STAFF REPORT & FINDINGS
FLORENCE COMMUNITY DEVELOPMENT DEPARTMENT
Planning Commission
Exhibit "A"

Public Hearing Date: October 22, 2019 **Planner:** Hailey Sheldon
Date of Report: October 15, 2019
Applications: PC 19 08 VAR 01, PC 19 09 VAR 02, PC 19 10 CUP 03, PC 19 11 CUP 04

I. PROPOSAL DESCRIPTION

Proposal: Four total applications: two for conditional use permits to develop both a drive-thru coffee kiosk and a drive-thru car wash, and two for variance to FCC 10-27-4-D-1, which calls for front yard setbacks between 0' and 10' from the back of the property line.

Applicant: GMA Architects for Sean Randle

Property Owners: Sean Randle

Location: East side of Hwy 101, between 5th and 6th Streets.

Site: Map #18-12-27-44, Tax Lots 06601, 06600

Comprehensive Plan Map Designation: Downtown / Commercial

Zone Map Classification: Mainstreet Area "A" District (MSA)

Surrounding Land Use / Zoning:

Site:	Vacant lots / Mainstreet Area "A" District (MSA)
North:	Restaurants, services, grocery store, Hwy 126 / MSA
South:	Restaurants, motel, Old Town / MSA
East:	Old School Furniture / MSA
West:	Hwy 101, Sears, restaurants / MSA

Streets / Classification:
West – Highway 101 / Major Arterial (No access); South – 5th Street / Local Collector; North – 6th Street / Local Collector; East – shared cross access driveway with Old School Furniture.

II. NARRATIVE:

The applicant is proposing to develop the site between 5th and 6th Sts. east of Highway 101 and west of Old School Furniture. The site was the previous location of the "In and Out" restaurant (like a tasty cone) on the north end and a service station on the south end. The new proposal includes a drive-through coffee kiosk on

the south west end and a drive-thru car wash in the mid to north east portion. The applicant has divided the lot into two distinct sites using the tax lot lines as the demarcation. The two uses rely upon shared parking, landscaping, access, and utilities for the site layout to work as proposed.

The proposal includes four applications. Variance requests to the front yard setbacks for both the car wash and the coffee kiosk uses. And conditional use permits for both uses as they are permitted conditionally within the Mainstreet District. The applicant proposes to apply for Design Review upon receipt of the Conditional Use Permits and Variance approvals.

The proposed development includes pedestrian improvements along 5th St. and enhancement to the Revision Florence project presently underway through the extension of pedestrian access into the site and addition of pedestrian amenities at the corner of 5th and Highway 101. Building designs, to be reviewed with Design Review, were provided and appear to enhance the area. Buildings are attractively designed to create a vibrant community character. Additionally, the residential uses along the eastern portion of the development are intended to provide a compatible transition between the low-density residential uses in Florentine Estates and the commercial uses along Highway 101.

III. NOTICES & REFERRALS:

Notice: On October 2, 2019 notice was mailed to surrounding property owners within 300 feet of the property, and a sign was posted on the property. Notice was published in the Siuslaw News on October 16, 2019.

At the time of this report, the City had received written comment on the application as follows:

Lemhouse, Mike, 10/14/19 Concerned about traffic flow and congestion originating at 5th St. driveway and adequacy of parking for employees and patrons so that overflow does not go onto Old School Furniture's private parking areas. Wondering where vacuum spaces are for drive-through. (Exhibit L).

Staff comments: On-site traffic flow and parking counts will be reviewed with the Design Review application yet to be received. These applications are for a conditional use permit and front yard variance which will include a review of the adequacy of public facilities for the proposed uses and granting of special privilege, respectively. A vacuum space is annotated on the site plan as #28. Parking space #3 is the only spot demarcated; however, all of the five angled parking spaces have the small circle that is marked on #3 with the #28 annotation.

Referrals: On October 3, 2019 referrals were sent to the City of Florence, Central Lincoln PUD, Oregon Department of Transportation, and Siuslaw Valley Fire and Rescue.

At the time of this report, the City had received referral comments on the application from:

Doug Baumgartner, ODOT Region 2 Development Review Coordinator, stated that the site plan for the proposed coffee drive through and car wash development does not include an approach to Hwy 101 and therefore ODOT access permits would not be necessary. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way. (Exhibit I)

Mike Miller, Florence Public Works (Exhibit J)

Stephan Stys, Civil West Engineering (City Engineer of Record) (Exhibit K)

IV. APPLICABLE REVIEW CRITERIA

Florence City Code, Title 10:

Chapter 1: Zoning Administration, Sections 1-4, 1-5, and 1-6-3
Chapter 4: Conditional Uses, Sections 8 through 11 and 12D
Chapter 27: Mainstreet/Area A District, Sections 3 through 5
Chapter 35: Access and Circulation, Sections, 2-3 through 2-12, 3 and 4.
Chapter 36: Public Facilities, Sections 2-4, 2-16, 3, and 5
Florence Comprehensive Plan, Ch. 2 Commercial Policy 9, Ch. 12 Policies 13 & 29

V. PROPOSED FINDINGS: CONDITIONAL USE PERMIT

FLORENCE CITY CODE

TITLE 10: CHAPTER 1: ZONING ADMINISTRATION

10-1-1-4: APPLICATION:

E. Traffic Impact Studies:

1. Purpose of Traffic Impact Study: The purpose of a Traffic Impact Study is to determine:

a. The capacity and safety impacts a particular development will have on the City's transportation system;

b. Whether the development will meet the City's minimum transportation standards for roadway capacity and safety;

c. Mitigating measures necessary to alleviate the capacity and safety impacts so that minimum transportation standards are met; and

d. To implement section 660-012-0045(2)(e) of the State Transportation Planning Rule.

2. Criteria for Warranting a Traffic Impact Study: All traffic impact studies shall be prepared by a professional engineer in accordance with the requirements of the road authority. The City shall require a Traffic Impact Study (TIS) as part of an application for development; a proposed amendment to the Comprehensive Plan, zoning map, or zoning regulations; a change in use, or a change in access, if any of the following conditions are met:

a. A change in zoning or plan amendment designation where there is an increase in traffic or a change in peak-hour traffic impact.

b. Any proposed development or land use action that may have operational or safety concerns along its facility(s), as determined by the Planning Director in written findings.

c. The addition of twenty-five (25) or more single family dwellings, or an intensification or change in land use that is estimated to increase traffic volume by 250 Average Daily Trips (ADT) or more, per the ITE Trip Generation Manual.

d. A change in land use that may cause an increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicle trips or more per day

e. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard.

f. A change in internal traffic patterns that may cause safety problems, such as backed up onto a street or greater potential for traffic accidents.

g. The Planning Director, based on written findings, determines that a TIS is necessary where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development. The City will consider the following criteria when determining the need for a TIS:

i. If there exists any current traffic problems, such as high accident location, poor roadway alignment, or

capacity deficiency that are likely to be compounded as a result of the proposed development.

ii. If it is anticipated the current or projected level of service of the roadway system in the vicinity of the development will exceed minimum standards.

iii. If it is anticipated that adjacent neighborhoods or other areas will be adversely impacted by the proposed development.

h. A road authority with jurisdiction within the City may also require a TIS under their own regulations and requirements.

3. Traffic Study Requirements: In the event the City determines a TIS is necessary, the information contained shall be in conformance with FCC 10-35-2-5, Traffic Study Requirements.

A Traffic Impact Study was requested of the applicant by the City, pursuant to FCC Chapter 1, Section 1-4-E-2-c: an intensification or change in land use that is estimated to increase traffic volume by 250 Average Daily Trips (ADT) or more, per the ITE Trip Generation Manual. In addition to the estimated increase in ADT, the development may have operational or safety concerns and proposes a change in internal traffic patterns that may cause safety problems, such as traffic backed up onto a street or greater potential for traffic accidents.

Intersection Crash History published in the Florence Transportation System Plan notes 7 collisions at the Hwy 101 and Rhododendron drive intersection between January 1, 2005 and December 31, 2009. The observed crash rate at this intersection is 0.26. This is a signalized intersection.

The site formerly held a “tasty cone” type of restaurant and a service station. While the applicant is receiving street SDC credit for the former uses, that same theory should not be applied to the TIA. The last TSP was adopted into the Comprehensive Plan in 2012, and the site was unused at the time of that publication, and prior to it. As such, all traffic counts attributed to the proposed new development would be in addition to traffic counts listed in the TSP.

A Traffic Impact Study is being performed by Sandow Engineering. This TIS will be required to be completed and submitted with the Design Review application. The new development will be contingent upon an adequate illustration of circulation into and on the site for the intended uses; this will be analyzed during Design Review. **(Informational 1)**

10-1-1-6-3: TYPE III REVIEWS – QUASI-JUDICIAL LAND USE HEARINGS:

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

7. Conditional Use Permits.

8. Variances.

B. Notification of Hearing:

1. At least twenty (20) days prior to a Type III (quasi-judicial) hearing, notice of hearing shall be posted on the subject property and shall be provided to the applicant and to all owners of record of property within 100 feet of the subject property, except in the case of hearings for Conditional Use Permits, Variance, Planned Unit Development and Zone Change, which notice shall be sent to all owners of record of property within 300 feet of the subject property.

a. Notice shall also be provided to the airport as required by ORS 227.175 and FCC 10-21-2-4 and any governmental agency that is entitled to notice under an intergovernmental agreement with the City or that is potentially affected by the proposal. For proposals located adjacent to a state roadway or where proposals are expected to have an impact on a state transportation facility, notice of the hearing shall be sent to the Oregon Department of Transportation.

d. Notice shall be mailed to any person who submits a written request to receive notice.

Notice of the conditional use and variance applications were provided to surrounding property owners within 300 feet of the subject property 20 days prior to the public hearing on October 2, 2019. ODOT received notice on October 3, 2019. These criteria are met.

2. Prior to a Type III (quasi-judicial) hearing, notice shall be published one (1) time in a newspaper of general circulation. The newspaper's affidavit of publication of the notice shall be made part of the administrative record.

Notice of the public hearing was published one time within the Siuslaw News on October 16, 2019. This criterion is met.

C. Notice Mailed to Surrounding Property Owners - Information provided:

1. The notice shall:

a. Explain the nature of the application and the proposed use or uses which could be authorized;

b. List the applicable criteria from the ordinance and the plan that apply to the application at issue;

c. Set forth the street address or other easily understood geographical reference to the subject property;

d. State the date, time and location of the hearing;

e. State that failure of an issue to be raised in a hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes further appeal based on that issue;

f. State that application and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;

g. State that a copy of the staff report will be available for inspection at no cost at least 7 days prior to the hearing and will be provided at reasonable cost;

h. Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings.

i. Include the name of a local government representative to contact and the telephone number where additional information may be obtained.

Notice was mailed to all property owners within 300 feet of the proposed site. The notice contained all the required information listed in FCC 10-1-1-6-3-C. These criteria are met.

D. Hearing Procedure: All Type III hearings shall conform to the procedures of Florence City Code Title 2, Chapters 3 and 10.

E. Action by the Planning Commission:

1. At the public hearing, the Planning Commission shall receive all evidence deemed relevant to the issue. It shall then set forth in the record what it found to be the facts supported by reliable, probative and substantive evidence.

2. Conclusions drawn from the facts shall state whether the ordinance requirements were met, whether the Comprehensive Plan was complied with and whether the requirements of the State law were met.

4. There is no duty upon the Planning Commission to elicit or require evidence. The burden to provide evidence to support the application is upon the applicant. If the Planning Commission determines there is not sufficient evidence supporting the major requirements, then the burden has not been met and approval shall be denied.

The Planning Commission held a duly-noticed public hearing on October 22, 2019, to consider the matter, which met the standards of FCC 2-3 and FCC 2-10. These criteria are met.

F. Notice of Decision by the Planning Commission: A notice of the action or decision of the Planning Commission, and right of appeal shall be given in writing to the applicant. Any party who testified either in writing or verbally at the hearing must provide a mailing address in order to be noticed. The notice may be served personally, or sent by mail. The notice shall be deemed served at the time it is deposited in the United States mail.

Following a decision by the Planning Commission, notice of the action and decision will be mailed to the applicant and any party who has testified either in writing or verbally at the public hearing. This criterion will be met.

TITLE 10: CHAPTER 4: CONDITIONAL USES

10-4-8: EXPIRATION OF CONDITIONAL USE PERMIT:

A. Authorization of a conditional use permit shall be void one (1) year after the date of approval of a conditional use application, unless a building permit has been issued and substantial construction pursuant thereto has taken place. Substantial construction shall be considered to be completion of a building foundation.

The applicant may apply to the Planning Commission for a one-time extension of one (1) year maximum duration based on compliance with the following criteria:

1. The request for an extension is made in writing prior to expiration of the original approval.

2. There are special or unusual circumstances that exist which warrant an extension.

3. No material changes of surrounding land uses or zoning has occurred.

The Planning Commission may deny the request for an extension of a conditional use if new land use regulations have been adopted that affect the applicant's proposal. (Ord. 26, 2008)

B. The discontinuance of a conditional use for twelve (12) consecutive months shall constitute expiration of that conditional use. The use occupying the premises thereafter shall conform to the regulations of the zoning district in which it is located.

The authorization for conditional use permits to allow a drive-through coffee service and drive-through car wash shall expire one year after approval, if a building permit has not been issues and substantial construction has not taken place. **(Condition 3)**

10-4-10: GENERAL CRITERIA: A conditional use permit may be granted only if the proposal conforms to all the following general criteria: (Ord. 669, 5-17-82)

A. Conformity with the Florence Comprehensive Plan.

The relevant Comprehensive Plan policies are:

"Chapter 2: Land Use: Commercial Policy 9: Commercial facilities along highways and arterials shall be designed to avoid congestion through alternative local street access or consistent with the City's access management guidelines found within its Transportation System Plan.

Chapter 2: Land Use: Downtown: Also under the guidance of the Downtown Implementation Plan, a new commercial zoning district, the Mainstreet District, is established. This zoning district applies to lands previously designated Commercial lying between the Siuslaw River Bridge and Highway126 along both sides of Highway 101. The purpose of this District is to encourage the redevelopment of this section of Highways 101 and 126 as a more traditional downtown commercial area, rather than as a highway-oriented commercial center. Retail and service uses, restaurants, lodging facilities, community buildings and other similar uses are appropriate uses in this District. As properties redevelop, the goal is to relocate buildings to the rear of the sidewalks, provide for wider sidewalks and pedestrian amenities, provide for on-street parking and shared interior parking lots, and establish architectural guidelines. Residential use of upper stories is encouraged.

Chapter 2: Land Use: Downtown Planning Area: Policy 1: To develop a unified downtown consisting of the neighborhoods and commercial districts on both sides of Highway 101, south of Highway 126 and 9th Street, east of Kingwood Avenue, and west of the Port property along the Siuslaw River estuary.

Chapter 2: Land Use: Downtown Planning Area: Policy 2: To revitalize deteriorating sections of the downtown area.

Chapter 12: Transportation: Policy 13: Streets, bikeways and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. To promote bicycling and walking, marked bicycle lanes and sidewalks are required on all arterial and collector streets (other than those collectors identified as scenic drives) when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity. For collector streets that are identified as scenic drives, provision shall be made to adequately accommodate bicycles and pedestrians when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity.

Chapter 12: Transportation: Policy 29: The City shall notify ODOT and Lane County of all major development proposals which will generate more than 50 trips during an average peak hour, or more than 500 daily trips, or which require a traffic study."

The proposal meets each of those Comprehensive Plan policies. The proposed use and design are consistent with the character of the Mainstreet District. The plan for on-site traffic flow will be addressed during design review; it must be designed to avoid congestion on 5th Street, 6th Street, and along Hwy 101.

B. Compliance with special conditions established by the Planning Commission to carry out the purpose of this Chapter.

The applicant will be required to carry out any conditions of approval or the use will be subject to revocation, in accordance with FCC 10-4-9.

C. Findings that adequate land is available for uses which are permitted outright in the district where the conditional use is proposed. Available land can be either vacant land or land which could be converted from another use within the applicable zoning district. Land needs for permitted uses may be determined through projections contained in the Florence Comprehensive Plan or other special studies.

The proposed site is currently undeveloped, vacant land, within the Mainstreet "A" zone (although it is not shown as vacant or partially vacant on the Florence Buildable Lands Inventory Map). It is not unique in configuration, size or proximity to other resources. The BLI lists the "Expected Use Type" for the Mainstreet A zone as "commercial", which is consistent with the applicant's proposed use. The coffee kiosk and carwash meet the service employment needs expressed in the BLI. In addition, the proposed conditional uses will not significantly alter the land available for uses that are permitted outright as several lots within the Mainstreet District could be classified as "re-developable". These criteria are met.

D. Conditional uses are subject to design review under the provisions of Chapter 6 of this Title, except single family and duplex residential use. (Ord. 625, 6-30-80) See Code Section 10-6-3 for Design Review requirements.

The applicant is requesting Design Review be conducted separate from the applications for a Conditional Use Permit. There is no policy that disallows this proposed order of review. Construction of the coffee stand and drive-thru carwash will be contingent on completed Design Reviews approved by the Planning Commission. **(Informational 2)**

E. Adequacy of public facilities, public services and utilities to service the proposed development.

Public services and utilities are adequate for the proposed use. See below for detailed findings regarding water, sewer, stormwater and fire protection under 10-36-3: Sanitary Sewers, Water, Stormwater, and Fire Protection

F. Adequacy of vehicle and pedestrian access to the site, including access by fire, police and other vehicles necessary to protect public health and safety. (Ord. 669, 5-17-82).

The proposed developments include points of access for vehicles that meet intersection spacing standards and minimum width requirements. Pedestrian access is available into the site at the corner of 5th and Highway 101. There are adequate sight lines to and through the development. This criterion is met.

10-4-11: GENERAL CONDITIONS: The Planning Commission may require any of the following conditions it deems necessary to secure the purpose of this Chapter. Where a proposed conditional use is permitted in another district, the Planning Commission may apply the relevant development standards from the other district. In addition, conditions may be required by the Design Review Board. Such conditions may include: (Ord 625, 6-30-80; amd. Ord 669, 5-17-82)

A. Regulation of uses, special yard setbacks, coverage and height.

Applicant is proposing variances to the setback requirement for both the carwash and the drive-through coffee use, which is addressed in the following Section VI.

B. Requiring fences, walls, screens and landscaping plus their maintenance.

Screening will be required between Hwy 101 and the coffee kiosk, parallel to the highway. This will be addressed in greater detail during Design Review.

Landscaping is proposed generally on the site plans to include street trees. Detailed landscape plans will be reviewed and addressed during Design Review.

C. Regulation and control of points of vehicular ingress and egress.

Applicant proposes to construct a sidewalk and driveway along 5th Street, and a small extension to the sidewalk to connect the existing sidewalk along Hwy 101 to the proposed internal walkways on the site. See Section 35 for detailed findings related to regulation and control of points of vehicular ingress and egress. See Exhibit G, Stormwater and Grading Plan, for drawings of the limits of the proposed driveway and sidewalk.

D. Regulation of noise, vibration, odors, and sightliness.

Residential uses are present south of the site. Potential for noise exists with the car wash and its associated vacuum cleaners. The volume on the drive through speaker should not be turned up to a level that would cause a nuisance in order to overcome the sound of the vacuums. These potential issues will be addressed during Design Review. Proposed noise levels from the car wash dryer, vacuum cleaners and speakers shall be provided with the design review applications. Mitigation measures are recommended to accompany applications. **(Condition 11)**

E. Requiring surfacing of parking areas.

Parking spaces are proposed and will be addressed during Design Review.

F. Requiring rehabilitation plans.

No rehabilitation will be required.

G. Regulation of hours of operation and duration of use or operation.

The hours of operation for the car wash may require regulation, for noise abatement purposes. This will be addressed during design review.

H. Requiring a time period within which the proposed use shall be developed.

No specific time period within which the proposed facility shall be developed will be required other than the deadlines mentioned within these findings.

I. Requiring bonds to insure performance of special conditions.

No bonds will be required in order to insure performance of conditions of this approval.

J. Regulation of tree and vegetation removal to maintain soil stability, preserve natural habitat, protect riparian vegetation, buffer conflicting uses, and maintain scenic qualities.

No tree or vegetation removal will be required.

K. Such other conditions as will make possible the development of the City in an orderly and efficient manner and in conformity with the intent and purpose of the Florence Comprehensive Plan.

Prior to issuance of a building permit for this site the applicant is required to sign a non-remonstrance agreement with the City regarding improvements to the driveway access on 6th Street. In accordance with the Access Management Plan, the shared driveway along 6th Street must be located further to the east (at least 50 feet from Hwy 101), and widened to at least 8 feet. Non-remonstrance will be executed in conjunction with the development of the property to the east, and include financial participation and easements as needed for the shared access reconstruction at 6th Street. **(Condition 4)**

10-4-12: ADDITIONAL CONDITIONS: Some land uses by the nature of the activity associated with them require separate and intense consideration by the Planning Commission prior to their establishment. Such uses and additional conditions are as follows:

D. Service Stations: as used herein, service station means a facility designed to provide fuel and automotive services for passenger-type vehicles. Truck stops or service centers will be treated separately and distinctly from service stations.

1. Location: Service stations shall be located adjacent to and integrated with other commercial uses, but not allowed in "spot" locations. They shall be located adjacent to an arterial street.

The proposed car wash site fronts Highway 101, a Major Arterial, and is co-located with another commercial use. This criterion is met.

2. Site Dimensions: The minimum size for a service station shall be one hundred fifty foot (150') frontage and one hundred foot (100') depth. They shall not abut existing residential districts and there shall be a minimum distance of four hundred feet (400') between service stations except at intersections. No more than two (2) service stations will be allowed at any intersection.

The site location has approximately 160 feet of frontage and 110 feet of depth. The site does not abut a residential district. The distance between entrances to the proposed car wash and the Safeway gas station is approximately 634 feet and the Hoberg Muffler Shop 808 feet. There are no other service stations at the intersections of 5th or 6th and Highway 101. This criterion is met.

