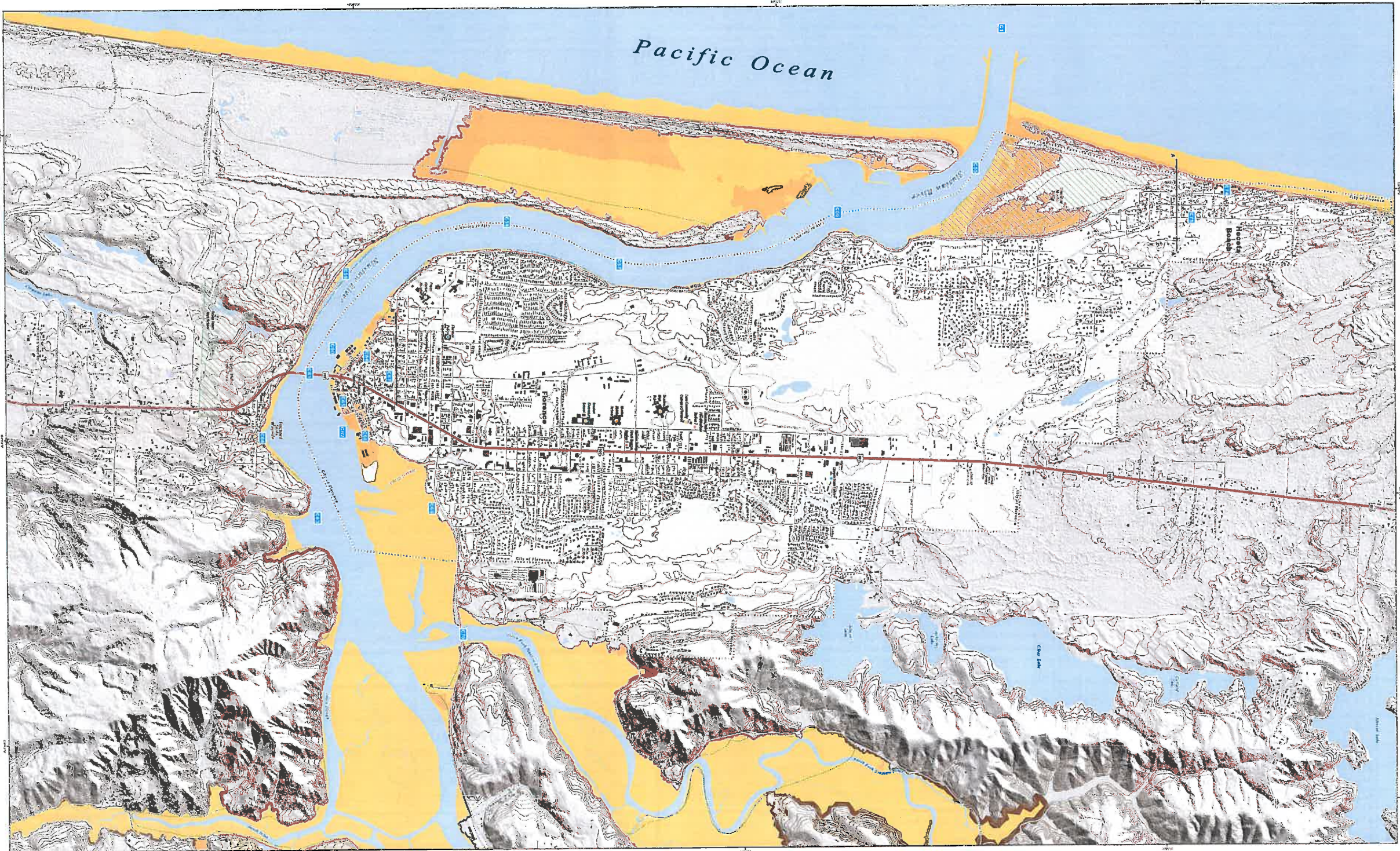


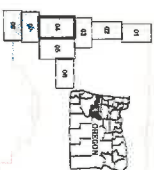
Figure 5. These predictions depict the expected transaction amounts were alterations for the long Alaska transaction occurring along lines A, B, and C. The frequency criterion are indicated to occur at a rate of (five) rate was equal to the physical highest high water (PCHW) is to take



Legend

- [illegible]

Tsunami Inundation Map Index



Data References

[illegible][illegible]

Editorial: The *Journal of Health Politics, Policy and Law* (JHPPL) is the official journal of the American Political Science Association's Health Politics, Policy and Law Division. The JHPPL is published quarterly by the American Political Science Association, 1600 Massachusetts Avenue, N.W., Washington, D.C. 20036-4003. The JHPPL is published by the American Political Science Association, 1600 Massachusetts Avenue, N.W., Washington, D.C. 20036-4003. The JHPPL is published by the American Political Science Association, 1600 Massachusetts Avenue, N.W., Washington, D.C. 20036-4003.



Cannery Station Preliminary PUD

PC 18 12 PUD 01



Criteria

Florence City Code, Title 10, Chapter:

- 1: Zoning Administration, Section 1-4-E, 1-5, & 1-6-3
- 3: Off-Street Parking and Loading, Sections 1 thru 6, & 8 through 11
- 7: Special Development Standards, Sections 2, 3, 5, and 6
- 23: Planned Unit Development, Sections 1 through 10 and 11-1

• Cannery Station – PC 18 12 PUD 01

6/12/18 • 2

Criteria, cont.

Florence City Code, Title 10, Chapter:

- 30: North Commercial District, Sections 1 through 6
- 34: Landscaping, Sections 2 through 5
- 35: Access and Circulation, Sections 2 through 4
- 36: Public Facilities, Sections 2 through 9

Florence City Code, Title 9, Chapter:

- 5: Stormwater Mgmt. Requirements., Sections 1 through 7

• Cannery Station – PC 18 12 PUD 01

6/12/18 • 3

Criteria, cont.

Florence Realization 2020 Comprehensive Plan, Chapter:

- 1: Citizen Involvement: Policies 1, and 4 through 6
- 2: Land Use: Residential Section, Policies 1 and 4 through 8 and Recommendation 6, Land Use Section, Policies 1, 3, 7, 8, 81, 10, 11 & Recommendation 7; Commercial Section, Policies 3, 4 and 6, 7, 8, 9, and Recommendations 3 through 6 and 10 & NCN Section, Specific Plans Section-NCN
- 5: Open Spaces and Scenic, Historic, and Natural Resources: Wetlands Section, Policies 3, 4, and 8
- 7: Development Hazards and Constraints: Policies 1 and 2

• Cannery Station – PC 18 12 PUD 01

6/12/18 • 4

Criteria, cont.

Florence Realization 2020 Comprehensive Plan:

- 8: Parks, Recreation & Open Space: Open Space Section, Policy 15
- 9: Economic Development: Policy 1
- 10: Housing Opportunities: Policies 1, 3, and 4 and Recommendation 3
- 11: Utilities, Facilities, and Services: Stormwater Management Section, Policies 1 through 30; Public Safety Section, Policies 2, 5, & 7
- 12: Transportation: Policies 6, 8 through 14, 16, 22, 23, and 27 through 29
- 13: Energy Facilities and Conservation: Policy 3, Recommendation 4

• Cannery Station – PC 18 12 PUD 01

6/12/18 • 5

Introduction

- **2008** – Preliminary Planned Unit Development approved
- **2009** – Council 2-year extension
- **2011** – PC 6 mos. Extension
- **2013** – Phase 1 Final PUD, Tentative Subdivision, & Design Review
- **2014** – PC Extension Tentative Subdivision & Design Review
- **April 10, 2018** – Preliminary PUD Application Rcv'd
- **April 10, 2018** – Application deemed "complete" as of

• Cannery Station – PC 18 12 PUD 01

6/12/18 • 6

Proposal

Cannery Station Mixed Use Development

- Preliminary PUD Review & Approval
- 17 acres
- 8 phases
- 31 lots
- 10 year development plan

• Cannery Station - PC 1812 PUD 01

6/12/18 • 7

Aerial of Site



• Cannery Station - PC 1812 PUD 01

6/12/18 • 8

Phasing Plan

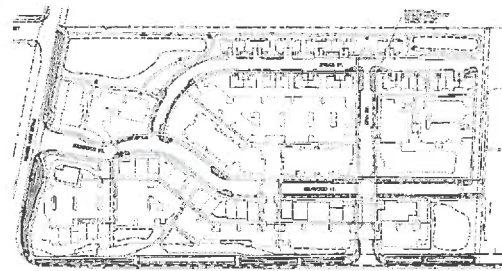


Traffic Impact Analysis Phasing—
Yellow Line South = Phase 1 2019-2021 (RSC, S-47, N-47, RC)
Yellow Line North = Phase 2 2021-2028 (Spruce, RNC, RE, RW)

• Cannery Station - PC 1812 PUD 01

6/12/18 • 9

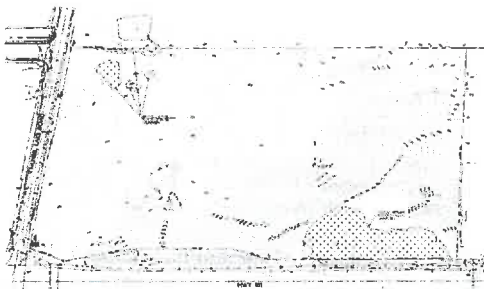
Stormwater Plan



• Cannery Station - PC 1812 PUD 01

6/12/18 • 10

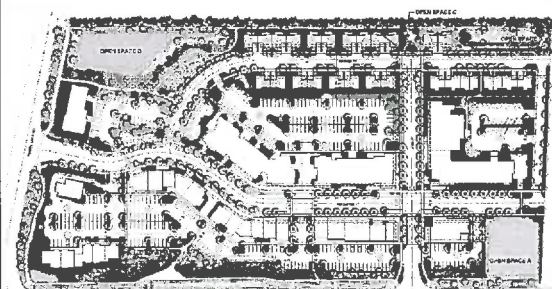
Wetlands



• Cannery Station - PC 1812 PUD 01

6/12/18 • 11

Open Space / Landscape Plan



• Cannery Station - PC 1812 PUD 01

6/12/18 • 12



6/12/18 • 13

• Cannery Station - PC 18 12 PUD 01

6/12/18 @ 14

[illegible]

● Connery Station - PC 18 12 PUD 01

6/12/18 ■ 15

Public Testimony Received:

Jason Nelson, Florentine Estates—Setback Encroachment, Stormwater, Traffic Light
Pamela Lowe—Setback encroachment, Stormwater, Traffic Light, 10 years, fence location

Referrals Comments:

DSJ - Wetlands
 Civil West - TIA & Storm
 PW- Utility
 SVFR - Assisted Living
 ODOT - TIA
 Lane County - Munsell Lake Rd.
 SVFR 2 - Street Intersections & Driveways
 Civil West 2 - Letter head

■ Cannery Station – PC 1812 PUC 01

6/12/15 #16

Staff finds that the applicant meets the criteria provided by Florence City Code and the Florence Realization 2020 Comprehensive Plan and can be approved with the conditions of approval

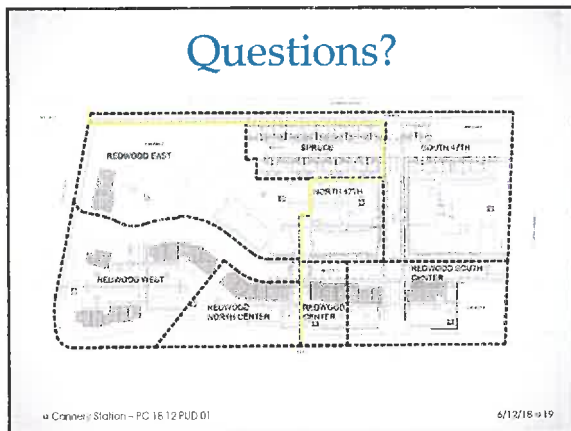
• Cannery Station – FC 18.12 PUD 01

6/12/18 ■ 17

1. **Approve the preliminary PUD;**
2. Deny the application;
3. **Modify the findings, reasons, or conditions and approve the proposal, or**
4. **Continue the Public Hearing to a date certain if more information is needed.**

• Cannery Station – PC 18 12 PUD 01

6/12/18 豊18



Cannery Station Development, LLC
10300 SW Greenburg Road
Suite 425
Portland, OR 97223

June 11, 2018

Mr. John Murphy
Chairperson
City of Florence Planning Commission
250 Highway 101
Florence, Oregon 97439

Via Electronic Mail

Re: Cannery Station Planned Unit Development.
Resolution PC 12 PUD 01

Dear Mr. Murphy:

The purpose of this correspondence is to notify and advise you that Cannery Station Development, LLC, as the sole owner of all interests in the real property located at 87344 Munsel Lake Road in Florence, Oregon (the "Property"), hereby appoints Bryan Cavaness to act as its representative and agent in all matters concerning or in any way related to the Cannery Station Planned Unit Development Project and/or the Property.


Charles T. McGlade, MD
Manager
Cannery Station Development, LLC

cc: Jim Li (Via Electronic Mail)
Marv Kau (Via Electronic Mail)
Bryan Cavaness (Via Electronic Mail)



Rogue Valley Office
10558 Hwy 62, Ste. B-1
Eagle Point, OR 97524
541-326-4828

Coos Bay Office
486 'E' Street
Coos Bay, OR 97420
541-266-8601

Albany Office
945 SE Geary Street
Albany, OR 97321
541-223-5130

Newport Office
609 SW Hubert Street
Newport, OR 97366
541-264-7040

June 11, 2018

City of Florence Public Works Department
2675 Kingwood Street
Florence, OR 97439

RE: Cannery Station

Mike,

Civil West Engineering has reviewed the Drainage Report and the Traffic Impact Analysis for the Cannery Station on behalf of the City of Florence.

The reports are well prepared and designed for the most part. We did identify some areas of concern, however, which are identified below.

Drainage Report:

Questions:

1. What are the infiltration rates used for pervious surfaces in the model? Are they the same as in the Stormwater Design Report for the Spruce St LID?
2. Is some of the stormwater from the site flowing either onto Hwy 101 from 47th or onto Munsel Lake Rd from Redwood St? If so, is the stormwater then routed via the proposed swales along Hwy 101 to 42nd?
3. There are some swales shown along the south side of Munsel Lake Road. Where do these swales drain?
4. There is a "silt trench" shown on the northeast side of the development. It looks like it is draining to a ditch inlet and directly into the existing municipal stormwater conveyance system (the 30-inch pipe on Munsel Creek Road) with no attenuation or treatment. What measures are being taken to ensure excessive TSSs do not make their way into the municipal system or that the flows are adequately attenuated prior to discharge into the municipal system?
5. Where does the 0.18 cfs per acre for maximum allowed runoff per site come from (page 4)?
6. What are the methods used for water quality control and do they meet the City's requirements of 70% removal of TSS? It is not at all clear what the proposed water quality facilities are – potential facilities are identified on sheet C7.1 of the drawings, but the stormwater management plan does not specify which facilities are used where.

7. What design storm was used for water quality analysis? City code requires the storm to be based on an intensity of 0.25 inches per hour or 0.83 inches for a 24-hr SCS Type 1A storm event.
8. Where does the overflow for the proposed ponds go to? If the proposed discharge for the three combined ponds is 1.38 cfs and the allocated discharge for the developed site is 1.40 cfs, any extra flows into the City's system will exceed the allocated flow from the site.
9. Is stormwater treated for water quality prior to flowing into detention ponds B and C?