3. Landscaping: Shall be installed in accordance with the standards set forth in FCC 10-34 Landscaping.

Landscaping is proposed generally on the site plans. Detailed landscape plans will be required with Design Review submittal and illustrated to meet the criteria of FCC 10-34.

4. Curb Cuts: No more than two (2) curb cuts will be allowed off any arterial street and these shall be located a distance no less than thirty feet (30') from any point of intersection with a public right of way.

The site design does not include any curbcuts on arterials. This criterion is met.

5. Signs: Signs shall be in accordance with the sign regulations of Title 4 Chapter 7 of this code.

Signs will require building and sign permit applications to be submitted for review and approval prior to installation. The properties are located in the Commercial Sign District.

6. Hazards and Nuisances: Noise shall be controlled so as not to exceed the normal ground level of adjacent uses. Lighting shall be in accordance with Section 10-37 of this Title.

The car wash will require abatement of noise levels from the mechanized equipment and the vacuum cleaners. Anticipated noise levels will be required to be submitted with the design review application and include any mitigation measures necessary to meet 10-4-12-D-6. Lighting proposed on-site will be reviewed with the Design Review.

7. Operations:

a. Only vehicles awaiting service will be stored on the premises.

b. Operations outside permanent structures shall be limited to dispensing gasoline, oil and water, changing tires, adjusting tire pressure, attaching and detaching trailers and washing vehicles.

c. Rental vehicles or utility trailer, not exceeding ten (10) in number, may be stored for rental, provided that any screening required by the City is in place and maintained.

d. No merchandise shall be displayed or stored outside, except for oil in racks adjacent to the pumps.

The proposed carwash use does not include merchandise sales, rentals, or storage of vehicles awaiting service. Vacuum operations are proposed outside of a

permanent structure. Noise from vacuum operations are addressed in the findings for 10-4-11-D and Condition 11.

8. Discontinuance of Operations:

a. When a service station is not operated for any nine (9) months out of any eighteen (18) consecutive months, the conditional use permit for the service station may be revoked.

b. When a service station is not operated for any nine (9) months out of any eighteen (18) consecutive months, the buildings and structures may be removed at the expense of the property owner(s).

c. If the property owner fails to remove the buildings and structures within six (6) months of the revocation of the conditional use permit, the City may remove such buildings and structures at the expense of the owner(s).

9. Design: An architectural rendering of the proposed service station shall be submitted in addition to the other information required for a conditional use permit. (Ord. 625, 6-30-80)

The application includes an architectural rendering of the proposed carwash building. This criterion is met.

TITLE 10: CHAPTER 35: ACCESS AND CIRCULATION

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

Applicant proposes both a new driveway approach and installation of sidewalks along public right-of-ways. Construction plans for these improvements will be required to be submitted in conjunction with a building permit. Dimensioned plans will be required with Design Review for these improvements. **(Informational 3)**

10-35-2-4: State and County Access Permits: ODOT has responsibility and authority in managing access to State Highways and Lane County has responsibility and authority in managing access to County roads within the City. Projects with direct access onto a State Highway or County Road shall be required to obtain a State or County access permit. A State or County complete access permit application must be submitted as part of all land use

permits. Conditions placed by the State or County upon these access permits shall be considered conditions of approval for all applicable land use and development approvals. When a transportation improvement is proposed along Highway 101 between the Siuslaw River Bridge and Highway 126, improvements shall be constructed in accordance with the standards specified in the "Highway 101 Access Management Plan." County roads are governed by the Lane County Transportation System Plan and Lane Code Chapter 15.

Along Statewide Highway 101, the applicant proposes a small sidewalk addition, to connect the existing sidewalk to the proposed interior walkways on the site; no direct vehicular access to the site from Highway 101 exists or is proposed. (The previously existing vehicular access from Hwy 101 to the site was removed as part of the Revision Florence project.) The City of Florence notified ODOT of the proposed development; ODOT commented on October 8, 2019 that because the proposed site plan does not include an approach to Hwy 101, ODOT access permits are not necessary. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way.

Along 5th Street (a City of Florence collector street), there are currently two driveways with access to Lot 6600. The applicant proposes to demolish the western-most driveway and relocate the eastern-most approximately 8 feet to the east, and widen it to approximately 30 feet.

The Access Management Plan applies, because the proposed location of the development is between the Siuslaw River Bridge and Hwy 101, and constitutes a "change in use." The proposed new sidewalks along Hwy 101 and 5th Street, and driveway reconfiguration along 5th Street, are compliant with the Access Management Plan. However, the existing driveway along 6th Street is not compliant, because of its close proximity to the highway and its width; the applicant is required to sign a non-remonstrance agreement with the City, to ensure cooperation and cost-sharing when that driveway is made compliant in the future.

The City of Florence Public Work Department has determined that, due to the increase amount of traffic on 5th Street, the roadway will need to be reconstructed in order to handle the increased traffic. **(Condition 10)**

The sidewalks will add to the walkability of the Mainstreet corridor.

The driveway reconfiguration on 5th Street will facilitate traffic flow around the coffee kiosk, within Lot 6600, and between Lot 6600 and the existing driveway with service to 6th Street at the northern side of Lot 6601.

The driveway will not impede access to the existing building east of the property.

See Exhibit G, Storm Drainage & Grading Plan for drawing of proposed sidewalks and driveway.

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

A. The Traffic Impact Study shall:

1. Evaluate all streets where direct access is proposed, including proposed access points, nearby intersections, and impacted intersections with the state highway system.

2. Utilize the analysis procedures of the Highway Capacity Manual, latest edition.

3. Document compliance with Florence City Code, the goals and policies of the Transportation System Plan, and any other applicable standards.

4. Be coordinated with other affected jurisdictions and agencies such as Lane County, the Port of Siuslaw, and the Oregon Department of Transportation.

5. Identify mitigation measures that resolve the identified traffic safety problems, address the anticipated impacts from the proposed land use, and meet the city's adopted Level-of-Service standards. The study shall also propose funding for the proposed mitigation measures.

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

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

1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.

2. Access adjustments, where proposed access points do not meet the designated access spacing standards and/or have the ability to align with opposing access driveways.

3. Right-of-way dedications for future improvements.

4. Street improvements.

5. Turn restrictions such as "right in right out".

The proposal includes the maintenance of a driveway easement on the northern side of Lot 6601, with access to 6th Street. It also includes the maintenance of a shared driveway access agreement between Lot 6601 and the adjacent property to the east (Lot 6501). Any conditions placed on development pursuant to FCC 10-35-2-5-C will be evaluated in greater detail in Design Review. The required TIA is discussed elsewhere in the report.

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

The TIA required to be submitted with Design Review will provide information needed to condition any needed traffic control devices or other mitigation. The Access Management Plan shared access between the lots and at 6th St. is discussed and conditioned in the findings in this report for FCC 10-1-1-4-E.

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

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

Separation Distance from Driveway to Pavement:

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

The proposed driveway along 5th Street (Local Street) is approximately 129 feet from the street intersection at Hwy 101, meeting this criterion. The existing driveway along 6th Street does not meet the separation distance standard of 50 feet to the arterial street (Hwy 101). The proposed redevelopment of the 6th Street shared access will

be satisfied with a non-remonstrance agreement with the City, wherein applicant agrees to support and share the proportionate cost of bringing this driveway into compliance with the redevelopment of the eastern property. These criteria are met as conditioned.

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

No new vehicular access on to arterials and collectors is proposed; applicant proposes access points to the new development from local streets 5th and 6th. This criterion is met.

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

The details of the interior traffic flow on site, and its compliance with this section and Section 10-35-3, will be evaluated in Design Review.

Applicant has provided drawings and descriptions of the circulation system, designed to accommodate the expected traffic on the site. Drive through traffic is accommodated with vehicle stacking lanes that are independent of through traffic and parking areas. A through traffic lane is proposed connecting the existing driveway at 6th Street and the proposed driveway at 5th Street traversing between the coffee and car wash buildings. Pedestrian and bicycle connections are made from Hwy 101 to the proposed coffee kiosk; this connection continues through a demarcated crossing to Lot 6601. A walk-up window is proposed, facing Hwy 101, for pedestrian use. Short-term bicycle parking is proposed, also facing Hwy 101. Sidewalks were discussed earlier and meet the requirements. The proposal meets the criteria for pedestrian and bicycle connections.

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

A. For shared parking areas;

B. For adjacent developments, where access onto an arterial street is limited and access spacing standards can not otherwise be met;

C. For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:

1. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;

2. Driveway stubs to property lines (for future extension) and other design features to demonstrate that the abutting properties may be required with future development to connect to the cross-access driveway;

3. Fire Code Official-approved turnaround for service drives or driveways over 150 feet long.

The proposed development is contingent on the maintenance of a continuous service drive or cross-access corridor, between the driveways on 5th and 6th street, that is compliant with the Florence Access Management Plan. Driveway stubs will not be required. Fire Code Official-approved turnaround will not be required. These criteria as applicable are met.

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

A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;

B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

Easements are required to implement the Access Management Plan shared access between this development site and the Old School Furniture Site to the east. Once cross easements are made by the eastern property owner, a maintenance agreement would be required. **(Condition 6)**

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

A. Driveway Approaches. Driveway approaches, including private alleys, shall be approved by the Public Work Director and designed and

located with preference given to the lowest functional classification street. Consideration shall also be given to the characteristics of the property, including location, size and orientation of structures on site, number of driveways needed to accommodate anticipated traffic, location and spacing of adjacent or opposite driveways.

Proposed additional driveway is located on the lowest functional classification street (5th Street). The characteristics of the property and the proposed development justify an additional access point, as described above. The actual dimensions and other design features will be reviewed and approved with Design Review.

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

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

The proposed driveway will not serve as a fire apparatus lane. The above criteria are met regardless.

3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

The width of the proposed 5th Street driveway, which will provide two-way traffic, is 30 feet. This criterion is met.

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

The proposed driveway grade is less than 15% (the site is relatively flat). This criterion is met.

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

intersections. Driveways are subject to review by the Public Works Director.

Driveway apron construction will be addressed during design review. Proposed site plans show all ADA walkways have cross slopes less than 2.00% and running slopes less than 5.00%. All ADA ramps shall have cross slopes less than 2.00% and running slopes less than 8.33%. Driveway and sidewalk are designed for transition up and down within right-of-way and for compliance with ADA requirements. Apron walkway exceeds 3-foot minimum width.

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

The exterior wall of the first story of the coffee kiosk is fewer than 150 feet from an existing public street, therefore fire access lanes with turnarounds need not be provided. The northern and southern exterior walls of the carwash are located less than 150 feet from 6th and 5th Streets, respectively. This criterion is met.

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

No obstructions below 13' 6'' are proposed at either the 6th Street or 5th Street driveways. This criterion is met.

10-35-2-14: Vision Clearance: No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop signor signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

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

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

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

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

No visual obstructions in the "vision clearance areas" that would block the area between 2.6 and 8 feet in height are proposed. Landscape plans will be reviewed at Design Review for this criterion, and conditioned as needed.

10-35-3: PEDESTRIAN ACCESS AND CIRCULATION: All new development shall be required to install sidewalks along the street frontage, unless the City has a planned street improvement, which would require a non-remonstrance agreement.

10-35-3-1: Sidewalk Requirements:

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

1. Upon any new development of property.

2. Upon any redevelopment of property that expands the building square footage by 25% or more.

3. Upon any change of use that requires more than five additional parking spaces.

The proposed new development includes the installation of sidewalks along all street frontage where sidewalks are not currently present. This criterion is met.

TITLE 10: CHAPTER 36: PUBLIC FACILITIES

10-36-2-4: Creation of Access Easements: The City may approve or require an access easement when the easement is necessary to provide for access and circulation in conformance with Chapter 35, Access and Circulation. Access easements shall be created and maintained in accordance with the Oregon Fire Code and the City of Florence Standards and Specifications.

10-36-2-16: Sidewalks, Planter Strips, Bicycle Lanes: Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with applicable provisions of the Florence Transportation System Plan, Comprehensive Plan, adopted street plans, City of Florence Standards and Specifications and the following standards:

A. Sidewalks may be placed adjacent to the street or at the property line with planter strips where practicable, or as otherwise directed by the Public Works Director.

B. In areas with high pedestrian volumes, the City may approve a minimum 12-foot wide sidewalk area, curb tight, with street trees in tree wells and / or landscape planters.

C. Bicycle lanes shall be constructed on all newly constructed arterial and collector streets as well as all arterial and collector streets that are widened to provide additional vehicular capacity, as indicated in the TSP, unless otherwise designated.

The Revision Florence Project provided for bike lanes along the arterial street (Hwy 101). The applicant proposes sidewalk installation and planter strip placement along 5th Street. Both 5th and 6th are local streets and do not require bicycle lanes.

D. Sidewalks shall be provided on both sides of the street for all arterial and collector streets. Sidewalks shall be provided on at least one side of the street for local streets. Exceptions may be granted if the City determines that hillsides, drainage facilities, ditches, waters of the state, or natural landscapes are to be preserved, then sidewalks on one side or a multi-use path may be approved. Sidewalks are not required on T-courts (hammer-head).

E. Where practical, sidewalks shall be allowed to meander around existing trees if in conformance with the requirements of the Americans with Disabilities Act.

F. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.

Sidewalks exist along both the Hwy 101 and 6th Street sides of the development site. Applicant is also proposing to construct a sidewalk along the 5th Street side. Sidewalk extension on 6th Street will be required in conjunction with the future relocation of the 6th Street driveway. **(Condition 5)**

10-36-3: SANITARY SEWERS, WATER, STORMWATER, AND FIRE PROTECTION:

A. Sewers, Water, and Stormwater Mains Required: Sanitary sewers, water mains, and stormwater drainage shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's Wastewater Master Plan, Water System Master Plan, and Stormwater Master Plan, Florence Code Title 9 Chapters 2, 3 and 5, and the applicable construction specifications. When streets are required to be stubbed to the edge of the subdivision;

stormwater, sewer and water system improvements shall also be stubbed to the edge of the subdivision for future development.

B. Sewer, Water, and Stormwater Plan Approval: Development permits for stormwater drainage, sewer and water improvements shall not be issued until the Public Works Director or their designee has approved all stormwater, sanitary sewer and water plans in conformance with City standards, and Florence Code Title 9 Chapters 2, 3 and 5.

C. Existing Watercourse: Where a proposed development is traversed by a watercourse, drainageway, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety and consistency with the Stormwater Manual.

D. Over-Sizing: The City may require as a condition of development approval that sewer, water, and/or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable Water, Sewer, and/or Storm Drainage Master Plan, and Florence Code Title 9 Chapter 1. The developer may be entitled to credit or reimbursement for over-sizing City master planned improvements.

E. Fire Protection: All new development shall conform to the applicable provisions of the Oregon Fire Code. Developers shall provide verification of existing and proposed water service mains and hydrant flow supporting the development site. Fire flow analyses and plans for hydrants and water service mains shall be subject to review and approval by the Building Official or Fire Marshal.

F. Inadequate Facilities: Development permits may be restricted by the City where a deficiency exists in the existing water, sewer or stormwater system that cannot be rectified by the development and that if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems.

The proposed water, wastewater, and stormwater systems meet the standards of the City's Wastewater Master Plan, Water System Master Plan, and Stormwater Master Plan.

The water and sewer capacity in the project area is sufficient for the proposed uses.

There exist two 2-inch water services for the site along the Hwy 101 extending to roughly the midpoint of each lot's frontage. A fire hydrant is located on Hwy 101, in the middle of the total frontage, and is served by an 8-inch line off the 12-inch water main; it is set up to provide fire service or other large volume service.

There are two sanitary sewer service laterals to serve the site from 5th Street (aka Rhododendron). The City of Florence Public Works has determined that, if the sewer service is to come from 5th Street, a private utility easement for the sewer line, to service the car wash, will be necessary, because the line crosses one property to serve the other. (If sewer service for the car wash comes from 6th Street: cutting of the new pavement that is installed as part of Revision Florence will not be allowed without a significant paving patch (full street width to match what was completed by the Revision Florence project). **(Condition 7)**

The City of Florence Public Works has calculated the equivalent dwelling units (EDU) for each the car wash and the coffee kiosk as:

Water System Development Charges:
Landscaping: 1 EDU per 4,000 SF with 5,629 SF of landscaping = 1.4 EDUs
Coffee Kiosk: 1 EDU per 1,000 SF with 400 SF building = 0.4 EDUs
Car Wash: 0.2 EDU's per 1,000 SF with 1,400 SF building = 0.28 EDUs

Water and Sewer Credits:
Restaurant (Coffee Kiosk): 0.9 EDUs
Service Station (Car Wash): 0.5 EDUs

Net new Water EDUs for both coffee kiosk and car wash = 0.68 EDUs
Net new Sewer EDUs for both coffee kiosk and car wash = 0.0 EDUs

The City of Florence Public Works calculated stormwater for the combined project sites. There are 17,027 square feet of existing impervious area. The proposed impervious area is 17,683 square feet: a net increase of impervious area is 656 square feet. Stormwater is only available from 5th Street. While there is capacity, only emergency overflows and historic flows will be allowed.

The City of Florence Public Works has determined that there is a need to modify the proposed stormwater plan as follows: (1) the proposed catch basin at the southeastern edge of the property, along 5th Street, must be a storm inlet (catch basins are not allowed). (2) There must be a manhole added at the proposed 90 degree bend connecting the 8-inch storm line running north-south along the eastern boundary of the property, and the proposed line that runs east-west along 5th Street. (3) The City's records show the existing storm line that runs east-west along 5th Street is an 8-inch line; the applicants plan show it as a 10-inch line. It is unclear if that applicant plans to upsize the line, or if their label is incorrect. **(Condition 8)**

See Exhibit G, Storm Drainage & Grading Plan for existing water, wastewater, storm drainage, underground electric, telephone and gas line locations relative the proposed development.

There is adequate access for fire and emergency service and staging; the proposed development is adjacent to Hwy 101. There is a hydrant located on the western edge of the properties, at the intersection of the two Lots (06601 and 06600). The

proposed development meets fire code for proximity of service. The hydrant has adequate water pressure to serve the sites.

10-36-5: UTILITIES:

A. Underground Utilities:

1. Generally. All new utility lines including, but not limited to, those required for electric, communication, lighting, and cable television services and related facilities shall be placed underground, except for temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.

2. Subdivisions. In order to facilitate underground placement of utilities:

a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic.

b. The City reserves the right to approve the location of all surface-mounted facilities.

c. All underground utilities, including water, sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets.

d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

C. Exception to Undergrounding Requirement: An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, or high water table or existing development conditions.

There is an overhead wire extending from Highway 101 east across Tax Lot 6601 (northern lot). The site plans propose to remove the overhead wire. No other overhead wires are illustrated and labeled. All new utilities will be required to be undergrounded. **(Condition 9)**

TITLE 10: CHAPTER 27: MAINSTREET DISTRICT

10-27-2 <u>Permitted Buildings and Uses</u>

sss. restaurants, sit-down or walk-up, including cocktail lounges

10-27-3 Buildings and Uses Permitted Conditionally

The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following:

d. service stations

j. Restaurants, drive-in (including drive-thru and drive-up)

The uses proposed are consistent with the uses of the surrounding properties, and in the Mainstreet Area "A."

10-27-4 Lot and Yard Dimensions

A. Minimum Lot dimensions: The minimum lot width shall be 25'.

B. Minimum Lot Area: The minimum lot area shall be 2500 square feet.

C. Lot coverage: Up to a maximum of 90% lot coverage by buildings and other impervious surfaces.

The lots on which the development is planned are pre-existing, and comply with the lot dimensions and area outlined in this section. At least 10% of each Lots 6600 and 6601 will not be covered by buildings or other impervious surfaces. These criteria are met.

D. Yard Regulations: Area "A":

1. Front yards: Front yards may vary from 0' to 10' from back of property line. Ten percent of the frontage, or a minimum of 6', may be utilized for pedestrian walkways connecting to interior parking lots. Upper story windows, balconies, benches and tables and awnings may encroach into the sidewalk area as long as a minimum 8' wide pedestrian way is maintained within the sidewalk area.

For the drive-thru coffee kiosk, applicant is seeking a variance to allow for a front setback of approximately 31 feet.

For the drive-thru car wash, applicant is seeking a variance to allow for a front setback of approximately 41 feet. However, the front yard for the carwash site is located off 6th St. rather than off of Hwy 101, as per the FCC 10-2-13 definition of a front lot line for a corner lot: *"A. Front: The lot or parcel line abutting a street. For corner lots or parcels the lot or parcel front line is that with the narrowest street frontage. For double frontage lots or parcels the lot or parcel front line is that having frontage on a street which is so designated by the land divider and approved as part*

of a subdivision or partition as provided for in this Code." As such, the findings in this report related to the front yard variance for lot 06601 (proposed car-wash), are specific to what is an approximately 65' setback from 6th Street. Section VI below for findings related to the requested variances.

2. Side and rear yards: Buildings may be zero lot line, provided that all Building Code requirements are met. In each block, there will be at least one opening for public access to interior parking lots. Where a commercial use abuts a residential district, a fifteen foot (15') buffer may be required.

No buildings at zero lot line are proposed. An interior parking lot is planned across 6600 and 6601. Public access to Lot 6600 is at the existing driveway on 6th Street. Public access to Lot 6601 is currently through two driveways on 5th Street; applicant proposes to demolish one of these driveways and relocate and widen the other, as described in the findings for FCC 10-35. The site does not abut a residential district. The applicable criteria are met.

10-27-5 <u>Site and Development Provisions</u>

A. Building or Structural Height Limitations Area "A": Buildings shall be a minimum of 20' in height. This measurement may include a building façade as opposed to a total building height of 20'. If a façade is used, it must be designed so that it is not readily apparent that it is only a façade. The maximum height shall be 38' for a building or structure without an approved fire extinguishing system unless otherwise approved by the Planning Commission. The Planning Commission may allow heights up to 50 feet/four stories provided that:

1. The building or structure has an approved fire extinguishing system.

2. The building or structure is in scale with and/or complements surrounding structures.

3. The building façade and roof line are designed to provide architectural interest and avoid a façade which proposes large expanses of straight planes with little or no architectural relief or inclusion of architectural features which are not in character with Old Town.