Comments:

1. As indicated in the stormwater design manual, model results for the 2-year storm event need to be included in the report when utilizing a performance based approach for demonstrating compliance with flow control requirements.
2. As part of the stormwater report, the following additional information is required:
 - a. Associated permit numbers
 - b. Property zoning
 - c. Permits required (local, state, federal)
 - d. Pre-development model results for the 2-, 10-, and 25-year storms
 - e. A catchment and facility table for each of the sub-catchments (see example on page 60 of the City of Florence 2010 Stormwater Design Manual)
 - f. Comparison table of flow rates for pre- and post-construction
 - g. Identify an escape route or inundation level for the 24-hour 100-year storm event
 - h. Post-development contour map
 - i. Impervious area identification
 - j. Operations and Maintenance Plan and O&M Form for the stormwater facilities
 - k. Must include entity responsible for long-term fiscal responsibilities of O&M
3. There needs to be a "Designer's Certification and Statement" that reads as follows:

"I hereby certify that this Stormwater Management Report for _____
(name of project) has been prepared by me or under my supervision and meets minimum standards of the City of Florence and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me." Requires Design Professional's Oregon registration stamp on the report.
4. Minimum freeboard on all three ponds if proposed to be 0-feet. It needs to be at least 1-foot as indicated in the 2010 City of Florence Stormwater Design Manual.
5. Provide details for wet and dry detention facilities that include plan views of proposed facilities and design details of the orifice and weir controls for the outlet structures.
6. There is stormwater facility planting list associated with the landscape drawings. Ensure that the appropriate types of plants are used in certain facilities. For example, the red maple is listed on the stormwater treatment plant list. Per the 2010 City of Florence Stormwater Design Manual,

however, the red maple should not be planted in ponds but can be planted in green street. There are other examples of this in the proposed stormwater treatment plant list.

7. The south slope of the southwest pond exceeds 3H:1V (it drops 4 feet in 10 feet). Please adjust to ensure slope does not exceed 3H:1V.

Traffic Impact Analysis:

1. Trip Generation: Development of phase 2 includes ~6000 sf of 932 – High-Turnover (Sit-Down) Restaurant. The layout shows a drive-through restaurant on the southwest corner of Munsel Rd and the proposed Redwood St. Drive-through restaurants have considerably higher traffic demands than High-turnover restaurants. Please address.
2. Please be consistent regarding street/intersection names. If the new access onto 101 is going to be 47th Street, please call it 47th Street, not “Highway 101 at Site Access” as on page 10. Or “Oak St.” vs. “46th St”
3. What are the asterisks shown on table 4?
4. Per the Florence Transportation System Plan, the intersection of 101 @ Munsel Lake Rd. has a Mobility Standard of $V/C=0.80$. Table 4 indicates 0.85. Also, the 2012 FTSP indicates that this intersection as a whole has a current operation at 0.21, which is higher than what is shown in your 2018 existing.
5. Table 5 indicates a Hwy 101 @ Munsel Lake Road WB Left turn movement has 300+ feet of storage. I believe this would impact the left out of the north project access.

Sincerely,



Matt Wadlington, P.E.
Civil West Engineering Services, Inc.

From: [WITZIG Monica C.](#)
To: [Wendy Farley-Campbell](#)
Subject: RE: Lane County Transportation Comments for Munsel Lake Road--Cannery Station project
Date: Thursday, June 07, 2018 12:18:31 PM

Hello Wendy,

We are a bit slammed here more than usual and am wondering what the latest possible day is for a response on this (realizing the sooner the better of course and do not want to hold things up!).

Thank you,

Monica Witzig | Engineering Associate
Transportation Planning | Lane County Public Works
McKenzie Building
3040 N Delta Hwy. | Eugene, OR 97408
T: 541.682.6996 | **F:** 541.682.6946

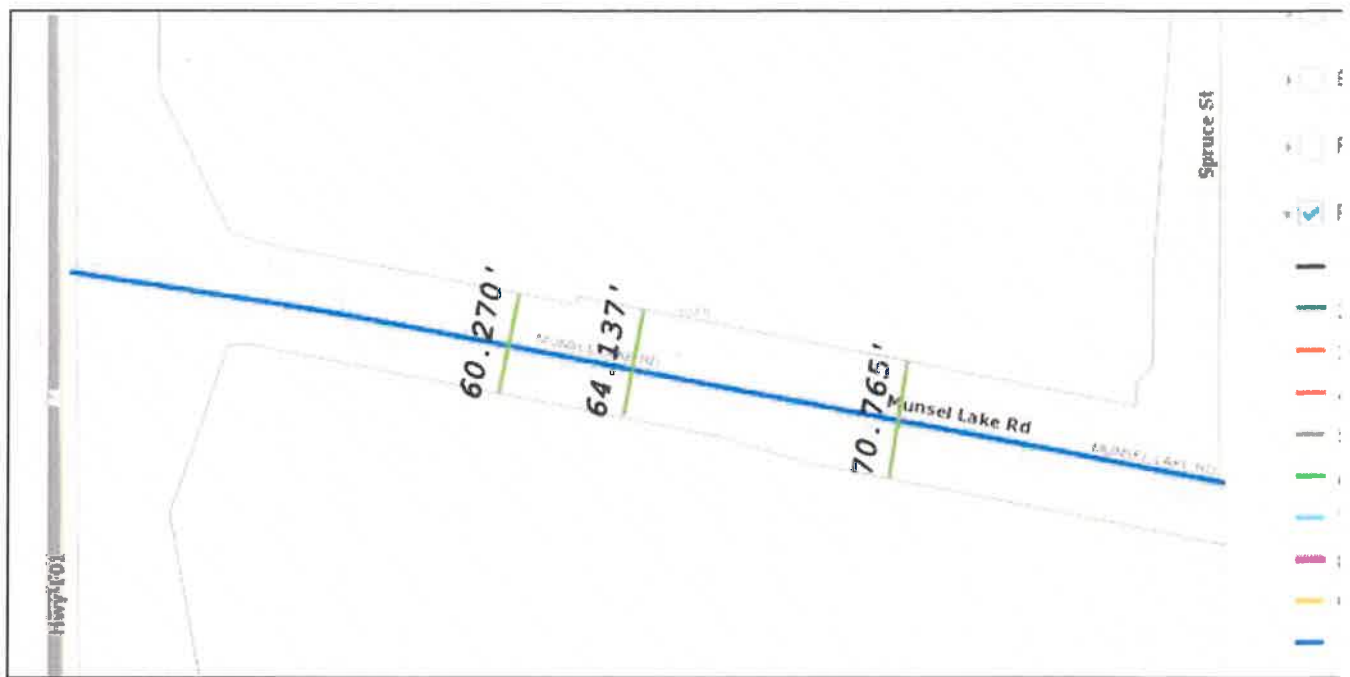
Wendy Farley-Campbell

From: WITZIG Monica C <Monica.WITZIG@co.lane.or.us>
Sent: Monday, June 11, 2018 1:00 PM
To: Wendy Farley-Campbell
Cc: LEMHOUSE Brad; REESOR David R; GALLUP Steve S (LCPW); PAUGH Jennifer A; PARKER Laurie M
Subject: RE: Lane County Transportation Comments for Munsel Lake Road--Cannery Station project
Attachments: LC 15.701-15.702 Excerpt.pdf; Previous Lane County Comments_2011.pdf

Wendy,

The following comments supplement those previously provided by Lane County Transportation Planning or replace certain comments where necessary (original comments attached). Lane County also supports City of Florence's direction to condition further coordination with Lane County for future work within the right-of-way (e.g., street improvement plans):

- Munsel Lake Road is under the jurisdiction of Lane County and is functionally classified as an Urban Major Collector though it is annexed into Florence city limits. Unless the transfer of the segment of Munsel Lake Road along the property's frontage occurs, Lane County's requirements for Urban Major Collector roads apply. The segment of Munsel Lake Road requiring improvements must include sidewalks, planter strip, and a bike lane within the right-of-way of Munsel Lake Road as required for Urban Major Collectors (see attached for code language). Project 107 of the Lane County Transportation System Plan (TSP) identifies improvements necessary for Munsel Lake Road from US 101 to North Fork Siuslaw Road. The scope of improvements describe the need to construct Munsel Lake Road to Major Collector standards with two 11-foot travel lanes and 6-foot shoulders on both sides while integrating systemic safety measures. This work is consistent with the current Florence Transportation System Plan (ref. pgs. 141, 178, 187).
- Right-of-way dedication to increase the right-of-way width of Munsel Lake Road remains as a requirement. The current width of Munsel Lake Road along the property's frontage varies from approximately 60 feet to 70 feet. A minimum of 70 feet is required per Lane Code 15.070. The resultant width must accommodate all improvements required for Urban Major Collectors.



- Project 74 of the Lane County TSP identifies the need for a signal at the Munsel Lake Road and US 101 intersection when such signal is warranted consistent with Florence Signal (PRJ-9). Staff note that the scale of the development proposal has changed, which affects the conclusions of the TIA regarding signal warrant. The previous TIA identified the need for a traffic signal at the intersection of Munsel Lake Road and US 101. The current TIA found no need for a signal at the intersection, as the intersection performance and queue lengths will not result in the intersection of Munsel Lake Road and US 101 to operate below mobility standards. The proposal now includes approximately 47,000 square feet of commercial space- a decrease from the previously proposed 75,900 square feet of commercial space. Attachment 5 to the written statement, Florence Realization 2020 Comprehensive Plan Findings (p. 8), could be updated to reflect the change if Florence deems necessary. Page 8 reads: "However, at full build-out, the Cannery Station is projected to provide between 39,575 – 75,900 square feet of commercial space." The TIA and the written statement cite somewhat different numbers for the units in the assisted living facility, but they appear comparable. As compared to the previous TIA, the number of residential units proposed with the current application appears to have increased.
- Stormwater runoff from private property must not be directed to the Lane County road right-of-way surface or into any Lane County drainage facility, including roadside ditches. The proposed detention system within the subject property is consistent with this requirement. For any work proposed within the Lane County right-of-way that involves future maintenance of facilities, the comments issued in 2011 still apply regarding coordination between the City of Florence and Lane County through an IGA and Facility Permit.
- The written statement notes that Lane County previously reviewed and approved the proposed access on Munsel Lake Road. While Lane County approved the proposed improvements as noted in the attached referral comments, Lane County found no record of an issued an approved Facility Permit. The requirement to obtain Facility Permit approval remains applicable to any work proposed within the Lane County right-of-way. For informational purposes: In accordance with Lane Code 15.205(1), a Facility Permit is required for the placement of facilities within the right-of-way of a road under Lane County jurisdiction. Facilities and development include, but are not limited to: road improvements; sidewalks; new or reconstructed driveway or road approach intersections; utility placements; excavation; clearing; grading; culvert placement or replacement; stormwater facilities; or any other facility, thing, or appurtenance. Please coordinate with Brad Lemhouse, Senior Engineering Associate (541.682.6928; brad.lemhouse@co.lane.or.us) for Facility Permit requirements and stormwater requirements. Additional information about Facility Permits is available at: https://lanecounty.org/government/county_departments/public_works/right-of-way_permits/facility_permits/

Thank you for the opportunity to revisit and comment on the resubmitted application. Please do not hesitate to follow up as needed.

Monica Witzig | Engineering Associate
Transportation Planning | Lane County Public Works
McKenzie Building
3040 N Delta Hwy. | Eugene, OR 97408
T: 541.682.6996 | **F:** 541.682.6946

ROAD DESIGN STANDARDS

15.700 Purpose.

The purpose of this section is to provide standards for the construction and reconstruction of roads which are controlled and maintained by Lane County and all roads in the unincorporated areas of Lane County in order to provide for and promote a convenient, safe and efficient road network and to provide for motor vehicle, bicycle and pedestrian travel, and is adopted under the authority of the Lane County Home Rule Charter and ORS Chapters 368 and 371. (Revised by Ordinance No. 1-75, Effective 3.15.75; 10-04, 6.4.04)

15.701 General Provisions.

(1) Roadway design elements not specified in LC 15.700 through 15.710 shall conform to guidelines of the following publications as determined appropriate by the County Engineer, using the publication version cited in LM 15.450:

(a) The following publications of the American Association of State Highway and Transportation Officials:

- (i) *A Policy on Geometric Design of Highways and Streets*;
- (ii) *Roadside Design Guide*;
- (iii) *Geometric Design of Very Low Volume Local Roads (ADT < 400)*;
- (iv) *Guide for Design of Pavement Structures*.

(b) The following publications of the Oregon Department of Transportation and/or the American Public Works Association (APWA), Oregon Chapter:

- (i) *Highway Design Manual*;
- (ii) *Oregon Highway Plan*;
- (iii) *Oregon Bicycle and Pedestrian Plan*;
- (iv) *Oregon Standard Specifications for Construction*;
- (v) *Oregon Standard Drawings*.

(2) Where required, calculation of projected Average Daily Traffic (ADT) shall be based upon the Transportation Research Institute's *Trip Generation* manual using the publication version cited in LM 15.450.

(3) Decisions about traffic control devices, including traffic signals, pavement markings, signing, and crosswalk marking, will be guided by the Federal Highway Administration's *Manual On Uniform Traffic Control Devices*, using the publication cited in LM 15.450.

(4) Sidewalks, access ramps, driveways, medians, and other right-of-way design elements shall comply with Americans with Disabilities Act (ADA) requirements.

(5) Notwithstanding LC 15.030, County Roads outside of urban growth boundaries may be required to be improved to urban road design standards as determined on a case by case basis through the Capital Improvement Program adoption process, or as required by a Traffic Impact Analysis pursuant to LC 15.697. (Revised by Ordinance 10-04, Effective 6.4.04)

15.702 Urban Arterial And Collector Standards.

(1) Applicability.

(a) The Urban Arterial and Collector Standards apply to County Roads within urban growth boundaries with the following functional classifications:

- (i) Minor Collectors;
- (ii) Major Collectors;
- (iii) Minor Arterial;

(iv) Principal Arterial.

(b) For the streets listed in LC 15.702(1)(a), the standards apply to the following street improvements within urban growth boundaries:

(i) Newly constructed arterial and collector streets.

(ii) Reconstruction of existing arterial and collector streets, including reconstruction of the roadbed and addition of curbs, gutters and sidewalks, but not including preservation or pavement rehabilitation.

(iii) Widening of existing improved arterial and collector streets that result in adding one or more through lanes, left turn lanes, continuous center turn lanes, right turn lanes, bicycle lanes, or other additional lanes.

(2) Diagrams. Diagrams 1 through 5 in LC 15.710 illustrate Urban Arterial and Collector design configurations.

(3) Right-of Way Width. The minimum right-of-way width shall be the sum of all roadway design element widths plus an additional eight feet (four feet on each side). In addition, the right-of-way shall include space for utilities, transition areas, and cut and fill slopes, and may vary based on terrain.

(4) Roadway Width. The roadway width is the distance from curb face to curb face. See Vehicle Travel Lane Width and Bike Lane sections below to determine total roadway width.

(5) Vehicle Travel Lane Width.

(a) Urban Principal Arterials. Travel lanes shall be 12 feet wide. If a design deviation is approved pursuant to the requirements of LC 15.709, the minimum acceptable width shall be no less than 11 feet.

(b) Urban Minor Arterials and Major or Minor Collectors. Travel lanes shall be 11 feet wide, except that wider lanes may be required for industrial areas or areas where the truck percentage of ADT is 10% or more within a 12-hour period.

(6) Surface Type. Surface type shall be pavement.

(7) Pavement Structure. Pavement Structure design shall meet the requirements specified in LC 15.707.

(8) Sidewalks.

(a) Sidewalks are required on both sides of all arterial and collector streets with the exception of freeways and expressways:

(i) Sidewalks are not required on freeways.

(ii) Expressways shall be evaluated on a case by case basis to determine if sidewalks are required.