4. The building will contain mixed uses with retail at the street level.

5. The site has physical constraints/opportunities which are best addressed by a taller building.

6. Additional setbacks or step backs may be required to reduce the impacts of the greater heights.

No building or structure is proposed that is fewer than 20' in height or more than 38' in height. The coffee kiosk is proposed at 22' in height. The car wash is proposed at 20' in height (roof is at a diagonal slant, with the roof height at the mid-point of the gable at 20'). These criteria are met.

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

Area "A" as shown on the following page: A minimum of 10% landscaping is required. The calculation of the required minimum may include street trees installed and maintained by the applicant, planters and window boxes which are the property of the applicant/owner, as well as plantings within courtyard areas. All landscaping included within the 10% calculation must be installed and maintained by the applicant or his/her successors.

Interior parking lots may be separated from rear courtyards by walls, fences or hedges 4' in height or less. Eating establishments may separate outdoor eating areas from parking lots and adjacent buildings or structures by a fence, wall or hedge not to exceed 6' in height. Pedestrian walkways may be separated from abutting uses by plantings or fences which allow visual surveillance of the walkway and surrounding areas.

Where a commercial use abuts a residential district, see FCC 10-34-3-7-D.

Landscaping will be addressed at Design Review.

C. <u>Access and Circulation. Refer to Section 10-35 Access and Circulation of this Title for Requirements.</u>

1. Access Management Plan: All access points to Highway 101 shall be governed by the Access Management Plan for Highway 101 in Downtown Florence.

No changes in access to Hwy 101 have been proposed. The two previously existing driveways were removed as part of Revision Florence.

2. Sidewalks abutting buildings on Highway 101, Highway 126, and local streets within the Mainstreet District shall be at least 8' in width, except collector streets within the Mainstreet District without on-street parking as described below. Sidewalk area beyond the standard 6' sidewalk width may be surfaced with pavers, brick or other similar materials. Maintenance and repair

of pavers, brick, etc. are the responsibility of the business/property owner.

The sidewalks along Hwy 101 that abut the proposed new development are currently being widened to 8-feet and improved as part of Revision Florence; those driveways have been vacated. The sidewalk the applicant proposes to install along 5th Street meets the 8-foot width requirement of the Mainstreet District. These criteria are met.

a. Sidewalks on collector streets within the Mainstreet District may be reduced to 6' in width with 6' of clear walkway if there is no on-street parking on that side of the street.

The plans as dimensioned include a proposed 8 foot sidewalk along 5th. Figure 9-2 of the Florence TSP illustrates 5th St./Rhododendron Dr. as a collector west of Highway 101. The street as it abuts the applicant's project site is a local street classification. This criterion does not apply.

3. Access to all floors of all commercial buildings and structures shall meet ADA requirements.

Access relative to ADA requirement will be addressed during Design Review.

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

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

2. Lighting shall be pedestrian scaled.

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

4. Wiring for historic fixtures shall be underground. Other overhead wiring shall be placed underground, where possible.

Lighting will be addressed during Design Review.

H. <u>Design Review.</u>

All uses except single family and residential duplex units shall be subject to Design Review criteria contained within FCC 10-6 to insure compatibility and integration with the Mainstreet character, and to encourage revitalization. Architectural design shall be reviewed against the Architectural Design code contained within FCC 10-6-6 to determine compatibility, with the exception of solar photovoltaic and solar thermal energy systems as allowed by HB3516.

The proposed new development is subject to Design Review. As noted above, the applicant has requested Design Review be delayed and engaged in separately from this application for Conditional Use and the following application for Variance.

I. Trash Enclosures.

All trash enclosures shall be located in side or rear yards, and shall be screened from street or pedestrian courtyard view with a permanent solid fence or wall at least 6' high. Service shall be from an abutting alley or interior parking lot where possible. Gates opening to non-street faces may be slatted chain link.

Trash enclosures will be addressed during Design Review.

J. General Provisions.

1. Outdoor storage of materials and display of merchandise for sale shall be subject to approval by the Planning Commission.

3. Any use allowed must not cause unreasonable odor, dust, smoke, noise, vibration or appearance.

No outdoor storage is proposed. Potential conditions related to noise are addressed in the findings for FCC 10-4-11-D.

VI. PROPOSED FINDINGS: VARIANCE – PC 19 08 VAR 01 & PC 19 09 VAR 02

FLORENCE CITY CODE

TITLE 10: CHAPTER 5: ZONING VARIANCES

10-5-2: LIMITATIONS: A variance shall not be granted as a substitute for, or in lieu of, a change in zone. A variance does not apply to use regulations. The Planning Commission may grant a variance to a regulation prescribed by this Title with respect to the following:

C. Front, side or rear yards.

I. Grant only the minimum variance necessary to meet the hardship or practical difficulties.

J. Attach such conditions to the granting of all or a portion of any variance as necessary to achieve the purpose of this chapter.

PC 19 09 VAR 02-COFFEE DRIVE-THROUGH

The applicant requests a front yard variance to allow a front yard setback of approximately 31 feet maximum from the property line along Highway 101 at Lot 06600.

PC 19 08 VAR 01-CAR WASH

The applicant requests a front yard variance to allow a front yard setback of approximately 41 feet maximum from the property line along Hwy 101. As noted above, FCC 10-2-13 defines the parcel front line of a corner lot as that with the narrowest street frontage (in this case, 6th Street). As such, the applicants request for a front yard variance should be for a variance from 6th Street – approximately 65 feet. The findings in this report are therefore specific to that modified request for a front yard variance to allow a front yard setback of approximately 65 feet from the property line along 6th Street at Lot 06601.

Site conditions and criteria are addressed below.

10-5-3: APPLICATION: The application for variance shall be made in writing to the Planning Commission by the owner(s) of the land in consideration or their agent(s), duly authorized in writing. The applicant shall set forth in detail:

A. The practical difficulties and physical hardships involved.

B. Existing conditions on the site.

C. Reasons for a variance being the most practicable solution to the problem.

D. Any other pertinent information requested by the Planning Commission.

The applicant has submitted adequate information regarding the site conditions, the practical difficulties and physical hardships involved, and the need for a variance being the most practicable solution to the problems.

The applicant has submitted applications for variances which describe their needs as stated above.

10-5-4: CONDITIONS: The Planning Commission may grant a variance to a regulation prescribed by this Title if, on the basis of the petition, investigation and evidence submitted, the Planning Commission finds:

A. Strict or literal interpretation and enforcement of the specified regulations would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of this Title.

PC 19 09 VAR 02-COFFEE DRIVE-THROUGH

The proposed development includes a coffee kiosk with traffic lanes and drive-up windows on both sides of the kiosk, and a walk-up window. Strict enforcement of the 0-10 foot setback requirement would eliminate the possibility of two drive up lanes. It would also diminish the pedestrian and bicycle access to the site.

The lot shape and configuration relative to public streets and adjacent lots prevent locating the coffee kiosk within the front yard setback due to the need for access to/from public streets, queue length at the kiosk, and traffic flow through the site. Access to public streets is provided at 6th Street via shared access agreement. Traffic flow through Lot 06601 is needed to maintain continuity and maximize access to public streets. Access to two drive-up windows is needed to reduce queue lengths and accommodate two-way traffic through the site. The proposed location of the kiosk makes feasible queues on both sides of the building in addition to pedestrian oriented amenities.

PC 19 08 VAR 01-CAR WASH

The directional flow of traffic through the proposed car wash is south to north. Cars will exit the car wash facing 6th Street and the 6th Street driveway. Strict enforcement of the 0-10 foot setback requirement would have two negative implications. First, it would result in cars driving directly out of the wash and on to 6th Street, with no idling area, which poses a safety risk. Second, it would hamper the future widening and relocation of the 6th Street driveway. The Access Management Plan requires that driveway be located at least 50 feet from the Hwy 101 intersection, and widened to at least 8 feet (at present, it is located approximately 15 feet from the Hwy 101 intersection). Should the exit to the carwash be located 10 feet or less from 6th, that future relocation/widening project would result in traffic coming out of the drive through facing a curb 10 feet in front of them, with a driveway at least 30 feet to their right.

B. There are exceptional or extraordinary circumstances or conditions applicable to the property involved which do not apply generally to other properties classified in the same zoning district, or

The setbacks proposed are consistent with similar properties within the Mainstreet “A” district.

C. The granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same zoning district, and

PC 19 09 VAR 02-COFFEE DRIVE-THROUGH

The granting of this variance will not constitute a grant of special privilege.

PC 19 08 VAR 01-CAR WASH

The granting of this variance will not constitute a grant of special privilege.

D. The granting of the variance will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

PC 19 09 VAR 02-COFFEE DRIVE-THROUGH

Granting of the variance will not be detrimental to public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity. The proposed development encourages safe pedestrian, bike and vehicle access and use, which in part underlies the applicant's justification for the variance.

PC 19 08 VAR 01-CAR WASH

Granting of the variance will not be detrimental to public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity. The proposed development encourages safe pedestrian, bike and vehicle access and use, which in part underlies the applicant's justification for the variance.

10-5-5: PUBLIC HEARING: Upon receipt of a complete application for a variance, a public hearing will be scheduled in accordance with the requirements of Section 10-1-1-6 of this Title. (Ord 26, 2008)

PC 19 09 VAR 02-COFFEE DRIVE-THROUGH

The application was deemed complete on August 6, 2019. A public hearing was scheduled in accordance with the requirements of FCC 10-1 for October 22, 2019.

PC 19 08 VAR 01-CAR WASH

The application was deemed complete on August 6, 2019. A public hearing was scheduled in accordance with the requirements of FCC 10-1 for October 22, 2019.

10-5-6: EFFECTIVE DATE: A variance shall become effective at the close of the appeal period.

10-5-7: EXPIRATION OF VARIANCE: Authorization of a variance shall be void one (1) year after the date of approval of a variance application, unless a building permit has been issued and substantial construction pursuant thereto has taken place. Substantial construction shall be considered to be completion of a building foundation. The applicant may apply to the Planning Commission for a one-time extension of one (1) year maximum duration based on compliance with the following criteria:

A. The request for an extension is made in writing prior to expiration of the original approval

B. There are special or unusual circumstances that exist which warrant an extension

C. No material changes of surrounding land uses or zoning has occurred.

The Planning Commission may deny the request for an extension of a variance if new land use regulations have been adopted that affect the applicant's proposal. (Ord. 26, 2008)

At the close of the appeal period, the variances shall become effective. The authorization for the variances shall be void after October 22, 2020 unless building permits have been issued and substantial construction has taken place on each building. **(Condition 3-1)**

VII. ALTERNATIVES

1. Approve the application(s) based on the findings of compliance with City regulations.

2. Modify the findings, reasons or conditions, and approve the request(s) as modified.

3. Deny the application(s) based on the Commission's findings.

4. Continue the Public Hearing to a date certain if more information is needed.

VIII. CONCLUSIONS AND RECOMMENDATIONS

Staff finds that the proposed applications meets the requirements of City Code with conditions, and recommends approval of the conditional use permits and variance requests subject to the conditions of approval as outlined on the accompanying resolutions.

IX. EXHIBITS

PC 19 08 VAR 01-Car Wash Variance
"A" Findings of Fact
"B-1" Land Use Application & Narrative
"C" Site Plan, A102
"D" Elevations, A201
"E" Vicinity Map, A001
"F" Access Management Plan Figure 2b

“I” ODOT Referral Comments
“L” Lemhouse Testimony

PC 19 09 VAR 02-Coffee Drive-Through Variance
“A” Findings of Fact
“B-2” Land Use Application & Narrative
“C” Site Plan, A102
“D” Elevations, A201
“E” Vicinity Map, A001
“F” Access Management Plan Figure 2b
“L” Lemhouse Testimony

PC 19 10 CUP 03-Car Wash Conditional Use Permit
“A” Findings of Fact
“B-3” Land Use Application & Narrative
“C” Site Plan, A102
“D” Elevations, A201
“E” Vicinity Map, A001
“F” Access Management Plan Figure 2b
“G” Stormwater & Grading Plan, C-1.0
“H” Stormwater Memorandum
“I” ODOT Referral Comments
“J” PW Referral Comments
“K” Civil West Referral Comments
“L” Lemhouse Testimony

PC 19 11 CUP 04-Coffee Drive-Through Conditional Use Permit
“A” Findings of Fact
“B-4” Land Use Application & Narrative
“C” Site Plan, A102
“D” Elevations, A201
“E” Vicinity Map, A001
“F” Access Management Plan Figure 2b
“G” Stormwater & Grading Plan, C-1.0
“H” Stormwater Memorandum
“I” ODOT Referral Comments
“J” PW Referral Comments
“K” Civil West Referral Comments
“L” Lemhouse Testimony

RESOLUTION – PC 19 08 VAR 01

CAR WASH VARIANCE

Resolution

Exhibits

CITY OF FLORENCE
PLANNING COMMISSION

RESOLUTION PC 19 08 VAR 01

A REQUEST FOR A VARIANCE TO ALLOW A FRONT YARD SETBACK OF APPROXIMATELY 65 FEET FROM HWY 101, FOR A DRIVE-THRU CAR WASH PROPOSED BETWEEN 6TH AND 5TH STREETS ON HWY 101 (LOT 06600).

WHEREAS, application was made by Sean Randle, for a variance as required by FCC 10-1-1-4, and FCC 10-1-1-6-3 and FCC 10-5-3; and

WHEREAS, the Planning Commission met in a public hearing on October 22, 2019 as outlined in Florence City Code 10-1-1-6-3, to consider the application, evidence in the record, and testimony received, and

WHEREAS, the Planning Commission of the City of Florence, per FCC 10-5-4 and FCC 10-5-5, finds, based on the Findings of Fact, application, staff recommendation, evidence and testimony presented to them, that the application meets the applicable criteria through compliance with certain Conditions of Approval.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Florence finds, based on the Findings of Fact and the evidence in record that:

The request for an extension of the front yard setback requirement meets the applicable criteria in Florence City Code and the Florence Realization 2020 Comprehensive Plan with the conditions of approval as listed below.

Conditions of Approval:

1. Approval for shall be shown on:

"A" Findings of Fact
"B-1" Land Use Application & Narrative
"C" Site Plan, A102
"D" Elevations, A201
"E" Vicinity Map, A001
"F" Access Management Plan Figure 2b

Findings of Fact attached as Exhibit "A" are incorporated by reference and adopted in support of this decision. Any modifications to the approved plans or changes of use, except those changes relating to Building Codes, will require approval by the Community Development Director or Planning Commission/Design Review Board.

2. Regardless of the content of material presented for this Planning Commission, including application text and exhibits, staff reports, testimony and/or discussions,

the applicant agrees to comply with all regulations and requirements of the Florence City Code which are current on this date, EXCEPT where variance or deviation from such regulations and requirements has been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval. The applicant shall submit to the Community Development Department a signed "Agreement of Acceptance" of all conditions of approval prior to issuance of a building permit.

3-1. At the close of the appeal period, the variance shall become effective. The authorization for a variance shall be void after October 22, 2020 unless a building permit has been issued and substantial construction has taken place.

Informational

1. A traffic impact study is being performed by Sandow Engineering. The proposed new development will be contingent upon an adequate illustration of circulation into and on the site for the intended uses. The TIS must be completed and submitted with the Design Review application and will be analyzed during Design Review.

2. The applicant is requesting Design Review be conducted separate from the applications for a Conditional Use Permit. There is no policy that disallows this proposed order of review. Construction of the coffee stand and drive-thru carwash will be contingent on completed Design Reviews approved by the Planning Commission.

3. Applicant proposes both a new driveway approach and installation of sidewalks along public right-of-ways. Construction plans for these improvements will be required to be submitted in conjunction with a building permit. Dimensioned plans will be required with Design Review for these improvements.

ADOPTED BY THE FLORENCE PLANNING COMMISSION/DESIGN REVIEW BOARD the 22nd day of October, 2019.

JOHN MURPHEY, Chairperson DATE
Florence Planning Commission

City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439
Phone: (541) 997 - 8237
Fax: (541) 997 - 4109
www.ci.florence.or.us

Type of Request

THIS SECTION FOR OFFICE USE ONLY

☐ Type I ☐ Type II ☑ Type III ☐ Type IV

Proposal: PC 1908 VAR 01 - 586 Hwy 101 Drive-Thru Carwash

Applicant Information

Name: Sean Randle **Phone 1:** _____

E-mail Address: _____ **Phone 2:** _____

Address: _____

Signature: _____ **Date:** _____

Applicant's Representative (if any): GMA Architects

Property Owner Information

Name: Sean Randle **Phone 1:** _____

E-mail Address: _____

Address: _____

Signature: _____

Applicant's Representative (if any): _____

NOTE: *If applicant and property owner are not the same individual, a signed letter of authorization from the property owner which allows the applicant to act as the agent for the property owner must be submitted to the City along with this application. The property owner agrees to allow the Planning Staff and the Planning Commission onto the property. Please inform Planning Staff if prior notification or special arrangements are necessary.*

For Office Use Only:

Received	Approved	Exhibit
RECEIVED City of Florence AUG 06 2019 By: VMM		Exhibit B-1

Property Description

Site Address: 586 HWY 101, Florence, OR, 97439

General Description: _____

Assessor's Map No.: 18 - 12 - 27 - 44 Tax lot(s): 06601

Zoning District: Mainstreet Area A

Conditions & land uses within 300 feet of the proposed site that is one-acre or larger and **within** 100 feet of the site that is less than an acre OR add this information to the off-site conditions map (FCC 10-1-1-4-B-3): Information added to off-site conditions map

Project Description

Square feet of new: ± 1,400 sf Square feet of existing: 0 sf

Hours of operation: _____ Existing parking spaces: 0 sf

Is any project phasing anticipated? (Check One): Yes ☐ No ■

Timetable of proposed improvements: Pending land use and building permit approval, Q3 2019

Will there be impacts such as noise, dust, or outdoor storage? Yes ■ No ☐

If yes, please describe: Construction will include site work and building assembly, causing temporary noise, dust, and outdoor storage. Proposed ongoing use will not create such impacts.

Proposal: (Describe the project in detail, what is being proposed, size, objectives, and what is desired by the project. Attach additional sheets as necessary)

Applicant requests variance to front yard setback to allow improved vehicle flow and site access for proposed drive-through carwash.

Drawings and narrative attached.

For Office Use Only:

Date Submitted: _____ Fee: _____

Received by: _____

Paid ☐

GMA ARCHITECTS

VARIANCE APPLICATION

PROJECT: New Drive-through Car Wash

LOCATION: Address: 586 HWY 101, Florence, OR 97439

Tax Map 18122744, Lot 06601

ZONING: Mainstreet Area A

COMPREHENSIVE PLAN DESIGNATION: Downtown

Land Use Request:

The applicant is requesting approval of a variance to FCC 10-27-4(D) (1): "1. Front yards: Front yards may vary from 0' to 10' from back of property line...". Applicant requests that a variance be granted to allow a front yard setback of approximately 41 feet maximum from property line along Highway 101 at Lot 06601.

Criteria Applying to this Matter for the application include:

Florence City Code, Title 10:

Chapter 1, Zoning Administration: 1-6-3 Type III Review

Chapter 4, Conditional Uses: 10-4-4 Applications

Chapter 5, Zoning Variances: Sections 2 through 4

Chapter 27, Mainstreet District: Sections 1, 3 through 5

Chapter 34, Landscaping: 10-34-3-7 Buffering and Screening, 10-34-4 Street Trees

Chapter 35, Access and Circulation: Sections 2 and 3

Chapter 37, Lighting: 10-37-3 Lighting Plans Requires

FCC TITLE 10, CHAPTER 1 – ZONING ADMINISTRATION

10-1-1-6-3: Type III Reviews – Quasi-judicial land use hearings.

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

8. Variances.

Findings: The Applicant requests a Hearing in accordance with FCC Title 10 for the Variance proposed.

FCC TITLE 10, CHAPTER 4 – CONDITIONAL USES

10-4-4: Applications.

The application for a conditional use permit shall be made in writing to the Planning Commission by the owner of the land in consideration or his agent, duly authorized in writing. The application shall include the following information:

A. Site and building plans and elevations.

B. Existing conditions on the site and within three hundred feet (300') of a site that is one (1) acre or larger and within one hundred feet (100') from a site that is less than one (1) acres in size. FLORENCE CITY CODE TITLE 10 2 CONDITIONAL USES 10-4

C. Existing and proposed utility lines and easements.

D. Operational data explaining how the buildings and uses will function.

E. Any other pertinent information requested by the Planning Commission such as architectural renderings of the buildings and structures involved in the proposed development.

F. Other information and format as required by FCC 10-1-1-4.

Findings: The proposed drive-through vehicle service use is permitted Conditionally. The Applicant will submit the above-mentioned information and Application, and requests that Application be reviewed concurrent to the Variance requested herein.

FCC TITLE 10, CHAPTER 5 – ZONING VARIANCES

10-5-2: Limitations.

A variance shall not be granted as a substitute for, or in lieu of, a change in zone. A variance does not apply to use regulations. The Planning Commission may grant a variance to a regulation prescribed by this Title with respect to the following:

C. Front, side or rear yards.

Findings: The Applicant requests a variance for Front Yard Setback 10-27-4(D)(1).

10-5-3: Application.

The application for variance shall be made in writing to the Planning Commission by the owner(s) of the land in consideration or their agent(s), duly authorized in writing. The applicant shall set forth in detail:

A. The practical difficulties and physical hardships involved.

Findings: The Lot shape and configuration relative to public streets and adjacent lots prevent locating the proposed building within the front yard setback due to the need for access to/from public streets, queue length at the car wash, and traffic flow through the site. Access to public streets is provided at Rhododendron Drive and 6th Street via shared access agreement. Traffic flow through Lot 06600 is needed to maintain continuity and maximize access to public streets. Building is located away from front yard to accommodate access at north end of site and safe vehicle circulation through site.