(b) Sidewalk design shall be either setback sidewalks or curbside sidewalks, as follows:

(i) The preferred design option is setback sidewalks. Setback sidewalks shall be a minimum of five feet wide with a minimum six feet wide planting strip. Planting strips provide more physical separation of pedestrians from vehicles and space for street trees, landscaping, ground covers, or turf and provide aesthetic benefits to the streetscape. Street trees within public right-of-way are maintained by Lane County. Shrubs, groundcovers, and turf are maintained by the adjacent property owner.

(ii) Curbside sidewalks shall be a minimum six feet wide (excluding curb width) to allow for:

(aa) Additional separation for pedestrians from parked cars or higher speed traffic.

(bb) Additional usable width for pedestrians when mailboxes, signs or utilities obstruct the sidewalk area.

(cc) Provision of ADA compliant driveway designs and handicap ramps. These standards generally call for flat landing areas, gentle grades, and adequate width for pedestrian and wheelchair movements.

(9) Bike Lanes.

(a) Bicycle lanes shall be a minimum of five and one-half feet wide and provide sufficient usable lane width around drainage grates and utility covers. In a typical application, the five and one-half feet width provides a one and one-half feet shy distance from a curb or parked car and four feet for travel.

(b) Curb inlets are the preferred design option for storm water facilities. Where installation of curb inlets is not possible due to steep slopes, utility placement, or other conflicts, catch basins with approved bike-friendly grates are acceptable.

(c) Marked bicycle lanes are required when streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.

(10) On-Street Parking.

(a) On-street parking is not permitted on arterial streets.

(b) On-street parking may be provided on collector streets only after a parking demand and supply study has been completed and the desirability and feasibility of on-street parking has been verified. A parking study shall consider, among other factors, the nature of adjacent land uses, the degree to which the street is nearing design capacity, and impacts to bicycle use of the street.

(c) Parking on collector streets will be required when the parking demand and supply study indicates a clear inadequacy in the supply of parking or determines the existing and/or future demand for parking validates the establishment of on-street parking facilities.

(d) Parallel parking is the preferred layout for on-street parking.

(e) Where allowed, parallel parking lane widths on collector streets shall be a minimum of seven feet wide.

(11) Crosswalks.

(a) Any markings used to establish a crosswalk shall conform to the *Manual On Uniform Traffic Control Devices* (MUTCD) publication cited in LM 15.450.

(b) Marked crosswalks should be provided at signalized or all-way stop controlled intersections where logical connections to pedestrian facilities exist and at school crossings on established routes. Unsignalized intersections or other locations should not be marked unless an engineering study indicates a need for marked crosswalks and the Director approves the installation.

(12) Curb & Gutter. Curbs and gutters serve any or all of the following purposes: drainage control, roadway edge delineation, right-of-way reduction, aesthetics, delineation of pedestrian walkways, reduction of maintenance operations, and assistance in orderly roadside development. The type and location of curbs and gutters affect driver behavior and, in turn, the safety and utility of a roadway.

(a) Water conveyance capacity in curb and gutter design shall be provided by a minimum 18-inch gutter width.

(b) The minimum gutter slope shall be 0.5%.

(c) The minimum curb height shall be six inches.

(d) Curb designs that are acceptable for use on County roads include:

(i) Vertical curbs are intended to discourage vehicles from leaving the roadway. Vertical curbs should not be used along high-speed roadways because an out-of-control vehicle may overturn or become airborne as a result of an impact with such a curb. A suitable traffic barrier should be provided where redirection of vehicles is needed.

(ii) Sloping or mountable curbs are used on roads with speeds of 45 miles per hour or greater and are designed so vehicles can cross them readily if necessary. For example, sloping curbs can be used at median edges or to outline channelizing islands in intersection areas.

(iii) Extruded curbs of either cement or bituminous concrete usually have sloping faces because they provide better initial stability, are easier to construct, and are more economical than steep or vertical faces. Extruded curbs shall only be used for drainage control and not as separation for vehicles and pedestrians.

(iv) Other curb designs that conform with accepted engineering practice as set forth in LC 15.701(1).

(13) Raised Medians. Arterial and collector streets may have a raised median area to decrease crash experience, restrict turning movements, limit land access, encourage lower vehicle speeds, provide a refuge area for pedestrians and vehicles, and to increase the efficiency and capacity of the street. Raised medians will be required when a combination of factors indicate that their use will improve the safety and efficiency of the roadway. Factors to consider include, but are not limited to, pedestrian traffic volume, crossing distance, ADT, access management and roadway capacity.

(a) The preferred raised median width is 10 feet when used to limit land access or control turning movements. The minimum width of medians used for this purpose shall be four feet.

(b) Medians used as a pedestrian refuge shall be a minimum of eight feet wide to enhance pedestrian safety. Medians used as a pedestrian refuge or to facilitate pedestrian and bicycle movements shall be designed with at-grade cuts at all intersections.

(c) The preferred raised median width for provision of turning bays is 14 feet. The minimum width for this type of median is 12 feet.

(d) Raised medians shall be designed at six inch curb height.

(14) Center Turn Lanes.

(a) Center turn lanes on arterial and collector streets shall be a minimum of 12 feet wide.

(b) A turn lane width of 14 feet may be used in industrial or commercial areas and other streets that experience a minimum 10% truck percentage of traffic volume. Where the truck percentage of traffic volume is greater than 15%, a minimum 14 feet center turn lane shall be required.

(c) Arterial and collector streets may have a continuous two-way center turn lane to channelize and remove left turning traffic from through traffic lanes, or to provide additional separation between traffic moving in opposite directions.

(15) Traffic Signals. The application and use of traffic signals shall be guided by the principles, methods and warrants outlined in the *Manual on Uniform Traffic Control Devices* publication cited in LM 15.450.

(16) Maximum Grade. The maximum road grade shall be as follows:

Table 5: Maximum Grade

Terrain type	Urban Collector	Urban Arterial
Level	7%	5%
Rolling	10%	6%
Mountainous	12%	8%

(a) In level terrain, highway sight distance, as governed by both horizontal and vertical restrictions, is generally long or can be made to be so without

construction difficulty or major expense. Roads where no 500 foot segment exceeds 5% in grade shall be considered Level.

(b) In rolling terrain, natural slopes consistently rise above and below the road and street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. Roads where any 500 foot segment exceeds 5% in grade but does not exceed 8% in grade shall be considered Rolling.

(c) In mountainous terrain, longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment. Roads where any 500 foot segment exceeds 8% in grade shall be considered Mountainous.

(17) Street Lighting. Roadway illumination will be provided by the County only as a part of construction or reconstruction of arterial roads within an adopted urban growth boundary, provided an interagency agreement assigning ownership and maintenance of the lighting to another entity is executed prior to construction. The County may provide illumination in other locations under special circumstances such as at traffic signals or high hazard locations.

(18) Speed Zones. The establishment of speed zones on County roads will be prescribed by the applicable Oregon Revised Statutes that establish speed limits within specific areas. Speed zones established beyond the statutory requirements are under the authority of the Oregon Department of Transportation. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.703 Rural Arterial And Collector Standards.

(1) Applicability.

(a) The Rural Arterial and Collector Standards apply to County Roads outside of urban growth boundaries with the following functional classifications:

- (i) Minor Arterial; and
- (ii) Minor Collector; and
- (iii) Major Collector.

(b) For the roads specified in LC 15.703(1)(a), the standards apply to the following street improvements outside of urban growth boundaries:

- (i) Newly constructed arterial and collector streets.
- (ii) Reconstruction of existing arterial and collector streets, including upgrades to rural standards through reconstruction of the roadbed and addition of paved shoulders and ditches, but not including preservation or pavement rehabilitation.
- (iii) Widening of existing arterial and collector streets that result in adding center turn lanes, right turn lanes, paved shoulders, or other major widening improvements.

(2) Diagrams. Diagrams 8 and 9 in LC 15.710 illustrate rural arterial and collector design configurations.

(3) Right-of Way Width.

(a) The minimum right-of-way width for rural arterial and collector roads shall be 80 feet in two-lane sections and 100 feet in three-lane sections.

(b) In addition to meeting the requirements of LC 15.703(3)(a), the right-of-way shall include space for the roadway and an adequate drainage ditch, including accepted safety standards for ditch foreslopes and backslopes.

(4) Roadway Width. The pavement width shall be the sum of all vehicle lanes and paved shoulders. Minimum widths for lanes, paved shoulders, and total pavement are specified in the following table. Lane widths shown are for travel lanes only and do not apply to turning lanes.

BAJRACHARYA Shashi

From: BAJRACHARYA Shashi
Sent: Tuesday, November 15, 2011 8:31 AM
To: 'anders.ma@yahoo.com'
Cc: BAJRACHARYA Shashi; BARRY Celia; FIELDS Phil; LEMHOUSE Brad; MCKINNEY Lydia; PARKER Laurie M; PAUGH Jennifer A; PETSCH John S
Subject: PC 08 09 PUD 01, PUD Extension, Cannery Hill, Munsel Lake Road

TP File No. 10259 (9412)
City File No. PC 08 09 PUD 01
Project Name: Cannery Hill PUD
Applicant: Cannery Hill Planned Unit Development
Address: On the corner of Hwy 101 / Munsel Lake Road
Assessors Map: 18-12-14-20
Tax Lots: 700

Proposal: mixed-use land development proposal.

Comments from Lane County Transportation Planning (TP)

The subject property is located inside the City Limits of the City of Florence. The property has frontage on Highway 101 and Munsel Lake Road. Highway 101 is a state facility. Munsel Lake Road is a County Road, which is functionally classified as an Urban Major Collector in the Lane County Transportation System Plan. It is a 25-foot wide, 2-lane road without shoulders. According to the Tax Assessor's map, the existing right-of-way at this location varies from 60 to 70 feet.

Munsel Lake Road abutting the subject property at this location is annexed into the city limits of the City of Florence. Transportation Planning recommends that the City request surrender of the annexed road section so that applicable City development codes can be effectively applied.

PC 08 09 PUD 01 approved a mixed-use land development on the subject property. The mixed-use development includes 75,900 square feet commercial space, 82 units of senior housing, 90 units of mid-rise apartments, and 20 units of duets and townhouses to be developed in eight phases. The proposal includes two accesses, including one private road approach onto Munsel Lake Road. A Traffic Impact Analysis (TIA) was prepared for the project in March 2008, which recommended improvements to the County facility.

The applicant is seeking a six-month extension of the 2008 approved PUD application. Transportation Planning provided comments and worked with the applicant to address issues related to impacts to the County transportation system. These comments of July 2008 are still valid provided the development plan is unaltered. As per the TIA, the proposal would add significant amount of traffic to the intersection when fully built affecting the Munsel Lake Road operation, which is projected to perform below County performance standards.

Transportation Planning (TP) understands the applicant is providing the following improvements on the County facility consistent with the TIA recommendations:

- (1) A traffic signal installation at the intersection of Munsel Lake Road and Highway 101 and associated improvements on the roadway approaches, including Munsel Lake Road approach,
- (2) Property access improvements consistent with the access management requirements
- (3) A set-back sidewalk on the south side of Munsel Lake Road,
- (4) Associated stormwater management and improvements,
- (5) Proportional right of way dedication to accommodate a bike lane, a planting strip, and the sidewalk,

Lane County approves the proposed improvements provided maintenance responsibilities of the proposed facilities within County jurisdiction are clearly recognized and documented. An Intergovernmental Agreement (IGA) between the City

and the County is needed for this purpose. TP understands that Lane County Engineering and Construction Services Division initiated discussions with the City regarding the vegetated strip, stormwater treatment facilities, and wetland mitigation related maintenance issues. The City must be a co-applicant for the facility permit and execute the IGA prior to permit issuance.

Proposed internal streets Redwood Street, Spruce Street, and 47th Street are to be private road or dedicated to the City. City street design standards apply to local streets inside the city limits.

Transportation Planning has no objection to the requested extension if the development plan and its conditions of approval remain in effect. The following Lane Code Chapter 15 requirements are provided here for informational purposes.

Facility Permit Requirements

15.205(1) – Placement of facilities and development within the right-of-way of a County Road as defined in **LC 15.010(35)**, and alteration of such facilities and development shall be authorized only through facility permits issued by the Director in accordance with ORS 374.305 through 374.340. Facilities and development includes but is not limited to, road improvements, sidewalks, new or reconstructed driveway or road approach intersections, utility placements, excavation, clearing, grading, culvert placement or replacement, stormwater facilities, or any other facility, thing or appurtenance.

15.205(3) - A facility permit is required when requiring intersection with a County Road for access serving new development if specified as a condition of approval in a land division or other land use decision.

The proposed private road approach intersection at Munsel Lake Road is subject to the facility permit requirements. No facility permit found in file. The applicant shall obtain a facility permit in accordance with **LC 15.210- Permit Procedure**. Please contact Lane County Facility Permit, 541 682-6902 or visit <http://www.lanecounty.org/Departments/PW/Pages/rowpermits.aspx> for information about facility permits and associated fees.

Building Setback Requirements

15.070(1) A lot or parcel of land adjoining a road designated as a County road shall have a building setback line which conforms to applicable zoning districts. Setbacks are measured at right angles to the centerline of a straight road or as a radial on a curved road to the nearest point of the front wall of the building. Setback shall be taken from the minimum right-of-way width. Munsel Lake Road has a minimum 70-foot wide right-of-way for development purposes and an additional 10-foot wide setback distance pursuant to **LC 15.083(1)**. An application for a waiver to the additional setback requirements may be requested from the Director, pursuant to **LC 15.083(2)**.

15.070(1)(c) Setbacks shall be measured at right angles to the centerline of a straight road or as radials on a curved road to the nearest point of the front wall of the building. Setbacks shall be taken from the minimum right-of-way width specified above.

15.070(1)(i) Fences walls or hedges, and guardrailings, or other similar landscaping or architectural devices, may be established within the setback area provided that they do not exceed three and one-half feet in height and further provided that they comply with Visual Clear Zone requirements specified in **LC 15.095(3)**.

Drainage -Lane Manual 15.515

i. Roadside ditches and other drainage facilities shall be designed solely to promote drainage of the County Road without interfering with natural waterways. Whenever a road crosses a natural channel or waterway, culverts shall be installed to maintain the natural water flow. Such natural waterway shall be identified by survey of the topography and/or aerial photography of surrounding terrain.

ii. Water shall not be diverted from a natural channel or otherwise from private property down a County or public roadside ditch.

Thanks for providing us the opportunity to comment on the proposal.

Shashi Bajracharya, P.E.
Engineering Analyst
Transportation Planning Division
Lane County PWD,
3040 N Delta Highway

JUN 11 2018

By: VMM

APPENDIX D

FIRE APPARATUS ACCESS ROADS

*The provisions contained in this appendix are adopted by the State of Oregon.*SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*. The fire code official may be guided by the Oregon Department of Land and Conservation and Development's Neighborhood Street Design Guidelines, June 2001.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 60,000 pounds (27 240 kg).

Exception: The minimum weight specified in Section D102.1 may be increased by the *fire code official* based upon the actual weight of fire apparatus vehicles serving the jurisdiction that provides structural fire protection services to the location, including fire apparatus vehicles that respond under automatic and mutual aid agreements.

D102.1.1 Access in wildland-urban interface areas. For egress and access concerns in wildland-urban interface locations, the *fire code official* may be guided by the *International Wildland-Urban Interface Code*.