B. Existing conditions on the site.

Findings: Site is currently undeveloped and consists primarily of gravel surfacing.

C. Reasons for a variance being the most practicable solution to the problem.

Findings: Since Lot 06501 has not been improved to allow shared parking or additional shared access to public streets, and therefore since vehicular traffic through site is required, variance allows building to be located away from front yard in order to maintain dedicated traffic lanes.

D. Any other pertinent information requested by the Planning Commission.

Findings: The Applicant will consider additional requests and respond promptly.

10-5-4: Conditions.

The Planning Commission may grant a variance to a regulation prescribed by this Title if, on the basis of the petition, investigation and evidence submitted, the Planning Commission finds:

A. Strict or literal interpretation and enforcement of the specified regulations would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of this Title.

B. There are exceptional or extraordinary circumstances or conditions applicable to the property involved which do not apply generally to other properties classified in the same zoning district, or

C. The granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same zoning district, and

D. The granting of the variance will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

Findings: The configuration of tax lots and access to Public Way create practical difficulties that would be compounded by standard setback regulations. Setbacks proposed are consistent with similar properties in the same zoning district. Proposed Development encourages safe pedestrian and vehicle access and use while improving the property for public benefit.

FCC TITLE 10, CHAPTER 27 – MAINSTREET DISTRICT

10-27-1 Purpose.

The Mainstreet District is intended to provide an area for small and medium sized commercial uses that are appropriate in a traditional, historic downtown. It is also intended to encourage revitalization of the downtown area, and to maintain adequate traffic flows on Highway 101, while providing a pedestrian friendly environment.

Findings: The proposed development is a small sized commercial use allowed conditionally in this District. The development will revitalize a lot that has remained vacant in the downtown area for years, and does not include alterations to vehicular access to or from Highway 101 (access will be abandoned prior to this application). Pedestrian enhancements include open patio space adjacent to Highway 101, significant landscape areas and

continuous landscaping along Highway 101, and conveniently located bicycle parking at the entry to the development.

10-27-3 Buildings and Uses Permitted Conditionally.

The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following:

e. Automobile repair garage

j. Restaurants, drive-in (including drive-thru and drive-up)

Findings: The proposed drive-through car wash use is similar to those listed as Conditionally approved and do not have a different or more detrimental effect upon the adjoining uses than those uses specifically permitted. Further, additional automobile-oriented uses such as parts stores and garages are permitted uses within the District. The Applicant will submit the Application for Conditional Use separate and concurrent to this Application.

10-27-4 Lot and Yard Dimensions.

A. Minimum Lot dimensions: The minimum lot width shall be 25'.

Findings: The proposed development occurs on an existing lot. Minimum lot dimensions exceed the requirement.

B. Minimum Lot Area: The minimum lot area shall be 2500 square feet.

Findings: The proposed development occurs on an existing lot. Minimum lot area exceeds the requirement.

C. Lot coverage: Up to a maximum of 90% lot coverage by buildings and other impervious surfaces.

Findings: The proposed development covers approximately 1,316 square feet, equivalent to approximately 12% of the lot.

D. Yard Regulations: Area "A":

1. Front yards: Front yards may vary from 0' to 10' from back of property line. Ten percent of the frontage, or a minimum of 6', may be utilized for pedestrian walkways connecting to interior parking lots. Upper story windows, balconies, benches and tables and awnings may encroach into the sidewalk area as long as a minimum 8' wide pedestrian way is maintained within the sidewalk area.

Findings: The Applicant requests a Variance from the Front yard Setback. Proposed setback is approximately 41' from back of property line. Pedestrian walkway connection to interior parking lot through Lot 06600 exceeds 6'. No encroachments into sidewalk are proposed.

2. Side and rear yards: Buildings may be zero lot line, provided that all Building Code requirements are met. In each block, there will be at least one opening for public access to interior parking lots. Where a commercial use abuts a residential district, a fifteen foot (15') buffer may be required.

Findings: The proposed development complies with Side and rear yard Setback. Use does not abut a residential district.

10-27-5 Site and Development Provisions A.

Building or Structural Height Limitations Area "A":

Buildings shall be a minimum of 20' in height. This measurement may include a building façade as opposed to a total building height of 20'. If a façade is used, it must be designed so that it is not readily apparent that it is only a façade.

Findings: The proposed development will comply with height and façade requirements.

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

Area "A":

A minimum of 10% landscaping is required. The calculation of the required minimum may include street trees installed and maintained by the applicant, planters and window boxes which are the property of the applicant/owner, as well as plantings within courtyard areas. All landscaping included within the 10% calculation must be installed and maintained by the applicant or his/her successors. Interior parking lots may be separated from rear courtyards by walls, fences or hedges 4' in height or less. Eating establishments may separate outdoor eating areas from parking lots and adjacent buildings or structures by a fence, wall or hedge not to exceed 6' in height. Pedestrian walkways may be separated from abutting uses by plantings or fences which allow visual surveillance of the walkway and surrounding areas. Where a commercial use abuts a residential district, see FCC 10-34-3-7-D.

Findings: The proposed development includes approximately 2,044 square feet of landscape area, equivalent to approximately 19% of the lot. Street trees are proposed at 30' intervals.

C. Access and Circulation. Refer to Section 10-35 Access and Circulation of this Title for Requirements.

2. Sidewalks abutting buildings on Highway 101, Highway 126, and local streets within the Mainstreet District shall be at least 8' in width, except collector streets within the Mainstreet District without on-street parking as described below. Sidewalk area beyond the standard 6' sidewalk width may be surfaced with pavers, brick or other similar materials. Maintenance and repair of pavers, brick, etc. are the responsibility of the business/property owner.

Findings: Sidewalks adjacent to the proposed development are currently under construction congruently with Highway 101 improvements and will be at least 8' in width.

D. Parking and Loading Spaces

Area "A":

Parking spaces may be located on-street in front of the front yard of the lot (if approved by ODOT on Highways 101/126) and/or may be in interior shared parking lots within the block where the applicant's lot is located, or in a shared lot in another block. Business/property owners are strongly encouraged to cooperate in proposing joint parking agreement areas as part of

development or redevelopment proposals. Parking will not be permitted in front yards. The Planning Commission may grant parking under a temporary arrangement if an interior or off-site shared parking lot is planned and approved, but not yet constructed, and/or may require the applicant or owner to sign a non-remonstrance agreement for parking improvements. Parking standards in Chapter 3 of this Title shall be used as a guideline for determining parking need. Bicycle racks shall be provided either in the interior parking lot, or by an entrance if located outside the required minimum 6' pedestrian walkway.

Findings: Access to parking areas is shared with adjacent property. Parking is shared with Lot 06600 and separated from street by two-way access drive. On street parking included in Highway 101 redesign along front lot line. Bicycle parking is proposed adjacent to the sidewalk along Highway 101 at Lot 06600, outside the required minimum walkway widths.

E. Vision Clearance. Refer to Section 10-2-13 and 10-35-2-14 of this Title for definitions and requirements.

Findings: The proposed development maintains Vision Clearance requirements as set forth in 10-35-2-14.

FCC TITLE 10, CHAPTER 34 – LANDSCAPING

10-34-3-7: Buffering and Screening.

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

A. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a berm; an evergreen hedge; decorative wall (masonry or similar quality material) with openings; arcade; trellis; or similar partially opaque structure 3-4 feet in height shall be established between street and driveway or parking area. See also FCC 10-3-7-D for standards specific to parking lots adjacent to the street. The required screening shall have breaks or portals to allow visibility (natural surveillance) into the site and to allow pedestrian access to any adjoining walkways. Hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number, and spacing to provide year-round screening within five (5) years after planting. Vegetative ground cover is required on all surfaces between the wall/hedge and the street/driveway line.

Findings: Evergreen hedge proposed along driveway.

10-34-4: Street trees.

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

C. Spacing and Location. Street trees shall be planted within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells on streets without planting strips, except when utility easements occupy these areas, in accordance with

the requirements of FCC 10-35-2-3 and 10-36-2-16. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity and, at a minimum, the planting area shall contain sixteen (16) square feet, or typically, a four (4) foot by four (4) foot square. In general, trees shall be spaced no more than thirty (30) feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements, and shall comply with the vision clearance standards of FCC 10-35-2-14.

Findings: Street trees proposed at location and spacing specified.

FCC TITLE 10, CHAPTER 35 – ACCESS AND CIRCULATION

10-35-2-4: State and County Access Permits.

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

Findings: Access to Highway 101 will be vacated separately and in advance of this Application as part of ongoing highway improvements. Applicant will cooperate with ODOT and acquire any permits and/or memorialize any changes prior to occupancy.

10-35-2-5: Traffic Study Requirements.

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

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

Findings: Applicant has consulted with City staff to determine level of analysis required by development proposed. Since Variance is dependent on Conditional Use Permit approval, Findings regarding TIS criteria are included in that application submitted concurrently herewith.

10-35-2-6: Conditions of Approval.

The roadway authority may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting

a land use or development approval or access permit, to ensure the safe and efficient operation of the street and highway system.

Findings: Lot 06600 and Lot 06601 are under same ownership. Access to and through properties is shared. Access to Sixth Street is existing and provided in part by access agreement to Lot 06501. Access at Rhododendron Drive via Lot 06600 will be provided.

10-35-2-7: Intersection Separation; Backing onto Public Streets.

New and modified accesses shall conform to the following standards:

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

Separation Distance from Driveway to Pavement:

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

Findings: Driveway access on South property line will be via lot 06600. Existing driveway access on North property line is approximately 16 feet east of highway 101.

B. Where the City finds that reducing the separation distance is warranted, such as:

a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or

b. planned improvements or traffic circulation patterns show a different location to be efficient and safe,

the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

Findings: The proposed access driveway at North property line is existing. Full movement access is proposed.

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

Findings: Parking areas are accessed from a two-way internal drive. Drive through access provides vehicle stacking lanes separate from the internal drive.

10-35-2-8: Access Standards.

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

Findings: Proposed access to 6th Street and to Rhododendron Street via Lot 06600. Both are lower-level street classifications than Highway 101, which the site also fronts.

10-35-2-9: Site Circulation.

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

Findings: Drive-through traffic is accommodated with vehicle stacking lane that is independent of through traffic and parking areas. Through traffic lane is continuous from Sixth Street to Rhododendron Drive. Pedestrian and bicycle connections are made from right-of-way (at Highway 101) through Lot 06600 to proposed drive-through use.

10-35-2-10: Joint and Cross Access – Requirement.

When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

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

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed drive through use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement.

Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;

B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-12: Driveway Design.

All openings onto a public right-of-way and driveways shall conform to the following:

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

Findings: Driveway approach is existing.

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

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

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review

and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

Findings: Driveway is existing and exceeds 18-foot minimum width. Site is essentially flat.

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

Findings: Driveway apron is existing.

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

Findings: Building does not exceed 150-foot distance from existing public street.

10-35-2-13: Vertical Clearances.

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

Findings: No obstructions below 13'-6" proposed at Driveway. Overhead power lines will be maintained above minimum allowable height or removed/placed below grade.

10-35-2-14: Vision Clearance.

No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

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

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

C. At the intersection of internal driveways, the minimum vision clearance shall be ten feet (10'). The sides of the minimum vision clearance triangle are the curb line or, where no curb exists, the edge of pavement. Vision clearance requirements may be modified by the

Public Works Director upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, trees trunks and similar objects. Refer to Section 10-2-13 of this Title for definition.

Findings: Intersections are signed. Vision clearance areas are maintained throughout Lot.

10-35-3: Pedestrian Access and Circulation.

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

10-35-3-1: Sidewalk Requirements:

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

1. Upon any new development of property.

2. Upon any redevelopment of property that expands the building square footage by 25% or more.

3. Upon any change of use that requires more than five additional parking spaces.

Findings: Pedestrian sidewalks are provided on street frontage. Sidewalk at Highway 101 will be upgraded as part of ongoing public improvements project.

10-35-3-2: Site Layout and Design.

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

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

Findings: Walkway System extends through site from public street to adjacent Lot 06600. Sidewalks continue around property boundary to connect to adjacent properties.

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

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

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

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

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

Findings: Walkway is continuous in direction of travel through site to adjacent Lot 06600. Walkway connects to outdoor pedestrian amenities on adjacent lot 06600, including walk-up window at coffee kiosk (effective "Primary entrance") and outdoor seating areas. Walkway connects to ADA parking access aisle for convenient access. Walkway is also oriented toward "Primary entrance" at Lot 06601, which is main employee entrance since no public entrance exists.

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

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

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

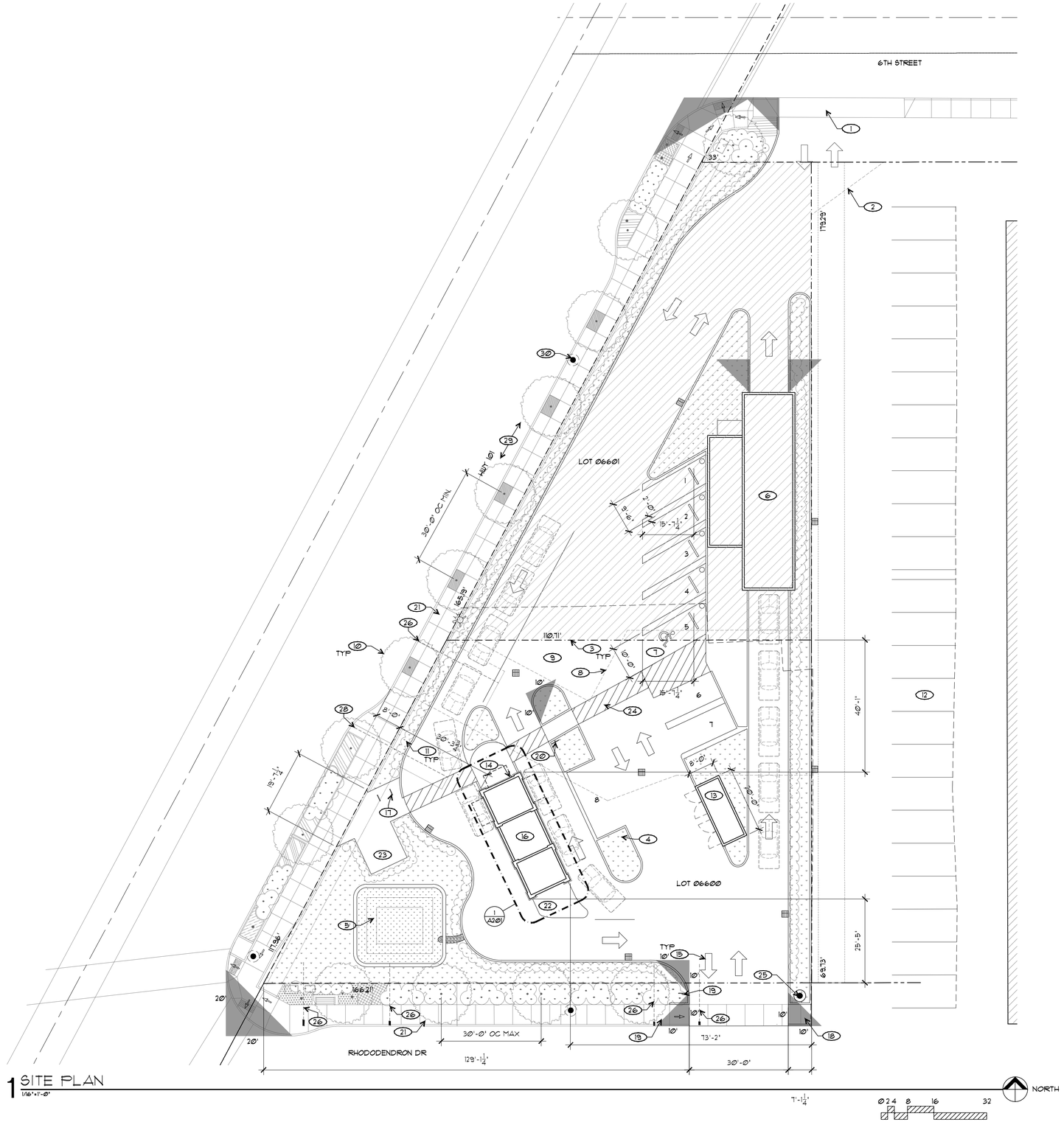
3. For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.

Findings: Building entrances are connected by pedestrian walkway. Parking, storage, and common areas are accessible. Adjacent lot is connected by public sidewalk at Rhododendron Drive.

10-37-3: Lighting plans required.

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

Findings: Applicant requests that Lighting Design be reviewed at the time of Design Review Application.



1 SITE PLAN
1/16"=1'-0"

KEY NOTES

1. MAINTAIN (E) DRIVEWAY EASEMENT
2. SHARED DRIVEWAY ACCESS EASEMENT
3. PROPERTY LINE
4. LANDSCAPE AREA, W/ AUTOMATIC IRRIGATION SYSTEM
5. STORMWATER TREATMENT FACILITY, SEE CIVIL
6. DRIVE-THROUGH CAR WASH
7. ADA PARKING SPACE W/ ACCESS AISLE
8. EASEMENT TO BE VACATED, SEE SURVEY
9. MAINTAIN 24' WIDE TRAVEL LANE
10. NEW STREET TREE
11. EVERGREEN SHRUBS PARALLEL TO DRIVE THROUGH AISLE
12. EXISTING PARKING
13. TRASH ENCLOSURE
14. WALK-UP WINDOW FOR PEDESTRIAN ACCESS
15. DIRECTIONAL TRAFFIC ARROW PAVEMENT MARKING
16. COFFEE KIOSK
17. SHORT TERM BIKE PARKING
18. VISION CLEARANCE AREA - NO VISUAL OBSTRUCTION BETWEEN 2'-6" & 8'-0" IN HEIGHT
19. POLE MOUNT STOP SIGN
20. POLE MOUNT PEDESTRIAN CROSSING SIGN
21. STREET PROFILE, LANDSCAPING, AND SIDEWALK DESIGN AS SHOWN ARE APPROXIMATE - PUBLIC IMPROVEMENTS UNDERWAY AT HIGHWAY 101 AT TIME DRAWING PREPARED
22. CONCRETE LANDING AT EMPLOYEE ACCESS
23. 12'-0" X 12'-0" CONCRETE PATIO
24. STRIPED PEDESTRIAN CROSSING
25. RELOCATE LIGHT POLE
26. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS
27. SIDEWALK RAMPS:
    MAX SLOPE: 1:12 (8.3%)
    CROSS SLOPE MAX: 1:50 (2%)
28. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS AS PART OF HIGHWAY 101 IMPROVEMENTS
29. ON-STREET PARKING
30. POWER LINE TO BE DEMOLISHED

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600 VARIANCE APPLICATION
586 HWY 101, FLORENCE, OR 97439

REVISIONS

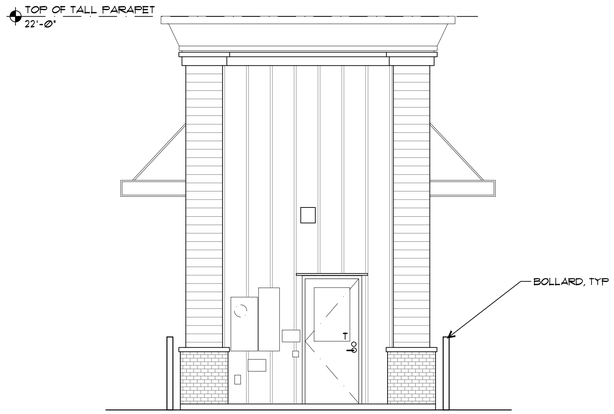
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

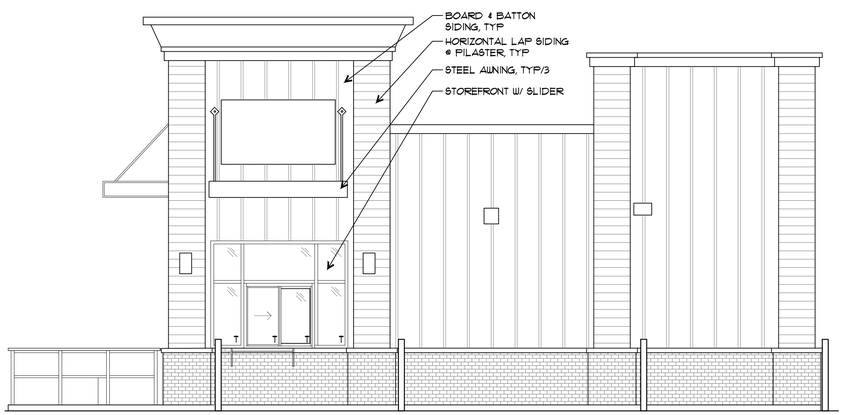
DRAWING TITLE
PROPOSED SITE PLAN

DRAWING NUMBER
A102

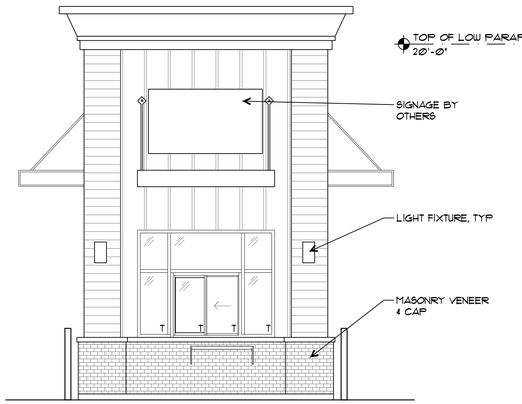
Exhibit C



2 SOUTH ELEVATION
1/4"=1'-0"

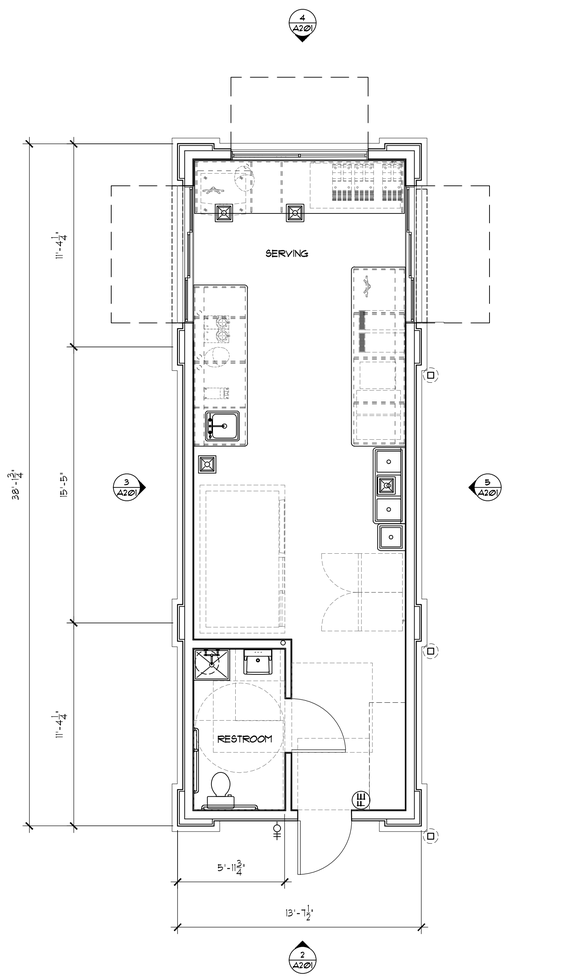


3 WEST ELEVATION
1/4"=1'-0"



4 NORTH ELEVATION
1/4"=1'-0"

5 EAST ELEVATION
1/4"=1'-0"



1 FLOOR PLAN
1/4"=1'-0"

NORTH

Exhibit D

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

OWNER INFO

LOT 06600 VARIANCE APPLICATION

586 HWY 101, FLORENCE, OR 97439

LOT 06600 VARIANCE APPLICATION

REVISIONS

SYM	DATE	REFERENCE

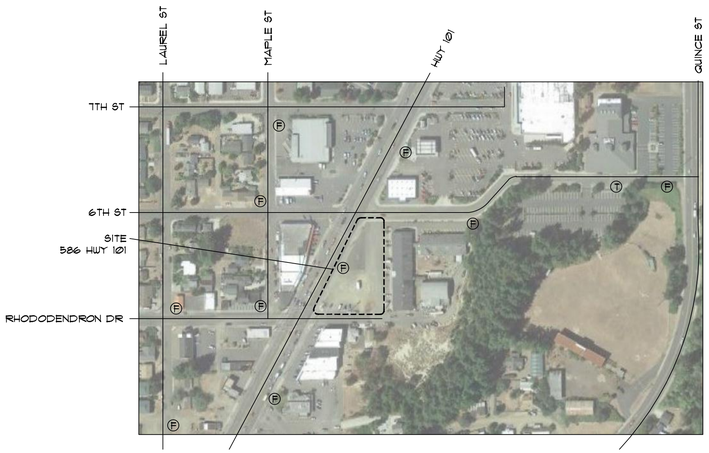
PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE

SCHEMATIC DESIGN

DRAWING NUMBER

A201



VICINITY MAP
NTS

Ⓕ FIRE HYDRANT Ⓣ TRANSIT STOP NORTH

PROJECT INFORMATION

SITE ADDRESS
586 HWY 101, FLORENCE, OR 97439

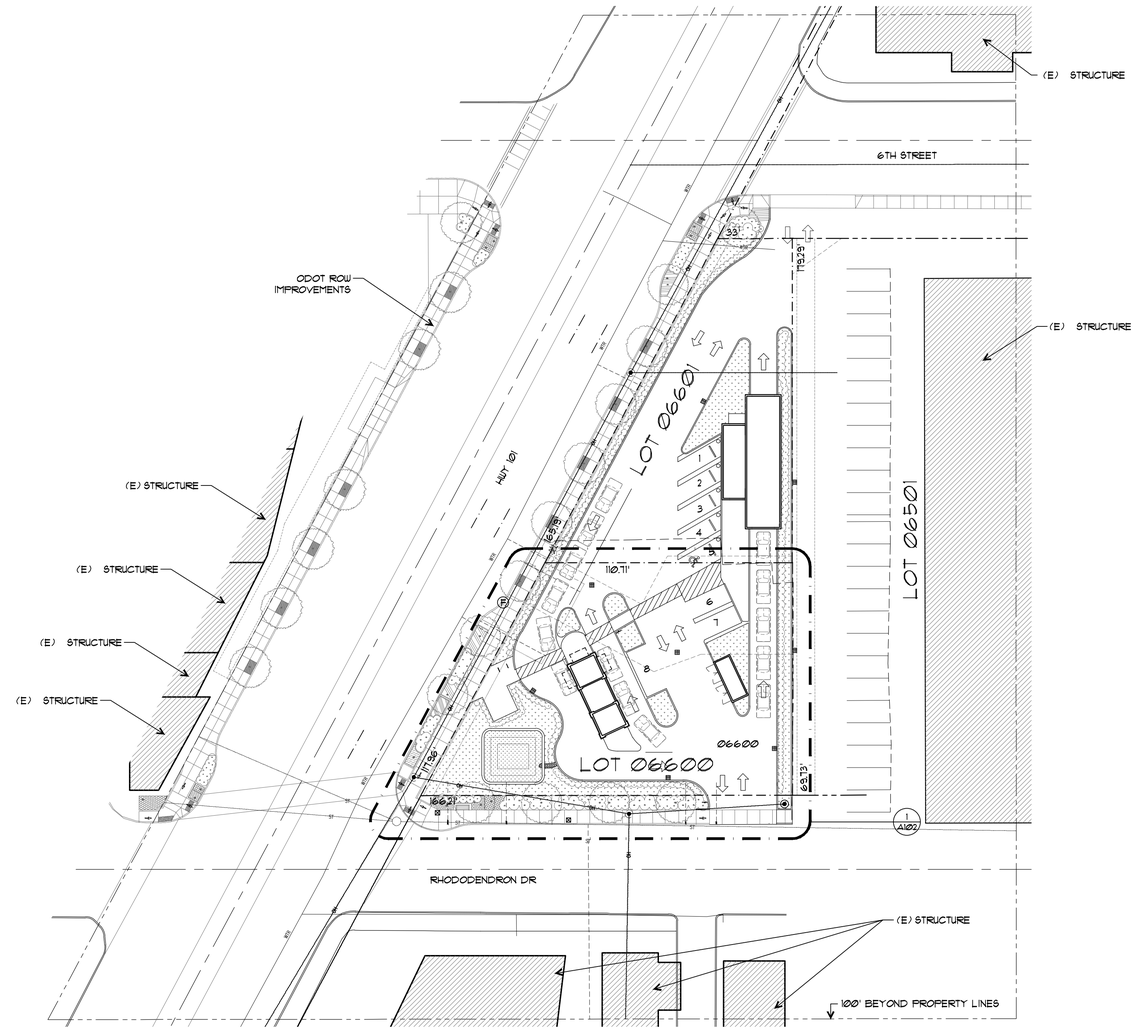
MAP + TAXLOT
18122144-06600

OWNER
RANDLE DEVELOPING LLC
2201 14TH CT
NORTH BEND, OR 97459
541.404.1298
DIAMONDSHINEOREGON@GMAIL.COM

ARCHITECT
GMA ARCHITECTS
860 W PARK STREET, SUITE 300
EUGENE, OREGON, 97401
541.344.9157
POC:
JOSEPH E. MOORE, AIA
JMOORE@GMA-ARCH.COM

CIVIL ENGINEER
OLSON & MORRIS
380 Q STREET, SUITE 200
SPRINGFIELD, OREGON, 97477
541.302.9780
POC:
KYLE MORRIS, EIT
KYLEM@OLSONMORRIS.COM

SHEET LIST



1 OVERALL SITE PLAN
1/32"=1'-0"

Ⓕ FIRE HYDRANT NORTH

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600
586 HWY 101, FLORENCE, OR 97439
VARIENCE APPLICATION

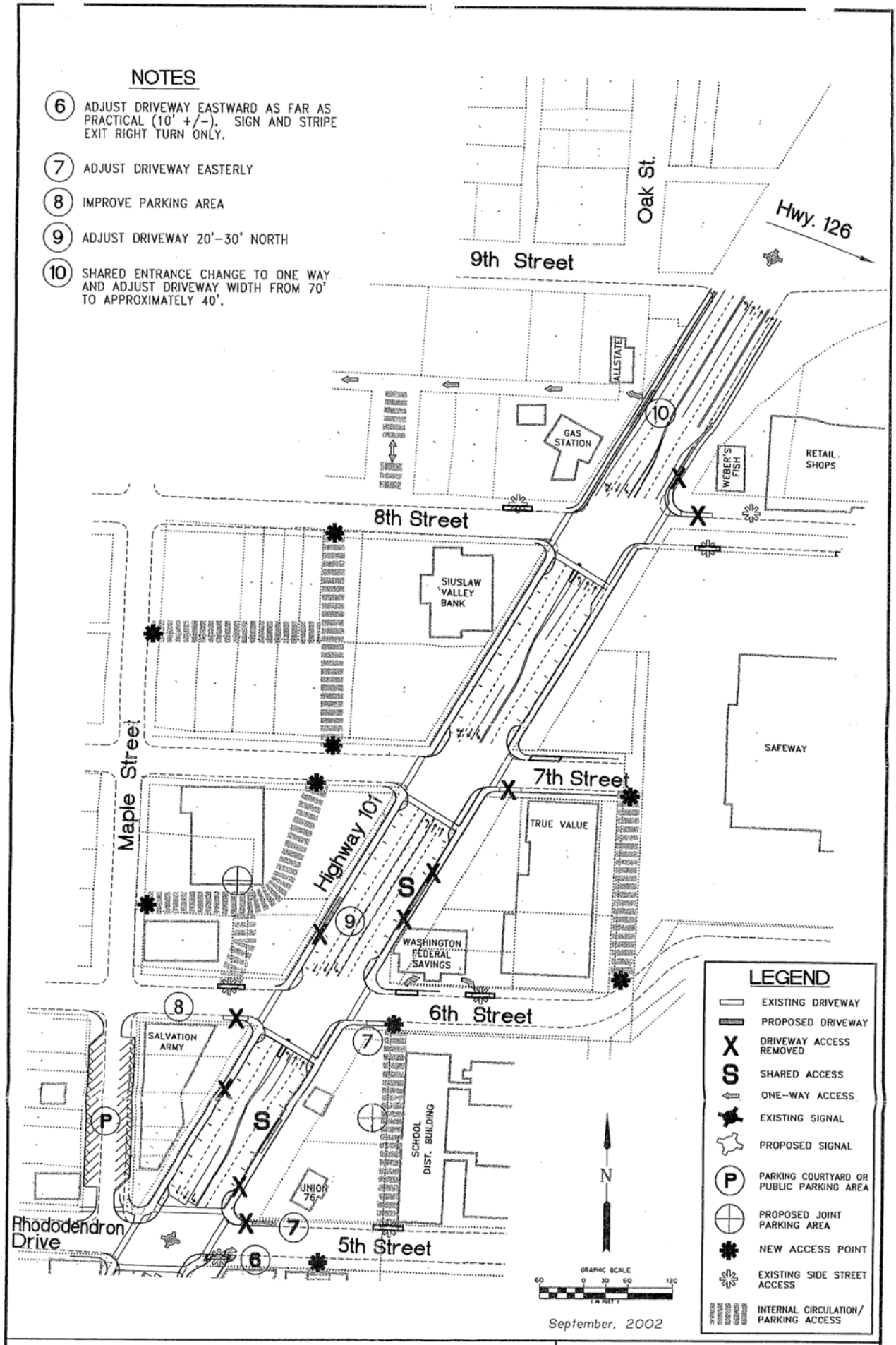
REVISIONS		
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
A001

Exhibit E



ACCESS MANAGEMENT PLAN FOR HIGHWAY 101
SIUSLAW BRIDGE TO HWY. 126

RHODODENDRON DRIVE TO HWY. 126

FIGURE 2b

Exhibit F

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

October 8, 2019 ODOT #9323

ODOT Response

Project Name: Coffee Drive Through / Car Wash	**Applicant:** Sean Randle
Jurisdiction: City of Florence	**Jurisdiction Case #:** PC 19 08 VAR01/PC 19 10 CUP 03
Site Address: Florence, OR	**Legal Description:** 18S 12W 2744 **Tax Lot(s):** 06600, 06601
State Highway: US 101	**Mileposts:** ___190.50___

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

The site plan for the proposed coffee drive through and car wash development does not include an approach to US101 and therefore ODOT access permits would not be necessary. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way.

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.	Douglas.G.BAUMGARTNER@odot.state.or.us
District 5 Contact: April Jones	541-726-2577

Exhibit I

October 11, 2019

City of Florence
Planning Department
250 HWY 101
Florence, OR 97439

To Whom It May Concern:

After review of the Notice of Public Hearing item/s PC 19 08 VAR 01 - Drive-Thru Car Wash, PC 19 09 VAR 02 - Drive-Thru Coffee Kiosk Variance, PC 19 10 CUP 03 - Drive-Thru Car Wash, PC 19 11 CUP 04 - Drive-Thru Coffee Kiosk CUP, we would like to submit testimony and/or evidence.

Our concerns are with Chapter 35: Access and Circulation.

Before the city grants a variance, our concerns are with what we see on the site design. Until we have a better idea on the congestion this could cause on 5th Street (Rhododendron Drive) east of HWY 101.

It appears that vehicles wanting to enter the property at 5th Street have multiple directions to go and vehicles leaving from the same entrance from different directions are all trying to get through a small area where the applicant is anticipating a lineup of vehicles to the car wash and coffee kiosk and would cause a backup of traffic onto 5th Street (Rhododendron Drive) east of HWY 101. That combined with the many vehicles that already use 5th Street (Rhododendron Drive) to access HWY 101 seems like there would be a problem with congestion.

Does the site design provide adequate access to the businesses without causing backup onto 5th Street (Rhododendron Drive)?

Does the site provide adequate parking for employees and patrons, so that overflow parking will not go onto Old School Furniture private parking lot, taking in consideration that I am not seeing vacuum spaces identified on the site design?

Thank you for your consideration in this matter.

Sincerely,
Mike Lemhouse

Florence Coastal Hardware
PO Box R
Florence, OR 97439

Exhibit L

RESOLUTION – PC 19 09 VAR 02

COFFEE DRIVE-THROUGH VARIANCE

Resolution

Exhibits

CITY OF FLORENCE
PLANNING COMMISSION

RESOLUTION PC 19 09 VAR 02

A REQUEST FOR A VARIANCE TO ALLOW A FRONT YARD SETBACK OF APPROXIMATELY 31 FEET FROM HWY 101, FOR A DRIVE-THRU COFFEE KIOSK PROPOSED BETWEEN 6TH AND 5TH STREETS ON HWY 101 (LOT 06600).

WHEREAS, application was made by Sean Randle, for a variance as required by FCC 10-1-1-4, and FCC 10-1-1-6-3 and FCC 10-5-3; and

WHEREAS, the Planning Commission met in a public hearing on October 22, 2019 as outlined in Florence City Code 10-1-1-6-3, to consider the application, evidence in the record, and testimony received, and

WHEREAS, the Planning Commission of the City of Florence, per FCC 10-5-4 and FCC 10-5-5, finds, based on the Findings of Fact, application, staff recommendation, evidence and testimony presented to them, that the application meets the applicable criteria through compliance with certain Conditions of Approval.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Florence finds, based on the Findings of Fact and the evidence in record that:

The request for an extension of the front yard setback requirement meets the applicable criteria in Florence City Code and the Florence Realization 2020 Comprehensive Plan with the conditions of approval as listed below.

Conditions of Approval:

1. Approval for shall be shown on:

"A" Findings of Fact
"B-2" Land Use Application & Narrative
"C" Site Plan, A102
"D" Elevations, A201
"E" Vicinity Map, A001
"F" Access Management Plan Figure 2b

Findings of Fact attached as Exhibit "A" are incorporated by reference and adopted in support of this decision. Any modifications to the approved plans or changes of use, except those changes relating to Building Codes, will require approval by the Community Development Director or Planning Commission/Design Review Board.

2. Regardless of the content of material presented for this Planning Commission, including application text and exhibits, staff reports, testimony and/or discussions,

the applicant agrees to comply with all regulations and requirements of the Florence City Code which are current on this date, EXCEPT where variance or deviation from such regulations and requirements has been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval. The applicant shall submit to the Community Development Department a signed "Agreement of Acceptance" of all conditions of approval prior to issuance of a building permit.

3-1. At the close of the appeal period, the variance shall become effective. The authorization for a variance shall be void after October 22, 2020 unless a building permit has been issued and substantial construction has taken place.

Informational

1. A traffic impact study is being performed by Sandow Engineering. The proposed new development will be contingent upon an adequate illustration of circulation into and on the site for the intended uses. The TIS must be completed and submitted with the Design Review application and will be analyzed during Design Review.

2. The applicant is requesting Design Review be conducted separate from the applications for a Conditional Use Permit. There is no policy that disallows this proposed order of review. Construction of the coffee stand and drive-thru carwash will be contingent on completed Design Reviews approved by the Planning Commission.

3. Applicant proposes both a new driveway approach and installation of sidewalks along public right-of-ways. Construction plans for these improvements will be required to be submitted in conjunction with a building permit. Dimensioned plans will be required with Design Review for these improvements.

ADOPTED BY THE FLORENCE PLANNING COMMISSION/DESIGN REVIEW BOARD the 22nd day of October, 2019.

JOHN MURPHEY, Chairperson DATE
Florence Planning Commission

City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439
Phone: (541) 997 - 8237
Fax: (541) 997 - 4109
www.ci.florence.or.us

Type of Request

THIS SECTION FOR OFFICE USE ONLY

☐ Type I ☐ Type II ☑ Type III ☐ Type IV

Proposal: PC 1909 VAR 02 - 586 Hwy 101 Drive-Thru Coffee Kiosk

Applicant Information

Name: Sean Randle Phone 1: _____

E-mail Address: _____ Phone 2: _____

Address: _____

Signature: _____ Date: _____

Applicant's Representative (if any): GMA Architects

Property Owner Information

Name: Sean Randle Phone 1: _____

E-mail Address: _____

Address: _____

Signature: _____

Applicant's _____

NOTE: *If applicant and property owner are not the same individual, a signed letter of authorization from the property owner which allows the applicant to act as the agent for the property owner must be submitted to the City along with this application. The property owner agrees to allow the Planning Staff and the Planning Commission onto the property. Please inform Planning Staff if prior notification or special arrangements are necessary.*

For Office Use Only:

RECEIVED
City of Florence
AUG 06 2019
By: VMM

Approved

Exhibit

Exhibit B-2

Property Description

Site Address: 586 HWY 101, Florence, OR, 97439

General Description:

Assessor's Map No.: 18 - 12 - 27 - 44 Tax lot(s): 06600

Zoning District: Mainstreet Area A

Conditions & land uses within 300 feet of the proposed site that is one-acre or larger and **within** 100 feet of the site that is less than an acre OR add this information to the off-site conditions map (FCC 10-1-1-4-B-3): Information added to off-site conditions map

Project Description

Square feet of new: ± 400 sf Square feet of existing: 0 sf

Hours of operation: Existing parking spaces: 0 sf

Is any project phasing anticipated? (Check One): Yes ☐ No ■

Timetable of proposed improvements: Pending land use and building permit approval, Q3 2019

Will there be impacts such as noise, dust, or outdoor storage? Yes ■ No ☐

If yes, please describe: Construction will include site work and building assembly, causing temporary noise, dust, and outdoor storage. Proposed ongoing use will not create such impacts.

Proposal: (Describe the project in detail, what is being proposed, size, objectives, and what is desired by the project. Attach additional sheets as necessary)

Applicant requests variance to front yard setback to allow improved vehicle flow and site access for proposed drive-through coffee kiosk.

Drawings and narrative attached.

For Office Use Only:

Date Submitted: Fee:

Received by:

Paid

GMA ARCHITECTS

VARIANCE APPLICATION

PROJECT: New Drive-through Coffee Kiosk

LOCATION: Address: 586 HWY 101, Florence, OR 97439

Tax Map 18122744, Lot 06600

ZONING: Mainstreet Area A

COMPREHENSIVE PLAN DESIGNATION: Downtown

Land Use Request:

The applicant is requesting approval of a variance to FCC 10-27-4(D) (1): "1. Front yards: Front yards may vary from 0' to 10' from back of property line...". Applicant requests that a variance be granted to allow a front yard setback of approximately 31 feet maximum from property line along Highway 101 at Lot 06600.

Criteria Applying to this Matter for the application include:

Florence City Code, Title 10:

Chapter 1, Zoning Administration: 1-6-3 Type III Review

Chapter 4, Conditional Uses: 10-4-4 Applications

Chapter 5, Zoning Variances: Sections 2 through 4

Chapter 27, Mainstreet District: Sections 1, 3 through 5

Chapter 34, Landscaping: 10-34-3-7 Buffering and Screening, 10-34-4 Street Trees

Chapter 35, Access and Circulation: Sections 2 and 3

Chapter 37, Lighting: 10-37-3 Lighting Plans Required

FCC TITLE 10, CHAPTER 1 – ZONING ADMINISTRATION

10-1-1-6-3: Type III Reviews – Quasi-judicial land use hearings.

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

8. Variances.

Findings: The Applicant requests a Hearing in accordance with FCC Title 10 for the Variance proposed.

FCC TITLE 10, CHAPTER 4 – CONDITIONAL USES

10-4-4: Applications.