SECTION D103
MINIMUM SPECIFICATIONS

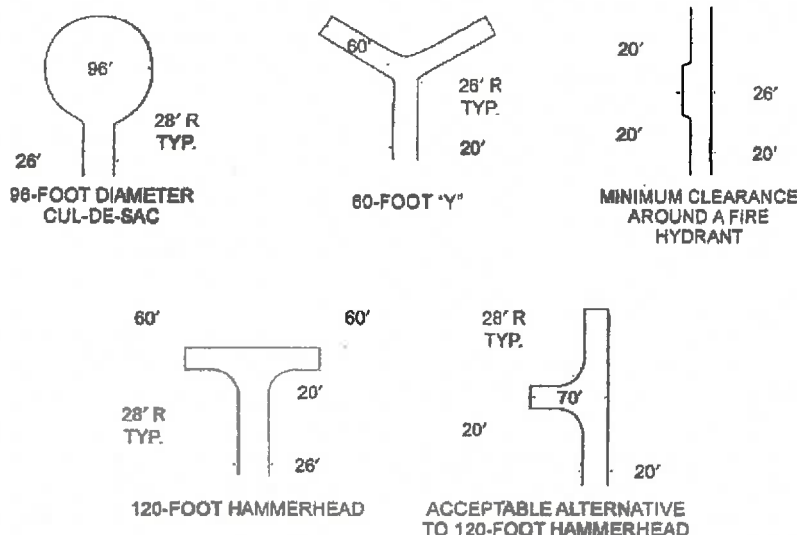
D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

Exception: The *fire code official* is authorized to modify the provisions of Section D103.1 when:

1. In accordance with Oregon Administrative Rule (OAR) 918-480-0100, all buildings are completely protected with an approved automatic fire sprinkler system;
2. Provisions are made for the emergency use of sidewalks by such means as rolled or mountable curbs capable of supporting the fire department's apparatus;
3. Streets or roadways are identified for one-way circulating flow of traffic or pullouts are provided every 150 feet (45 720 mm) on streets or roadways identified for two-way traffic; or
4. A grid system for traffic flow is provided and streets or roadways in the grid do not exceed 300 feet (91 400 mm) in length but are accessible at each end from approved access roadways or streets.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as *approved* by the fire chief.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

R-7

D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.

D103.3.1 Drainage. When subject to run-off damage, the *fire code official* is authorized to require approved drainage.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

**TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

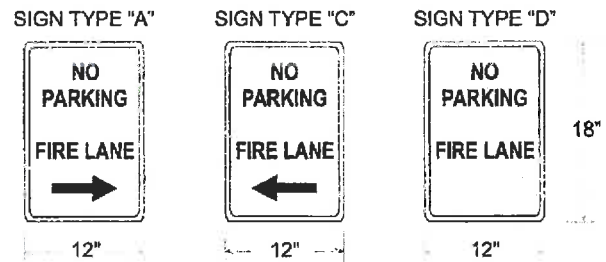
For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the *fire code official*.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the *fire code official*.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted

on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.



**FIGURE D103.6
FIRE LANE SIGNS**

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the *fire code official*.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the *fire code official*.

2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.

D108 REFERENCED STANDARDS

ASTM	F 2200—05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC	IFC—12	International Fire Code	D101.5, D107.1
UL	325—02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through February 2006	D103.5

SECTION D106

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* may have a single *approved* fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

SECTION D107

ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwelling units* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.

CANNERY STATION

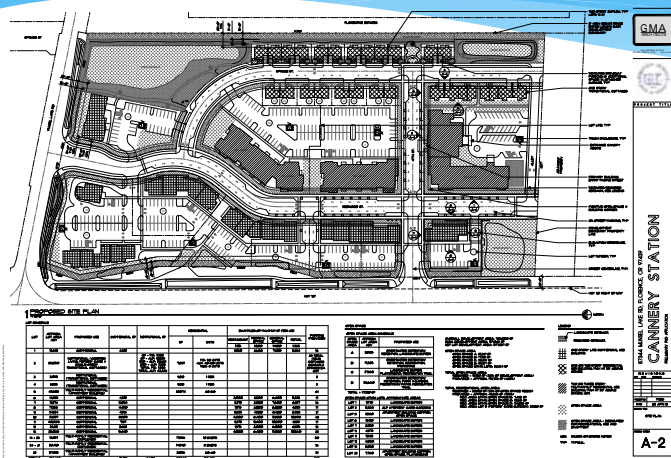
A Coastal Inspired Mixed-Use Development
for People to Live, Work and Visit



COMPOSITE SITE PLAN

- * Mixed-Use Development
- * Professional Office
- * Retail Commercial
- * Mixed-density residential
- * Institutional Service-Oriented Residential

Proposed Uses



- * 70 Bed Assisted Living facility.
- * Two 40-unit Multi-Family Apartment.
- * 28 Attached Cottages.
- * 47,000 Square Feet Commercial/Office.
- * 175,000 Square Feet Open Space (30%).

Project Highlights

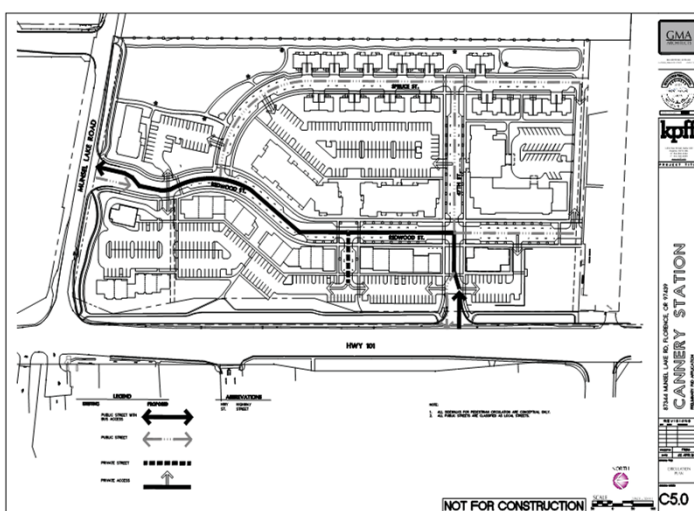
- * 2008 Housing Needs Assessment – 92 duplex units and 266 multi-family units through 2025.
- * Project will provide 28 duplex units and 80 multi-family (Approximately 30% of projected need)
- * “Draft” 2017 Housing Needs Analysis and Economic Opportunities Analysis recommends the city encourage full-service continuing care facilities.
- * Economic study prepared for the project projects the creation of 200 jobs.

Design Themes



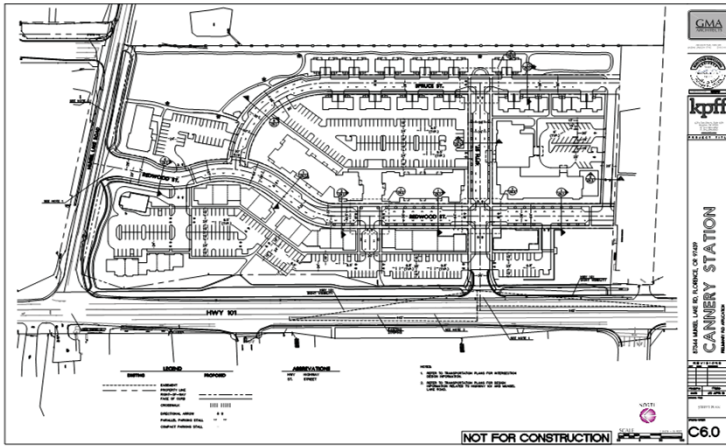
- * Coastal Inspired Architectural Forms
- * Large, Inviting Storefront Windows with Canopies.
- * Articulated Building Facades and Rooflines.
- * Pedestrian Oriented.

Circulation Plan



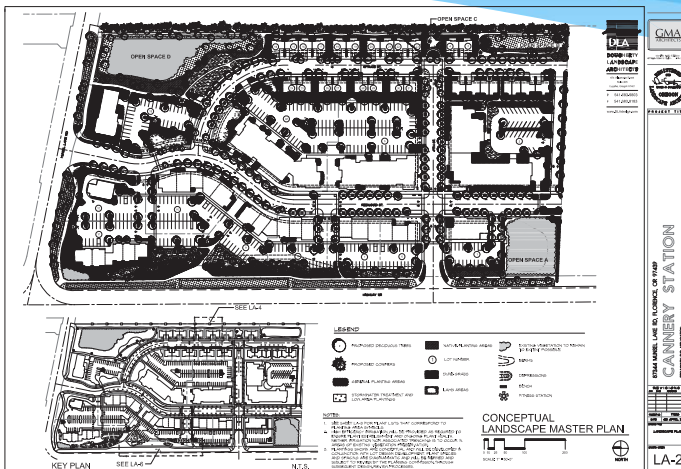
- * Unrestricted Access From Highway 101.
- * ODOT Permit Review Pending.
- * Secondary Access at Munsel Lake Rd.
- * Future Connection Points Provided.