The application for a conditional use permit shall be made in writing to the Planning Commission by the owner of the land in consideration or his agent, duly authorized in writing. The application shall include the following information:

A. Site and building plans and elevations.

B. Existing conditions on the site and within three hundred feet (300') of a site that is one (1) acre or larger and within one hundred feet (100') from a site that is less than one (1) acres in size. FLORENCE CITY CODE TITLE 10 2 CONDITIONAL USES 10-4

C. Existing and proposed utility lines and easements.

D. Operational data explaining how the buildings and uses will function.

E. Any other pertinent information requested by the Planning Commission such as architectural renderings of the buildings and structures involved in the proposed development.

F. Other information and format as required by FCC 10-1-1-4.

Findings: The proposed drive-through restaurant use is permitted Conditionally. The Applicant will submit the above-mentioned information and Application, and requests that Application be reviewed concurrent to the Variance requested herein.

FCC TITLE 10, CHAPTER 5 – ZONING VARIANCES

10-5-2: Limitations.

A variance shall not be granted as a substitute for, or in lieu of, a change in zone. A variance does not apply to use regulations. The Planning Commission may grant a variance to a regulation prescribed by this Title with respect to the following:

C. Front, side or rear yards.

Findings: The Applicant requests a variance for Front Yard Setback 10-27-4(D)(1).

10-5-3: Application.

The application for variance shall be made in writing to the Planning Commission by the owner(s) of the land in consideration or their agent(s), duly authorized in writing. The applicant shall set forth in detail:

A. The practical difficulties and physical hardships involved.

Findings: The Lot shape and configuration relative to public streets and adjacent lots prevent locating the proposed building within the front yard setback due to the need for access to/from public streets, queue length at the kiosk, and traffic flow through the site. Access to public streets is provided at Rhododendron Drive and 6th Street via shared access agreement. Traffic flow through Lot 06601 is needed to maintain continuity and maximize access to public streets. Access to two drive-up windows is needed to reduce queue lengths

sufficiently to accommodate two-way traffic through site. Subsequently, building is located as close to property line as feasible while maintaining public facing, pedestrian oriented amenities like a walk-up window while allowing vehicle queue on both sides of building.

B. Existing conditions on the site.

Findings: Site is currently undeveloped and consists primarily of gravel surfacing.

C. Reasons for a variance being the most practicable solution to the problem.

Findings: Since Lot 06501 has not been improved to allow shared parking or additional shared access to public streets, and therefore since vehicular traffic through site is required, variance allows sufficient drive-through queue lengths on two sides of the building in order to maintain dedicated traffic lanes.

D. Any other pertinent information requested by the Planning Commission.

Findings: The Applicant will consider additional requests and respond promptly.

10-5-4: Conditions.

The Planning Commission may grant a variance to a regulation prescribed by this Title if, on the basis of the petition, investigation and evidence submitted, the Planning Commission finds:

A. Strict or literal interpretation and enforcement of the specified regulations would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of this Title.

B. There are exceptional or extraordinary circumstances or conditions applicable to the property involved which do not apply generally to other properties classified in the same zoning district, or

C. The granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same zoning district, and

D. The granting of the variance will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

Findings: The configuration of tax lots and access to Public Way create practical difficulties that would be compounded by standard setback regulations. Setbacks proposed are consistent with similar properties in the same zoning district. Proposed Development encourages safe pedestrian and vehicle access and use while improving the property for public benefit.

FCC TITLE 10, CHAPTER 27 – MAINSTREET DISTRICT

10-27-1 Purpose.

The Mainstreet District is intended to provide an area for small and medium sized commercial uses that are appropriate in a traditional, historic downtown. It is also intended to encourage revitalization of the downtown area, and to maintain adequate traffic flows on Highway 101, while providing a pedestrian friendly environment.

Findings: The proposed development is a small sized commercial use allowed conditionally in this District. The development will revitalize a lot that has remained vacant in the downtown area for years, and does not include alterations to vehicular access to or from Highway 101 (access will be abandoned prior to this application). Pedestrian enhancements include open patio space adjacent to Highway 101, significant landscape areas and continuous landscaping along Highway 101, and conveniently located bicycle parking at the entry to the development.

10-27-3 Buildings and Uses Permitted Conditionally.

The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following:

j. Restaurants, drive-in (including drive-thru and drive-up)

Findings: The proposed drive-through restaurant use is permitted Conditionally. The Applicant will submit the Application for Conditional Use separate and concurrent to this Application.

10-27-4 Lot and Yard Dimensions.

A. Minimum Lot dimensions: The minimum lot width shall be 25'.

Findings: The proposed development occurs on an existing lot. Minimum lot dimensions exceed the requirement.

B. Minimum Lot Area: The minimum lot area shall be 2500 square feet.

Findings: The proposed development occurs on an existing lot. Minimum lot area exceeds the requirement.

C. Lot coverage: Up to a maximum of 90% lot coverage by buildings and other impervious surfaces.

Findings: The proposed development covers approximately 516 square feet, equivalent to approximately 4% of the lot.

D. Yard Regulations: Area "A":

1. Front yards: Front yards may vary from 0' to 10' from back of property line. Ten percent of the frontage, or a minimum of 6', may be utilized for pedestrian walkways connecting to interior parking lots. Upper story windows, balconies, benches and tables and awnings may encroach into the sidewalk area as long as a minimum 8' wide pedestrian way is maintained within the sidewalk area.

Findings: The Applicant requests a Variance from the Front yard Setback. Proposed setback is approximately 31' from back of property line. Pedestrian walkway connection to interior parking lot exceeds 6'. No encroachments into sidewalk are proposed.

2. Side and rear yards: Buildings may be zero lot line, provided that all Building Code requirements are met. In each block, there will be at least one opening for public access to interior parking lots. Where a commercial use abuts a residential district, a fifteen foot (15') buffer may be required.

Findings: The proposed development complies with Side and rear yard Setback. Use does not abut a residential district.

10-27-5 Site and Development Provisions A.

Building or Structural Height Limitations Area "A":

Buildings shall be a minimum of 20' in height. This measurement may include a building façade as opposed to a total building height of 20'. If a façade is used, it must be designed so that it is not readily apparent that it is only a façade.

Findings: The proposed development will comply with height and façade requirements.

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

Area "A":

A minimum of 10% landscaping is required. The calculation of the required minimum may include street trees installed and maintained by the applicant, planters and window boxes which are the property of the applicant/owner, as well as plantings within courtyard areas. All landscaping included within the 10% calculation must be installed and maintained by the applicant or his/her successors. Interior parking lots may be separated from rear courtyards by walls, fences or hedges 4' in height or less. Eating establishments may separate outdoor eating areas from parking lots and adjacent buildings or structures by a fence, wall or hedge not to exceed 6' in height. Pedestrian walkways may be separated from abutting uses by plantings or fences which allow visual surveillance of the walkway and surrounding areas. Where a commercial use abuts a residential district, see FCC 10-34-3-7-D.

Findings: The proposed development includes approximately 3,568 square feet of landscape area, equivalent to approximately 24% of the lot. Street trees are proposed at 30' intervals.

C. Access and Circulation. Refer to Section 10-35 Access and Circulation of this Title for Requirements.

2. Sidewalks abutting buildings on Highway 101, Highway 126, and local streets within the Mainstreet District shall be at least 8' in width, except collector streets within the Mainstreet District without on-street parking as described below. Sidewalk area beyond the standard 6' sidewalk width may be surfaced with pavers, brick or other similar materials. Maintenance and repair of pavers, brick, etc. are the responsibility of the business/property owner.

Findings: Sidewalks adjacent to the proposed development are currently under construction congruently with Highway 101 improvements and will be at least 8' in width.

D. Parking and Loading Spaces

Area "A":

Parking spaces may be located on-street in front of the front yard of the lot (if approved by ODOT on Highways 101/126) and/or may be in interior shared parking lots within the block where the applicant's lot is located, or in a shared lot in another block. Business/property owners are strongly encouraged to cooperate in proposing joint parking agreement areas as part of

development or redevelopment proposals. Parking will not be permitted in front yards. The Planning Commission may grant parking under a temporary arrangement if an interior or off-site shared parking lot is planned and approved, but not yet constructed, and/or may require the applicant or owner to sign a non-remonstrance agreement for parking improvements. Parking standards in Chapter 3 of this Title shall be used as a guideline for determining parking need. Bicycle racks shall be provided either in the interior parking lot, or by an entrance if located outside the required minimum 6' pedestrian walkway.

Findings: Access to parking areas is shared with adjacent property. Parking is not proposed in front yard. Bicycle parking is proposed adjacent to the sidewalk along Highway 101, outside the required minimum walkway widths.

E. Vision Clearance. Refer to Section 10-2-13 and 10-35-2-14 of this Title for definitions and requirements.

Findings: The proposed development maintains Vision Clearance requirements as set forth in 10-35-2-14.

FCC TITLE 10, CHAPTER 34 – LANDSCAPING

10-34-3-7: Buffering and Screening.

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

A. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a berm; an evergreen hedge; decorative wall (masonry or similar quality material) with openings; arcade; trellis; or similar partially opaque structure 3-4 feet in height shall be established between street and driveway or parking area. See also FCC 10-3-7-D for standards specific to parking lots adjacent to the street. The required screening shall have breaks or portals to allow visibility (natural surveillance) into the site and to allow pedestrian access to any adjoining walkways. Hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number, and spacing to provide year-round screening within five (5) years after planting. Vegetative ground cover is required on all surfaces between the wall/hedge and the street/driveway line.

Findings: Evergreen hedge proposed along driveway.

10-34-4: Street trees.

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

C. Spacing and Location. Street trees shall be planted within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells on streets without planting strips, except when utility easements occupy these areas, in accordance with the requirements of FCC 10-35-2-3 and 10-36-2-16. Street tree spacing shall be based

upon the type of tree(s) selected and the canopy size at maturity and, at a minimum, the planting area shall contain sixteen (16) square feet, or typically, a four (4) foot by four (4) foot square. In general, trees shall be spaced no more than thirty (30) feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements, and shall comply with the vision clearance standards of FCC 10-35-2-14.

Findings: Street trees proposed at location and spacing specified.

FCC TITLE 10, CHAPTER 35 – ACCESS AND CIRCULATION

10-35-2-4: State and County Access Permits.

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

Findings: Access to Highway 101 will be vacated separately and in advance of this Application as part of ongoing highway improvements. Applicant will cooperate with ODOT and acquire any permits and/or memorialize any changes prior to occupancy.

10-35-2-5: Traffic Study Requirements.

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

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

Findings: Applicant has consulted with City staff to determine level of analysis required by development proposed. Since Variance is dependent on Conditional Use Permit approval, Findings regarding TIS criteria are included in that application submitted concurrently herewith.

10-35-2-6: Conditions of Approval.

The roadway authority may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a

frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting a land use or development approval or access permit, to ensure the safe and efficient operation of the street and highway system.

Findings: Lot 06600 and Lot 06601 are under same ownership. Access to and through properties is shared. Access to Sixth Street is existing and provided in part by access agreement to Lot 06501. Applicant proposes demolishing the west-most access driveway at Rhododendron Drive and relocating the east-most driveway access approximately 8 feet east of the current location. Driveway will also be widened to approximately 30 feet.

10-35-2-7: Intersection Separation; Backing onto Public Streets.

New and modified accesses shall conform to the following standards:

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

Separation Distance from Driveway to Pavement:

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

Findings: Proposed driveway access on south property line is approximately 129 feet east of Highway 101.

B. Where the City finds that reducing the separation distance is warranted, such as:

a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or

b. planned improvements or traffic circulation patterns show a different location to be efficient and safe,

the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

Findings: The proposed access driveway is located on the south side of the property, as far from the street as possible. Full movement access is proposed.

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

Findings: Parking areas are accessed from a two-way internal drive. Drive through access provides vehicle stacking lanes separate from the internal drive.

10-35-2-8: Access Standards.

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

Findings: Proposed access to Rhododendron Street, and by means of private access drive through Lot 06601, to Sixth Street. Both are lower-level street classifications than Highway 101, which the site also fronts.

10-35-2-9: Site Circulation.

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

Findings: Drive-through traffic is accommodated with vehicle stacking lanes that are independent of through traffic and parking areas. Through traffic lane is continuous from Sixth Street to Rhododendron Drive. Pedestrian and bicycle connections are made from right-of-way (at Highway 101) to proposed drive-through use. This connection continues to the building on Lot 06601. A walk-up window is proposed facing Highway 101 for pedestrian use.

10-35-2-10: Joint and Cross Access – Requirement.

When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

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

3. Fire Code Official-approved turnaround for service drives or driveways over 150 feet long.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement.

Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;

B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-12: Driveway Design.

All openings onto a public right-of-way and driveways shall conform to the following:

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

Findings: Driveway to Lot 06600 located on local street as far from Highway 101 as feasible. Location relative to Lot also accommodates maximum queue length for vehicle stacking and separate through traffic and parking access.

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

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

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of

12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

Findings: Driveway is designed for two-way traffic and exceeds 18-foot minimum width. Site is essentially flat.

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

Findings: Driveway apron and sidewalk are designed for transition up and down within right-of-way and for compliance with ADA requirements. Apron walkway exceeds three (3) foot minimum width.

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

Findings: Building does not exceed 150-foot distance from existing public street.

10-35-2-13: Vertical Clearances.

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

Findings: No obstructions below 13'-6" proposed at Driveway. Overhead power lines will be maintained above minimum allowable height.

10-35-2-14: Vision Clearance.

No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

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

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

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

Findings: Intersections are signed. Vision clearance areas are maintained throughout Lot.

10-35-3: Pedestrian Access and Circulation.

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

10-35-3-1: Sidewalk Requirements:

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

1. Upon any new development of property.

2. Upon any redevelopment of property that expands the building square footage by 25% or more.

3. Upon any change of use that requires more than five additional parking spaces.

Findings: Pedestrian sidewalks are provided on street frontage. Sidewalk at Highway 101 will be upgraded as part of ongoing public improvements project. Sidewalk will be newly constructed at Rhododendron Drive.

10-35-3-2: Site Layout and Design.

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

A. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development, and to existing or planned offsite adjacent trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property with a previously reserved public access

easement for this purpose in accordance with the provisions of Section 10-35-2, Vehicular Access and Circulation, and Section 10-36-2 Street Standards.

Findings: Walkway System extends through site from public street to adjacent Lot 06601. Sidewalks continue around property boundary to connect to adjacent properties.

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

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

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

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

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

Findings: Walkway is continuous in direction of travel through site to adjacent Lot 06601. Walkway connects to outdoor pedestrian amenities on site, including walk-up window at coffee kiosk (effective "Primary entrance") and outdoor seating areas. Walkway connects to ADA parking access aisle for convenient access. Walkway is also oriented toward "Primary entrance" of commercial building at Lot 06601, which is main employee entrance since no public entrance exists.

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

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

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

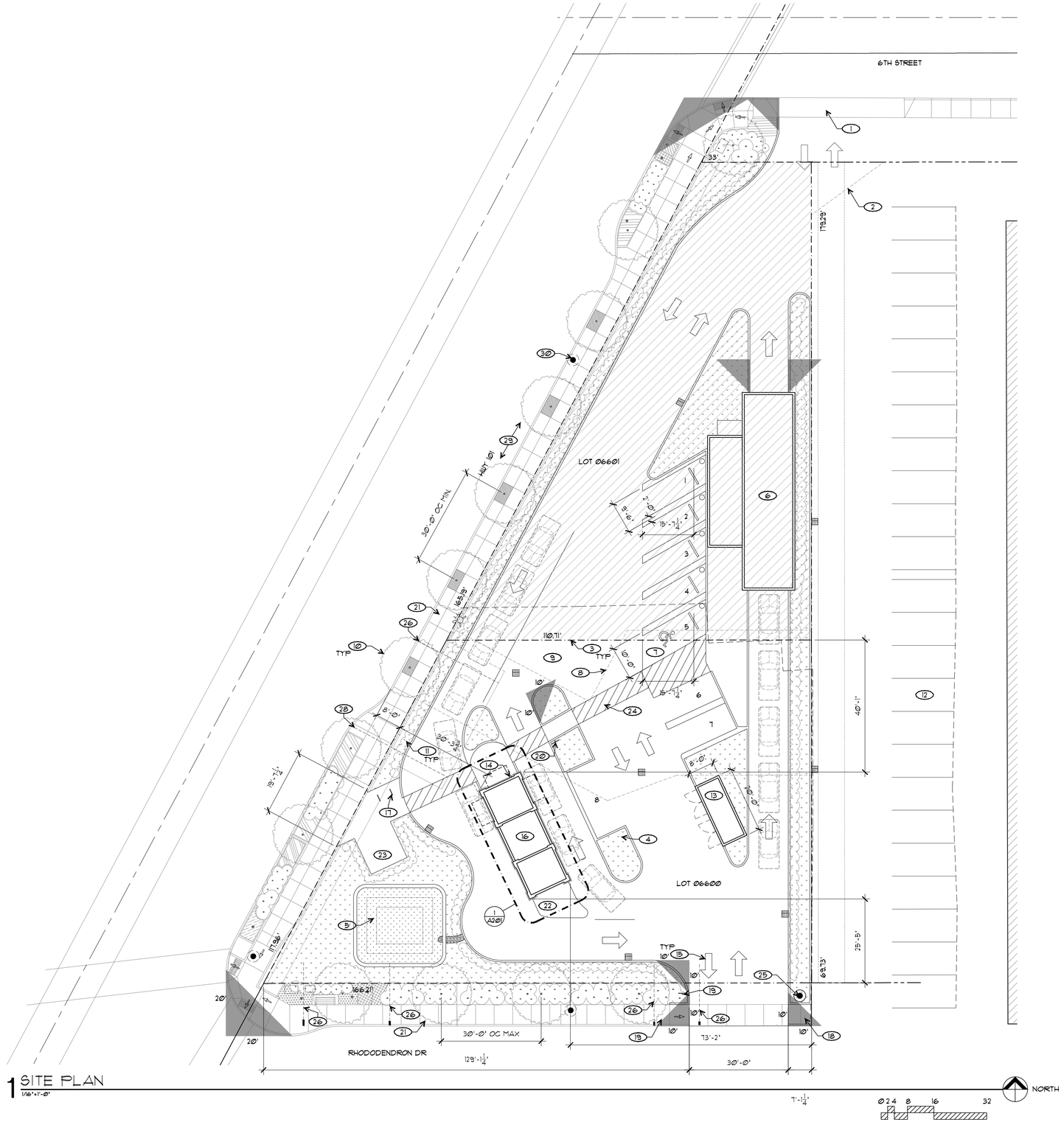
3. For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.

Findings: Building entrances are connected by pedestrian walkway. Parking, storage, and common areas are accessible. Adjacent lot is connected by public sidewalk at Rhododendron Drive.

10-37-3: Lighting plans required.

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

Findings: Applicant requests that Lighting Design be reviewed at the time of Design Review Application.



1 SITE PLAN
1/16"=1'-0"

KEY NOTES

1. MAINTAIN (E) DRIVEWAY EASEMENT
2. SHARED DRIVEWAY ACCESS EASEMENT
3. PROPERTY LINE
4. LANDSCAPE AREA, W/ AUTOMATIC IRRIGATION SYSTEM
5. STORMWATER TREATMENT FACILITY, SEE CIVIL
6. DRIVE-THROUGH CAR WASH
7. ADA PARKING SPACE W/ ACCESS AISLE
8. EASEMENT TO BE VACATED, SEE SURVEY
9. MAINTAIN 24' WIDE TRAVEL LANE
10. NEW STREET TREE
11. EVERGREEN SHRUBS PARALLEL TO DRIVE THROUGH AISLE
12. EXISTING PARKING
13. TRASH ENCLOSURE
14. WALK-UP WINDOW FOR PEDESTRIAN ACCESS
15. DIRECTIONAL TRAFFIC ARROW PAVEMENT MARKING
16. COFFEE KIOSK
17. SHORT TERM BIKE PARKING
18. VISION CLEARANCE AREA - NO VISUAL OBSTRUCTION BETWEEN 2'-6" & 8'-0" IN HEIGHT
19. POLE MOUNT STOP SIGN
20. POLE MOUNT PEDESTRIAN CROSSING SIGN
21. STREET PROFILE, LANDSCAPING, AND SIDEWALK DESIGN AS SHOWN ARE APPROXIMATE - PUBLIC IMPROVEMENTS UNDERWAY AT HIGHWAY 101 AT TIME DRAWING PREPARED
22. CONCRETE LANDING AT EMPLOYEE ACCESS
23. 12'-0" X 12'-0" CONCRETE PATIO
24. STRIPED PEDESTRIAN CROSSING
25. RELOCATE LIGHT POLE
26. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS
27. SIDEWALK RAMPS:
    MAX SLOPE: 1:12 (8.3%)
    CROSS SLOPE MAX: 1:50 (2%)
28. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS AS PART OF HIGHWAY 101 IMPROVEMENTS
29. ON-STREET PARKING
30. POWER LINE TO BE DEMOLISHED

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PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600 VARIANCE APPLICATION
586 HWY 101, FLORENCE, OR 97439

REVISIONS

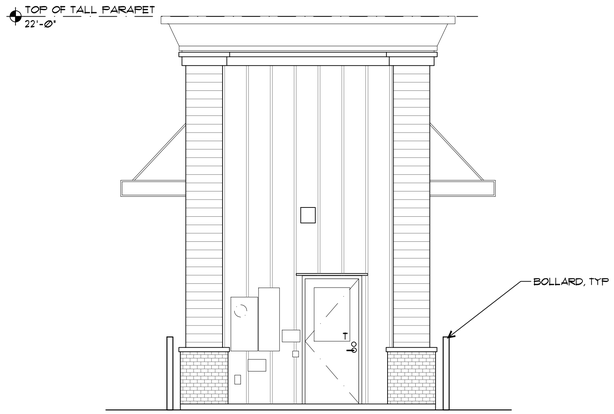
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

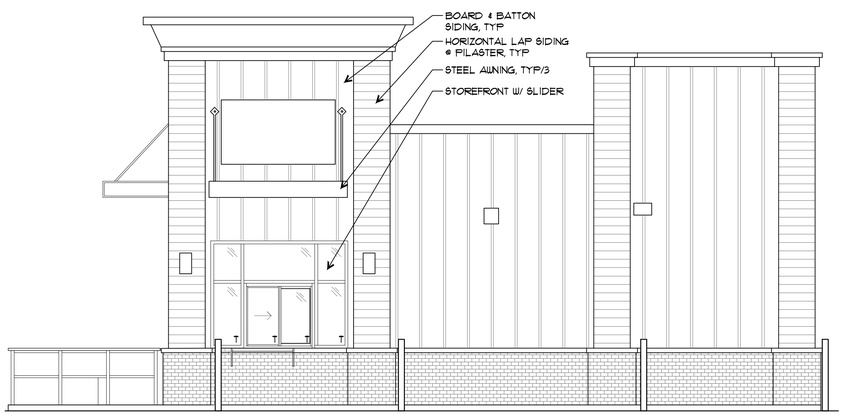
DRAWING TITLE
PROPOSED SITE PLAN

DRAWING NUMBER
A102

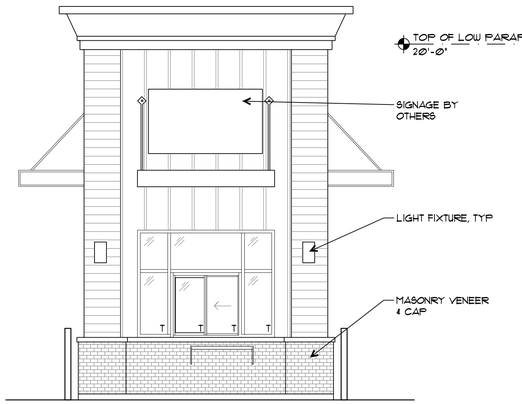
Exhibit C



2 SOUTH ELEVATION
1/4"=1'-0"

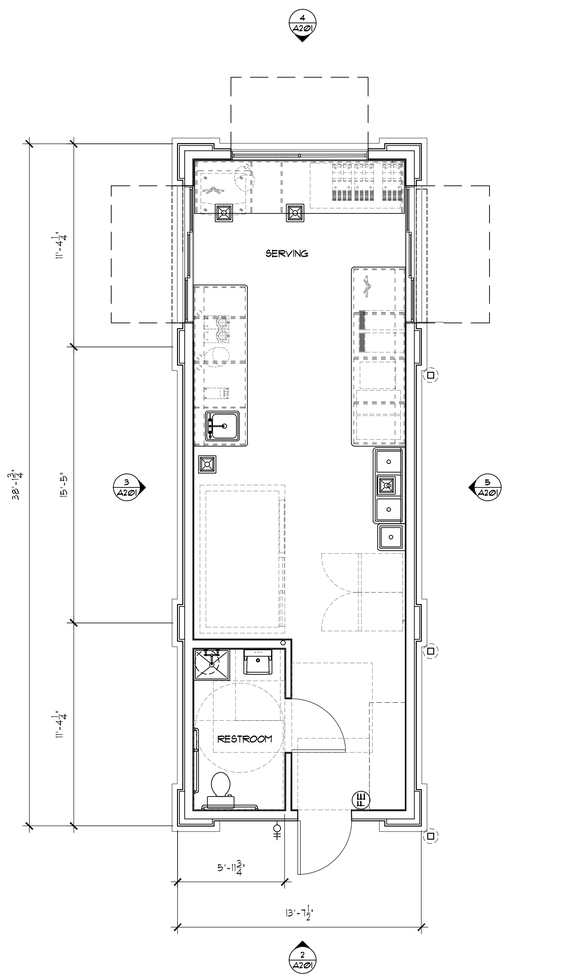


3 WEST ELEVATION
1/4"=1'-0"



4 NORTH ELEVATION
1/4"=1'-0"

5 EAST ELEVATION
1/4"=1'-0"



1 FLOOR PLAN
1/4"=1'-0"

NORTH

Exhibit D

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

OWNER INFO

LOT 06600 VARIANCE APPLICATION

586 HWY 101, FLORENCE, OR 97439

LOT 06600 VARIANCE APPLICATION

REVISIONS

SYM	DATE	REFERENCE

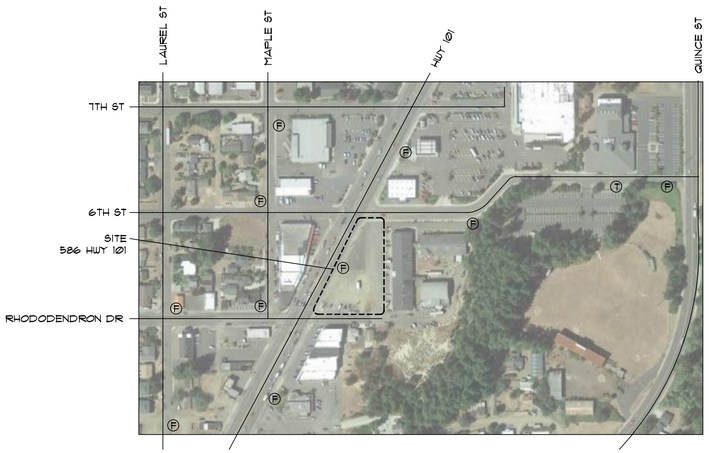
PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE

SCHEMATIC DESIGN

DRAWING NUMBER

A201



VICINITY MAP
NTS

Ⓕ FIRE HYDRANT Ⓣ TRANSIT STOP NORTH

PROJECT INFORMATION

SITE ADDRESS
586 HWY 101, FLORENCE, OR 97439

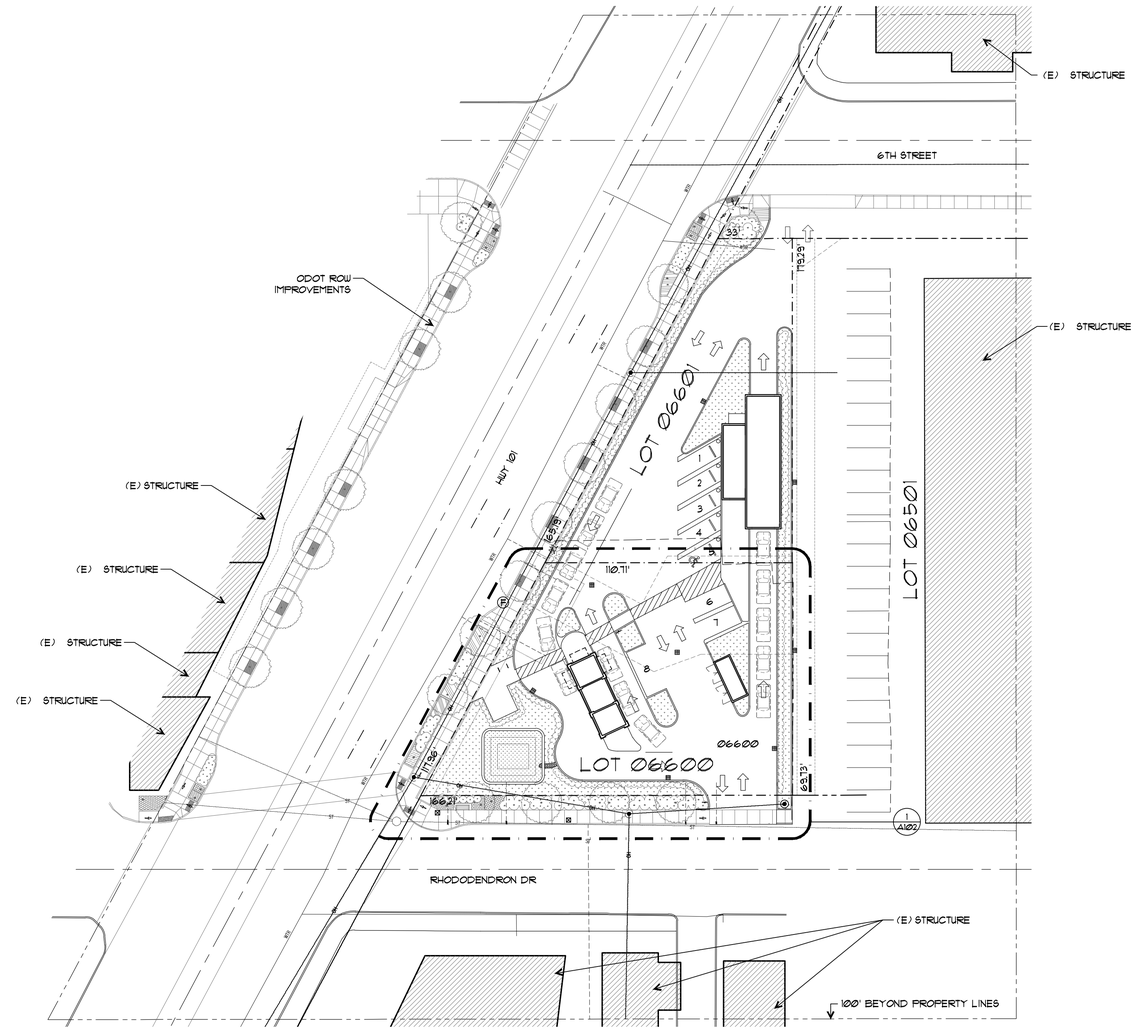
MAP + TAXLOT
18122144-06600

OWNER
RANDLE DEVELOPING LLC
2201 14TH CT
NORTH BEND, OR 97459
541.404.1298
DIAMONDSHINEOREGON@GMAIL.COM

ARCHITECT
GMA ARCHITECTS
860 W PARK STREET, SUITE 300
EUGENE, OREGON, 97401
541.344.9157
POC:
JOSEPH E. MOORE, AIA
JMOORE@GMA-ARCH.COM

CIVIL ENGINEER
OLSON & MORRIS
380 Q STREET, SUITE 200
SPRINGFIELD, OREGON, 97477
541.302.9780
POC:
KYLE MORRIS, EIT
KYLEM@OLSONMORRIS.COM

SHEET LIST



1 OVERALL SITE PLAN
1/32"=1'-0"

Ⓕ FIRE HYDRANT NORTH

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600
586 HWY 101, FLORENCE, OR 97439
VARIENCE APPLICATION

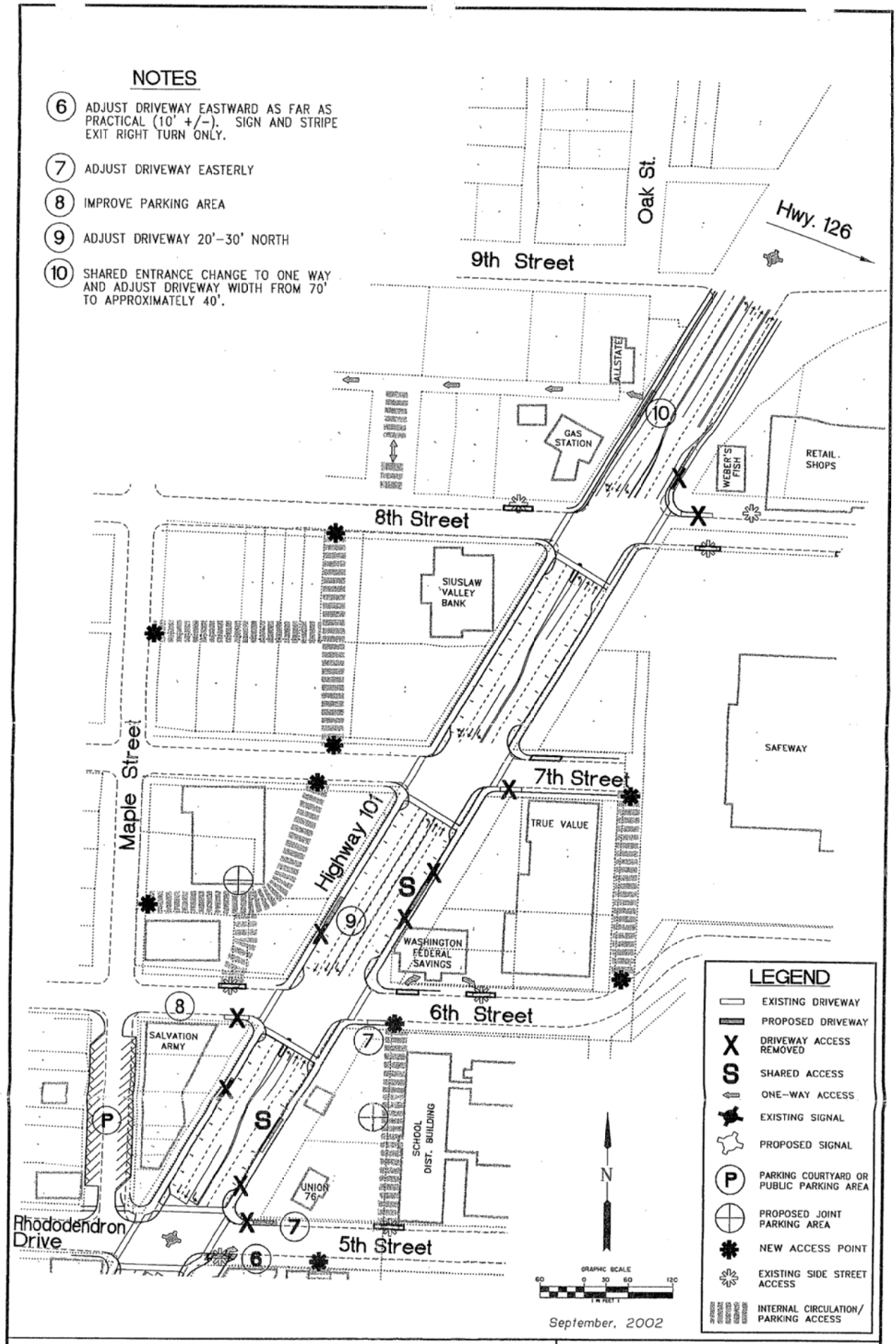
REVISIONS		
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
A001

Exhibit E



ACCESS MANAGEMENT PLAN FOR HIGHWAY 101
SIUSLAW BRIDGE TO HWY. 126

RHODODENDRON DRIVE TO HWY. 126

FIGURE 2b

Exhibit F

October 11, 2019

City of Florence
Planning Department
250 HWY 101
Florence, OR 97439

To Whom It May Concern:

After review of the Notice of Public Hearing item/s PC 19 08 VAR 01 - Drive-Thru Car Wash, PC 19 09 VAR 02 - Drive-Thru Coffee Kiosk Variance, PC 19 10 CUP 03 - Drive-Thru Car Wash, PC 19 11 CUP 04 - Drive-Thru Coffee Kiosk CUP, we would like to submit testimony and/or evidence.

Our concerns are with Chapter 35: Access and Circulation.

Before the city grants a variance, our concerns are with what we see on the site design. Until we have a better idea on the congestion this could cause on 5th Street (Rhododendron Drive) east of HWY 101.

It appears that vehicles wanting to enter the property at 5th Street have multiple directions to go and vehicles leaving from the same entrance from different directions are all trying to get through a small area where the applicant is anticipating a lineup of vehicles to the car wash and coffee kiosk and would cause a backup of traffic onto 5th Street (Rhododendron Drive) east of HWY 101. That combined with the many vehicles that already use 5th Street (Rhododendron Drive) to access HWY 101 seems like there would be a problem with congestion.

Does the site design provide adequate access to the businesses without causing backup onto 5th Street (Rhododendron Drive)?

Does the site provide adequate parking for employees and patrons, so that overflow parking will not go onto Old School Furniture private parking lot, taking in consideration that I am not seeing vacuum spaces identified on the site design?

Thank you for your consideration in this matter.

Sincerely,
Mike Lemhouse

Florence Coastal Hardware
PO Box R
Florence, OR 97439

Exhibit L

RESOLUTION – PC 19 10 CUP 03

CAR WASH CONDITIONAL USE PERMIT

Resolution

Exhibits

CITY OF FLORENCE
PLANNING COMMISSION

RESOLUTION PC 19 10 CUP 03

A REQUEST FOR A CONDITIONAL USE PERMIT TO DEVELOP A DRIVE-THRU CAR WASH IN THE MAINSTREET AREA "A" ZONE, ON HWY 101, BETWEEN 6TH AND 5TH STREETS (LOT 06601).

WHEREAS, application was made by Sean Randle, for a conditional use permit as required by FCC 10-1-1-4, and FCC 10-1-1-6-3 and FCC 10-4-4; and

WHEREAS, the Planning Commission met in a public hearing on October 22, 2019 as outlined in Florence City Code 10-1-1-6-3, to consider the application, evidence in the record, and testimony received, and

WHEREAS, the Planning Commission determined per FCC 10-4-6, after review of the application, testimony and evidence in the record, that the application meets the criteria through compliance with certain Conditions of Approval; and

WHEREAS, the Planning Commission of the City of Florence finds, based on the Findings of Fact, application, staff recommendation, evidence and testimony presented to them, that the application meets the applicable criteria through compliance with certain Conditions of Approval.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Florence finds, based on the Findings of Fact and the evidence in record that:

The request for a Conditional Use Permit meets the applicable criteria in Florence City Code and the Florence Realization 2020 Comprehensive Plan with the conditions of approval as listed below.

Conditions of Approval:

1. Approval for shall be shown on:

PC 19 10 CUP 03-Car Wash Conditional Use Permit
"A" Findings of Fact
"B-3" Land Use Application & Narrative
"C" Site Plan, A102
"D" Elevations, A201
"E" Vicinity Map, A001
"F" Access Management Plan Figure 2b
"G" Stormwater & Grading Plan, C-1.0
"H" Stormwater Memorandum
"I" ODOT Referral Comments
"J" PW Referral Comments

Findings of Fact attached as Exhibit "A" are incorporated by reference and adopted in support of this decision. Any modifications to the approved plans or changes of use, except those changes relating to Building Codes, will require approval by the Community Development Director or Planning Commission/Design Review Board.

2. Regardless of the content of material presented for this Planning Commission, including application text and exhibits, staff reports, testimony and/or discussions, the applicant agrees to comply with all regulations and requirements of the Florence City Code which are current on this date, EXCEPT where variance or deviation from such regulations and requirements has been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval. The applicant shall submit to the Community Development Department a signed "Agreement of Acceptance" of all conditions of approval prior to issuance of a building permit.

3. The authorization for a Conditional Use Permit shall be void after October 22, 2020 unless a building permit has been issued and substantial construction has taken place.

4. Prior to issuance of a building permit for this site the applicant is required to sign a non-remonstrance agreement with the City regarding improvements to the driveway access on 6th Street. In accordance with the Access Management Plan, the shared driveway along 6th Street must be located further to the east (at least 50 feet from Hwy 101), and widened to at least 8 feet. Non-remonstrance will be executed in conjunction with the development of the property to the east and include financial participation and easements as needed for the shared access reconstruction at 6th Street.

5. Sidewalk extension on 6th Street will be required in conjunction with the relocation of the 6th Street driveway.

6. Easements are required to implement the Access Management Plan shared access between this development site and the Old School Furniture Site to the east. Once cross easements are made by the eastern property owner, a maintenance agreement would be required.

7. If the sewer service is to come from 5th Street, a private utility easement for the sewer line, to service the car wash, will be necessary, because the line crosses one property to serve the other. (If sewer service for the car wash comes from 6th Street: cutting of the new pavement that is installed as part of Revision Florence will not be allowed without a significant paving patch (full street width to match what was completed by the Revision Florence project).

8. The applicant must modify or clarify their proposed stormwater plan as follows: (1) the proposed catch basin at the southeastern edge of the property, along 5th Street, must be a storm inlet (catch basins are not allowed). (2) There must be a manhole added at the proposed 90 degree bend connecting the 8-inch storm line running north-south along the eastern boundary of the property, and the proposed line that runs east-west along 5th Street. (3) The City's records show the existing storm line that runs east-west along 5th Street is an 8-inch line; the applicants plan show it as a 10-inch line. It is unclear if that applicant plans to upsize the line, or if their label is incorrect.

9. There is an overhead wire extending from Highway 101 east across Tax Lot 6601 (northern lot). The site plans propose to remove the overhead wire. No other overhead wires are illustrated and labeled. All new utilities will be required to be undergrounded.

10. The 5th Street roadway will need to be reconstructed to handle the increased traffic resulting from the new development.

11. Proposed noise levels from the car wash dryer, vacuum cleaners and speakers shall be provided with the Design Review applications. Mitigation measures are recommended to accompany applications.

Informational

1. A traffic impact study is being performed by Sandow Engineering. The proposed new development will be contingent upon an adequate illustration of circulation into and on the site for the intended uses. The TIS must be completed and submitted with the Design Review application and will be analyzed during Design Review.

2. The applicant is requesting Design Review be conducted separate from the applications for a Conditional Use Permit. There is no policy that disallows this proposed order of review. Construction of the coffee stand and drive-thru carwash will be contingent on completed Design Reviews approved by the Planning Commission.

3. Applicant proposes both a new driveway approach and installation of sidewalks along public right-of-ways. Construction plans for these improvements will be required to be submitted in conjunction with a building permit. Dimensioned plans will be required with Design Review for these improvements.

ADOPTED BY THE FLORENCE PLANNING COMMISSION/DESIGN REVIEW BOARD the 22nd day of October, 2019.