Parking Plan

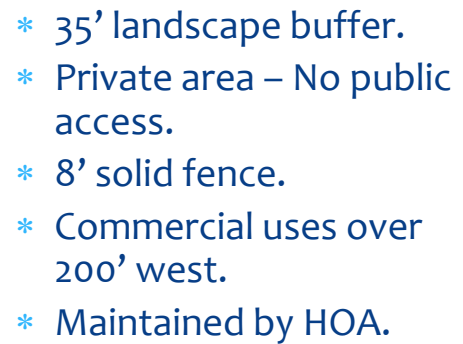


- * 476 parking spaces proposed.
- * 388 off-street spaces.
- * 88 parallel street spaces.
- * Connected pedestrian system.
- * Final parking plans approved in future Design Review applications.

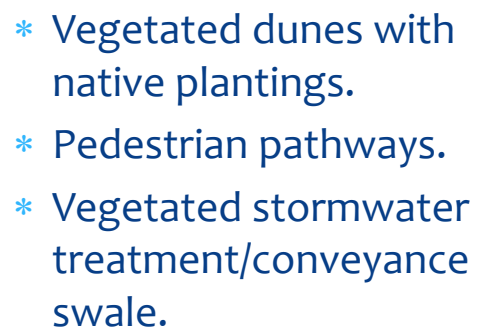
Proposed Landscaping Plan



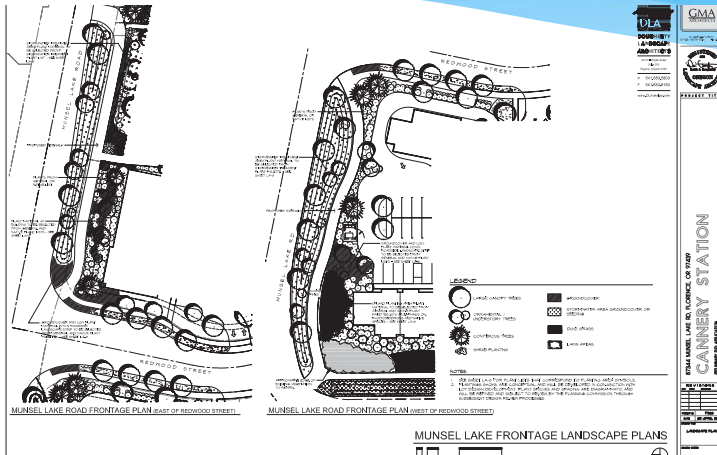
- * 175,000 sq. ft. of open space
30% of net developable area.
- * 45,000 sq. ft. recreation area
39% of open space.
- * Active and passive recreation activities tailored to residents.
- * Preference for use of native plant materials.
- * Final landscape plans approved in future Design Review application.



Highway 101 Frontage

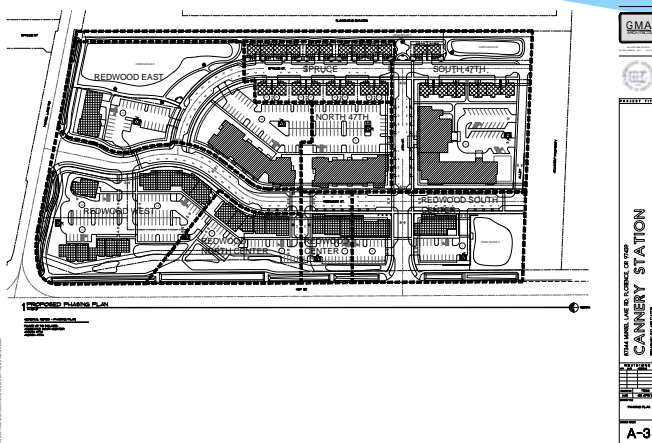


Munsel Lake Road Frontage



- * Meandering sidewalk.
- * Vegetated swale.
- * Weather tolerant street trees.

Phasing Plan



- * 10-year Phasing Plan.
- * Phase I – Redwood South / North 47th / South 47th.
- * Phasing Order Not Mandated.
- * Final Phase Platted within 10 Years.
- * Separate Design Review for Each Phase.

Variances

- * Reduce minimum setback standard for parking areas on lot 6 and 7 adjacent to Highway 101.
- * Reduce building setback standard on Redwood, Spruce and 47th Streets.
- * Reduce minimum lot size standard for cottage dwellings on lots 3, 4, and 14-31, and commercial lots 1, 6, 7, and 8.
- * Reduce minimum lot width standard for cottage units .
- * Reduce parking stall width and depth requirements to permit compact parking spaces.
- * Permit 6-foot encroachment into 35 foot rear setback area to permit balconies and stairs on the rear elevations of cottage units.

Traffic Impacts

- * Traffic Impact Analysis Findings:
 - * No off-site intersection Improvements are required.
 - * Project will not increase traffic queuing at final development.
 - * All proposed access points are projected to operate safely.
 - * No additional right-of-way dedication required along Hwy 101.
- * ODOT Previously Approved Unrestricted Access on Highway 101.
- * Highway access permit pending review by ODOT.
- * Request Planning Commission approve PUD subject to ODOT granting access permit.

Wetlands

- * Wetland Delineation for Site Pending with DSL.
- * 2000 Delineation Determined Wetlands in SW Corner Artificially Created – Not Subject to DSL Jurisdiction.
- * Applicant Meeting with DSL, ODF&W and Army Corps.
- * Request Planning Commission Approve PUD Subject to Joint Wetland Fill Permit.

Stormwater

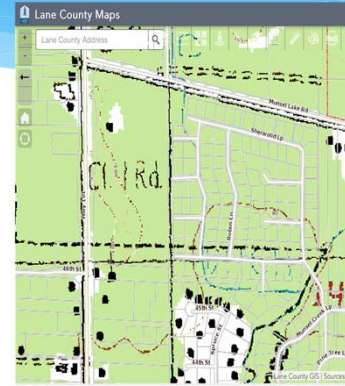
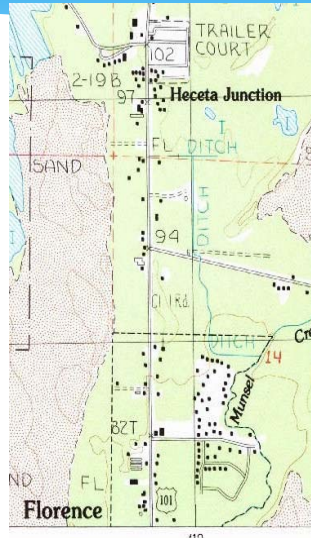
- * Stormwater service to the site was made available through previously completed Spruce Street LID.
- * Stormwater directed to three detention ponds that will be privately owned and maintained.
- * Additional stormwater treatment facilities (“Rain Gardens”) are provided in street right-of-ways.
- * Post development stormwater flows are required to be less than existing pre-development conditions.
- * Final stormwater designs will be provided in conjunction with submittals provided for approval of Final PUD Plan.
- * Upon full development over 90% of stormwater flows originating on the site will be directed to the west.

Off-Site Drainage

Source: USGS

Map: Mercer Lake

Date: 1984



Source: Lane County GIS

DEVELOPMENT TEAM

- * Daniel Klute, AIA – GMA Architects
- * Joseph Moore, AIA – GMA Architects
- * Matt Keenan, PE – KPFF Consulting Engineers
- * Jay Pannell, PLS – TerraCalc Land Surveying
- * Kelly Sandow, PE – Sandow Engineering
- * John van Staveren, PWS – Pacific Habitat Services
- * David Dougherty, ASLA – DLA, Inc.
- * Crystal Shoji, AICP – Shoji Planning



QUESTIONS