JOHN MURPHEY, Chairperson DATE
Florence Planning Commission

City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439
Phone: (541) 997 – 8237
Fax: (541) 997 – 4109
www.ci.florence.or.us

Type of Request

THIS SECTION FOR OFFICE USE ONLY

☐ Type I ☐ Type II ☑ Type III ☐ Type IV

Proposal: PC 19 10 CUP 03-586 Hwy 101 Drive Thru car wash

Applicant Information

Name: Sean Randle **Phone 1:**

E-mail Address: **Phone 2:**

Address:

Signature: **Date:**

Applicant's Representative (if any): GMA Architects

Property Owner Information

Name: Sean Randle **Phone 1:**

E-mail Address:

Address:

Signature:

Applicant's Representative (if any):

NOTE: *If applicant and property owner are not the same individual, a signed letter of authorization from the property owner which allows the applicant to act as the agent for the property owner must be submitted to the City along with this application. The property owner agrees to allow the Planning Staff and the Planning Commission onto the property. Please inform Planning Staff if prior notification or special arrangements are necessary.*

For Office Use Only:

Received
RECEIVED
City of Florence
AUG 06 2019
By: VMM

Approved

Exhibit
Exhibit B-3

Property Description

Site Address: 586 HWY 101, Florence, OR, 97439

General Description: _____

Assessor's Map No.: 18 - 12 - 27 - 44 Tax lot(s): 06601

Zoning District: Mainstreet Area A

Conditions & land uses within 300 feet of the proposed site that is one-acre or larger and **within** 100 feet of the site that is less than an acre OR add this information to the off-site conditions map (FCC 10-1-1-4-B-3): Information added to off-site conditions map

Project Description

Square feet of new: ± 1,400 sf Square feet of existing: 0 sf

Hours of operation: _____ Existing parking spaces: 0 sf

Is any project phasing anticipated? (Check One): Yes ☐ No ☒

Timetable of proposed improvements: _____

Will there be impacts such as noise, dust, or outdoor storage? Yes ☒ No ☐

If yes, please describe: Construction will include site work and building assembly, causing temporary noise, dust, and outdoor storage. Proposed ongoing use will not create such impacts.

Proposal: (Describe the project in detail, what is being proposed, size, objectives, and what is desired by the project. Attach additional sheets as necessary)

Applicant requests Conditional Use to allow proposed drive-through carwash. Drawings and narrative attached.

For Office Use Only:

Date Submitted: _____ Fee: _____

Received by: _____

Paid

GMA ARCHITECTS

CONDITIONAL USE APPLICATION

PROJECT: New Drive-through Car Wash

LOCATION: Address: 586 HWY 101, Florence, OR 97439

Tax Map 18122744, Lot 06601

ZONING: Mainstreet Area A

COMPREHENSIVE PLAN DESIGNATION: Downtown

Land Use Request:

The applicant is requesting approval of a Conditional Use Permit to allow drive-through car washing service on site. Floor area of proposed structure is approximately 1,400 square feet. Facility runs automatically and is designed for one-way traffic, with single lane entry and exit.

Criteria Applying to this Matter for the application include:

Florence City Code, Title 10:

Chapter 1, Zoning Administration: 10-1-1-4-E-2, Criteria for Warranting a Traffic Impact Study, 10-1-1-6-3 Type III Review

Chapter 4, Conditional Uses: 10-4-4 Applications, 10-4-10 General Criteria, 10-4-12-D Additional Conditions

Chapter 5, Zoning Variances: 10-5-3 Application

Chapter 27, Mainstreet District: Sections 1, 3

Chapter 35, Access and Circulation: Sections 2 and 3

Chapter 37y, Lighting: 10-37-3 Lighting Plans Required

FCC TITLE 10, CHAPTER 1 – ZONING ADMINISTRATION

10-1-1-4-E-2 Criteria for Warranting a Traffic Impact Study.

All traffic impact studies shall be prepared by a professional engineer in accordance with the requirements of the road authority. The City shall require a Traffic Impact Study (TIS) as part of an application for development; a proposed amendment to the Comprehensive Plan, zoning map, or zoning regulations; a change in use, or a change in access, if any of the following conditions are met:

a. A change in zoning or plan amendment designation where there is an increase in traffic or a change in peak-hour traffic impact.

Findings: No zone changes of plan amendments proposed. Criterion does not apply.

b. Any proposed development or land use action that may have operational or safety concerns along its facility(s), as determined by the Planning Director in written findings.

Findings: The Applicant will respond to Planning Director's written findings accordingly.

c. The addition of twenty-five (25) or more single family dwellings, or an intensification or change in land use that is estimated to increase traffic volume by 250 Average Daily Trips (ADT) or more, per the ITE Trip Generation Manual.

Findings: Estimated peak Average Daily Trips is 65. No residential uses proposed. Criterion does not apply.

d. A change in land use that may cause an increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicle trips or more per day .

Findings: No land use changes proposed. Criterion does not apply.

e. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard.

Findings: Access driveway meets minimum sight distance requirements. Criterion does not apply.

f. A change in internal traffic patterns that may cause safety problems, such as backed up onto a street or greater potential for traffic accidents.

Findings: Site circulation system is designed to separate drive-through traffic and through traffic. Two drive-through lanes are included to maximize queue length at order and pick-up. Parking area is located at center of development site, with two-way access, to minimize impact to through traffic and avoid backing onto street. Pedestrian traffic is accommodated with clearly marked walkways and vision clearance.

g. The Planning Director, based on written findings, determines that a TIS is necessary where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development. The City will consider the following criteria when determining the need for a TIS:

i. If there exists any current traffic problems, such as high accident location, poor roadway alignment, or capacity deficiency that are likely to be compounded as a result of the proposed development.

ii. If it is anticipated the current or projected level of service of the roadway system in the vicinity of the development will exceed minimum standards.

iii. If it is anticipated that adjacent neighborhoods or other areas will be adversely impacted by the proposed development.

Findings: The Applicant will respond to Planning Director's written findings accordingly.

g. A road authority with jurisdiction within the City may also require a TIS under their own regulations and requirements.

Findings: The Applicant will respond to road authority's findings accordingly.

10-1-1-6-3: Type III Reviews – Quasi-judicial land use hearings.

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

7. Conditional Use Permits.

Findings: The Applicant requests a Hearing in accordance with FCC Title 10 for the Conditional Use Permit proposed.

FCC TITLE 10, CHAPTER 4 – CONDITIONAL USES

10-4-4: Applications.

The application for a conditional use permit shall be made in writing to the Planning Commission by the owner of the land in consideration or his agent, duly authorized in writing. The application shall include the following information:

A. Site and building plans and elevations.

B. Existing conditions on the site and within three hundred feet (300') of a site that is one (1) acre or larger and within one hundred feet (100') from a site that is less than one (1) acres in size.

C. Existing and proposed utility lines and easements.

D. Operational data explaining how the buildings and uses will function.

E. Any other pertinent information requested by the Planning Commission such as architectural renderings of the buildings and structures involved in the proposed development.

F. Other information and format as required by FCC 10-1-1-4.

Findings: The Applicant will submit the items information, and requests that the Application be reviewed concurrent with the associated Variance Application. Applicant will remain available to provide clarification and/or other information as requested by the Planning Commission.

10-4-10: General Criteria.

A conditional use permit may be granted only if the proposal conforms to all the following general criteria: (Ord. 669, 5-17-82)

A. Conformity with the Florence Comprehensive Plan.

Findings: Lot 06601 falls within the Downtown Area of the Florence Comprehensive Plan, in the Mainstreet District. Relevant conditions from the Comprehensive Plan (Plan) below:

Chapter 2 – Land Use

The proposed Development aligns with other appropriate uses identified such as services and restaurants. It will meet Plan Goals by providing wider sidewalks, pedestrian amenities, on-street parking, shared interior parking lots, and following established architectural guidelines. Design elements including siding and trim details, awnings, scale of openings, and landscaping reference the historic character of Oldtown and Mainstreet

neighborhoods. Located adjacent to one of three 'key properties' identified in the Comprehensive Plan, the proposed Development maintains sight lines through the development to encourage visual connections between Highway 101 and the old elementary school site, as well as pedestrian connectivity. Buildings will top out at 20 feet minimum above grade (top of parapet wall or midpoint of sloped roof).

Chapter 6 – Air, Water, and Land Quality

No significant natural resources exist on site. Site construction procedures will comply with City Code erosion standards. Stormwater will be managed according to Florence Stormwater Management Plan – refer to Drainage Memorandum submitted herewith.

Chapter 7 – Development Hazards and Constraints

Development will conform to City Code, except as specifically requested in associated Variance Application. Site is generally flat, covered in paving/gravel, and does not contain significant natural resources or unique topography.

Chapter 11 – Utilities, Facilities, and Services

Development will confirm to City applicable utilities and facilities Management Plans.

Chapter 12 – Transportation

Alterations to Local Streets are not proposed. No new driveway access is proposed at Lot 06601. Access to 6th Street is accommodated by Easement at adjacent Lot 06501. Bicycle and Pedestrian Facilities are located within or immediately adjacent to Public Way and will comply with City Code. Alterations to sidewalk at Highway 101 will occur prior to development proposed. On-site traffic circulation is accommodated on site and shared with adjacent lot 06600 under same ownership. Backing out maneuvers onto streets are not proposed.

B. Compliance with special conditions established by the Planning Commission to carry out the purpose of this Chapter.

Findings: The Applicant will remain available to provide clarification and/or other information as requested by the Planning Commission.

C. Findings that adequate land is available for uses which are permitted outright in the district where the conditional use is proposed. Available land can be either vacant land or land which could be converted from another use within the applicable zoning district. Land needs for permitted uses may be determined through projections contained in the Florence Comprehensive Plan or other special studies.

Findings: The development does not significantly alter the land available for permitted development. Although it is currently undeveloped, it is not unique in configuration, size, or proximity to other resources.

D. Conditional uses are subject to design review under the provisions of Chapter 6 of this Title, except single family and duplex residential use. (Ord. 625, 6-30-80) See Code Section 10-6-3 for Design Review requirements.

Findings: The Applicant will submit documents required for Design Review prior to Building Permit.

E. Adequacy of public facilities, public services and utilities to service the proposed development.

Findings: The proposed Development is minor in scale relative to public facilities and services available.

F. Adequacy of vehicle and pedestrian access to the site, including access by fire, police and other vehicles necessary to protect public health and safety. (Ord. 669, 5-17-82).

Findings: The proposed Development includes multiple points of access for vehicles and pedestrians. Buildings and site are generally small in scale and allow clear sight lines to and through the development.

10-4-12: Additional Conditions.

Some land uses by the nature of the activity associated with them require separate and intense consideration by the Planning Commission prior to their establishment. Such uses and additional conditions are as follows:

D. Service Stations: as used herein, service station means a facility designed to provide fuel and automotive services for passenger-type vehicles. Truck stops or service centers will be treated separately and distinctly from service stations.

Findings: The proposed Car Wash does not include provisions for fuel dispensing. Criterion does not apply.

FCC TITLE 10, CHAPTER 5 – ZONING VARIANCES

10-5-3: Application.

The application for variance shall be made in writing to the Planning Commission by the owner(s) of the land in consideration or their agent(s), duly authorized in writing.

Findings: The Applicant will submit the Application for Variance separate and concurrent to this Application. Variance requested is for Front Setback.

FCC TITLE 10, CHAPTER 27 – MAINSTREET DISTRICT

10-27-1 Purpose.

The Mainstreet District is intended to provide an area for small and medium sized commercial uses that are appropriate in a traditional, historic downtown. It is also intended to encourage revitalization of the downtown area, and to maintain adequate traffic flows on Highway 101, while providing a pedestrian friendly environment.

Findings: The proposed development is a small sized commercial use allowed conditionally in this District. The development will revitalize a lot that has remained vacant in the downtown area for years, and does not include alterations to vehicular access to or from Highway 101 (access will be abandoned prior to this application). Pedestrian enhancements include open patio space adjacent to Highway 101, significant landscape areas and continuous landscaping along Highway 101, and conveniently located bicycle parking at the entry to the development.

10-27-3 Buildings and Uses Permitted Conditionally.

The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following:

e. Automobile repair garage

j. Restaurants, drive-in (including drive-thru and drive-up)

Findings: The proposed drive-through car wash use is similar to those listed as Conditionally approved and do not have a different or more detrimental effect upon the adjoining uses than those uses specifically permitted. Further, additional automobile-oriented uses such as parts stores and garages are permitted uses within the District. The Applicant will submit the Application for Conditional Use separate and concurrent to this Application.

FCC TITLE 10, CHAPTER 35 – ACCESS AND CIRCULATION

10-35-2-4: State and County Access Permits.

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

Findings: Access to Highway 101 will be vacated separately and in advance of this Application as part of ongoing highway improvements. Applicant will cooperate with ODOT and acquire any permits and/or memorialize any changes prior to occupancy.

10-35-2-6: Conditions of Approval.

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

Findings: Lot 06600 and Lot 06601 are under same ownership. Access to and through properties is shared. Access to Sixth Street is existing and provided in part by access agreement to Lot 06501.

10-35-2-7: Intersection Separation; Backing onto Public Streets.

New and modified accesses shall conform to the following standards:

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

Separation Distance from Driveway to Pavement:

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

Findings: Driveway access is existing at 6th Street.

B. Where the City finds that reducing the separation distance is warranted, such as:

a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or

b. planned improvements or traffic circulation patterns show a different location to be efficient and safe,

the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

Findings: Driveway access is existing at 6th Street. Full movement access is proposed.

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

Findings: Parking areas are accessed from a two-way internal drive. Drive through access provides vehicle stacking lanes separate from the internal drive.

10-35-2-8: Access Standards.

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

Findings: Access to 6th Street is existing. Access to Rhododendron Street, by means of private access drive through Lot 06601, currently exists and is proposed for relocation further from Highway 101. Both are lower-level street classifications than Highway 101, which the site also fronts.

10-35-2-9: Site Circulation.

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

Findings: Drive-through traffic is accommodated with a vehicle stacking lane that is independent of through traffic and parking areas. Through traffic lane is continuous from Sixth Street to Rhododendron Drive. Pedestrian and bicycle connections are made from right-of-way (at Highway 101) at Lot 06600.

10-35-2-10: Joint and Cross Access – Requirement.

When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

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

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement.

Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

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

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-12: Driveway Design.

All openings onto a public right-of-way and driveways shall conform to the following:

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

Findings: Driveway to Lot 06601 is existing.

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

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

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

Findings: Driveway is designed for two-way traffic and exceeds 18-foot minimum width. Site is essentially flat.

B. Driveway Apron Construction. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure 10- 35(2). Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of

travel that is not less than three (3) feet in width, with a cross slope not exceeding two (2) percent, and providing for landing areas and ramps at intersections. Driveways are subject to review by the Public Works Director.

Findings: Driveway apron and sidewalk are designed for transition up and down within right-of-way and for compliance with ADA requirements. Apron walkway exceeds three (3) foot minimum width.

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

Findings: Building does not exceed 150-foot distance from existing public street.

10-35-2-13: Vertical Clearances.

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

Findings: No obstructions below 13'-6" proposed at Driveway. Overhead power lines will be maintained above minimum allowable height.

10-35-2-14: Vision Clearance.

No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

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

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

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

Findings: Intersections are signed. Vision clearance areas are maintained throughout Lot.

10-35-3: Pedestrian Access and Circulation.

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

10-35-3-1: Sidewalk Requirements:

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

1. Upon any new development of property.

2. Upon any redevelopment of property that expands the building square footage by 25% or more.

3. Upon any change of use that requires more than five additional parking spaces.

Findings: Pedestrian sidewalks are provided on street frontage. Sidewalk at Highway 101 will be upgraded as part of ongoing public improvements project.

10-35-3-2: Site Layout and Design.

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

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

Findings: Walkway System extends from public street through Lot 06600 to development site. Sidewalks continue around property boundary to connect to adjacent properties.

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

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

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

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

4. "Primary entrance" for residential buildings is the front door (i.e., facing the street). For multifamily buildings in which units do not have their own exterior

entrance, the "primary entrance" may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.

Findings: Walkway is continuous in direction of travel through adjacent Lot 06600 to development site. Walkway connects to outdoor pedestrian amenities on adjacent site, including walk-up window at coffee kiosk (effective "Primary entrance") and outdoor seating areas. Walkway connects to ADA parking access aisle for convenient access. Walkway is also oriented toward "Primary entrance" at Lot 06601, which is main employee entrance since no public entrance exists.

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

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

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

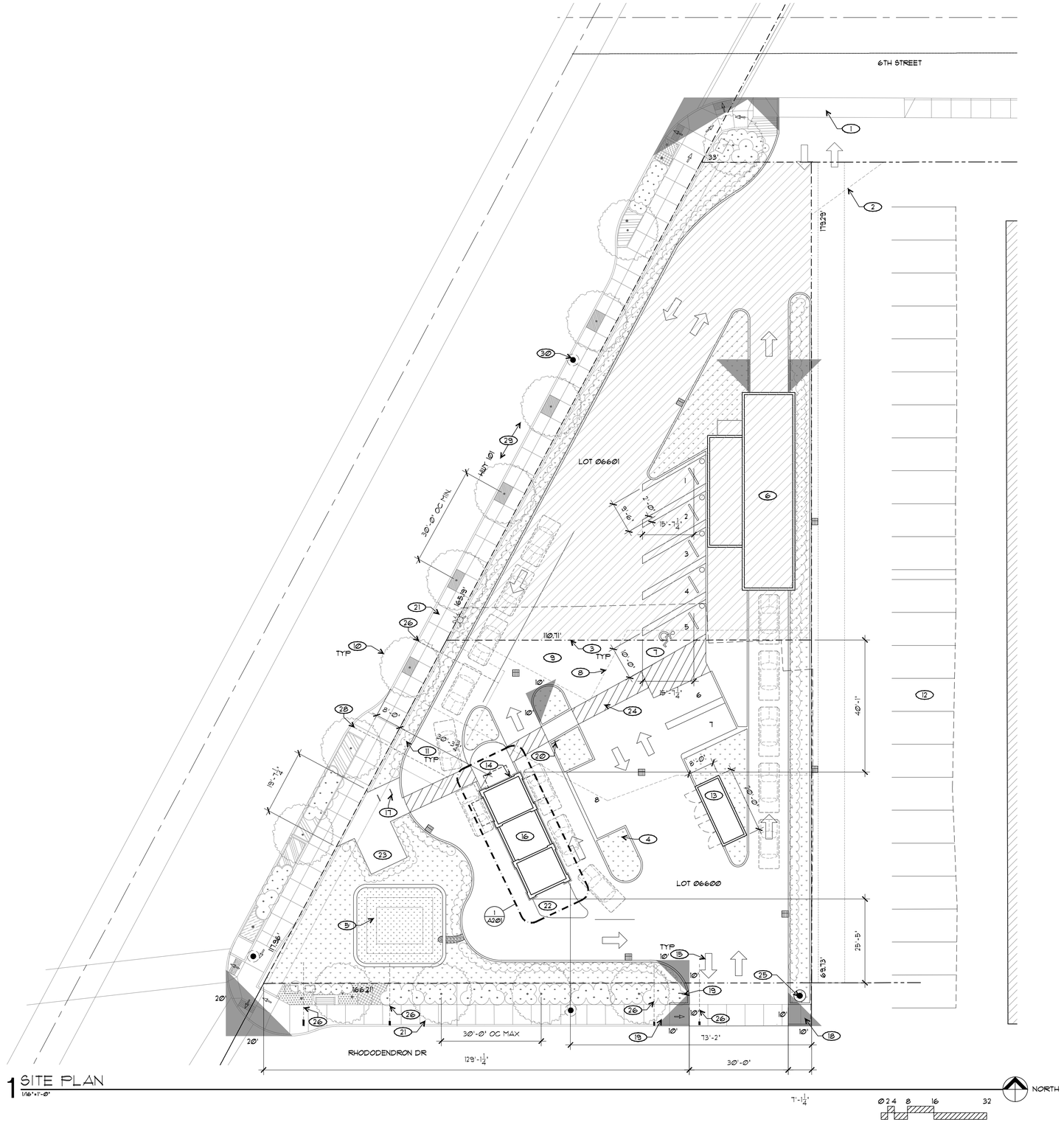
3. For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.

Findings: Building entrances are connected by pedestrian walkway. Parking, storage, and common areas are accessible. Adjacent lot is connected by public sidewalk at Rhododendron Drive.

10-37-3: Lighting plans required.

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

Findings: Applicant requests that Lighting Design be reviewed at the time of Design Review Application.



1 SITE PLAN
1/16"=1'-0"

KEY NOTES

1. MAINTAIN (E) DRIVEWAY EASEMENT
2. SHARED DRIVEWAY ACCESS EASEMENT
3. PROPERTY LINE
4. LANDSCAPE AREA, W/ AUTOMATIC IRRIGATION SYSTEM
5. STORMWATER TREATMENT FACILITY, SEE CIVIL
6. DRIVE-THROUGH CAR WASH
7. ADA PARKING SPACE W/ ACCESS AISLE
8. EASEMENT TO BE VACATED, SEE SURVEY
9. MAINTAIN 24' WIDE TRAVEL LANE
10. NEW STREET TREE
11. EVERGREEN SHRUBS PARALLEL TO DRIVE THROUGH AISLE
12. EXISTING PARKING
13. TRASH ENCLOSURE
14. WALK-UP WINDOW FOR PEDESTRIAN ACCESS
15. DIRECTIONAL TRAFFIC ARROW PAVEMENT MARKING
16. COFFEE KIOSK
17. SHORT TERM BIKE PARKING
18. VISION CLEARANCE AREA - NO VISUAL OBSTRUCTION BETWEEN 2'-6" & 8'-0" IN HEIGHT
19. POLE MOUNT STOP SIGN
20. POLE MOUNT PEDESTRIAN CROSSING SIGN
21. STREET PROFILE, LANDSCAPING, AND SIDEWALK DESIGN AS SHOWN ARE APPROXIMATE - PUBLIC IMPROVEMENTS UNDERWAY AT HIGHWAY 101 AT TIME DRAWING PREPARED
22. CONCRETE LANDING AT EMPLOYEE ACCESS
23. 12'-0" X 12'-0" CONCRETE PATIO
24. STRIPED PEDESTRIAN CROSSING
25. RELOCATE LIGHT POLE
26. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS
27. SIDEWALK RAMPS:
    MAX SLOPE: 1:12 (8.3%)
    CROSS SLOPE MAX: 1:50 (2%)
28. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS AS PART OF HIGHWAY 101 IMPROVEMENTS
29. ON-STREET PARKING
30. POWER LINE TO BE DEMOLISHED

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600 VARIANCE APPLICATION
586 HWY 101, FLORENCE, OR 97439

REVISIONS

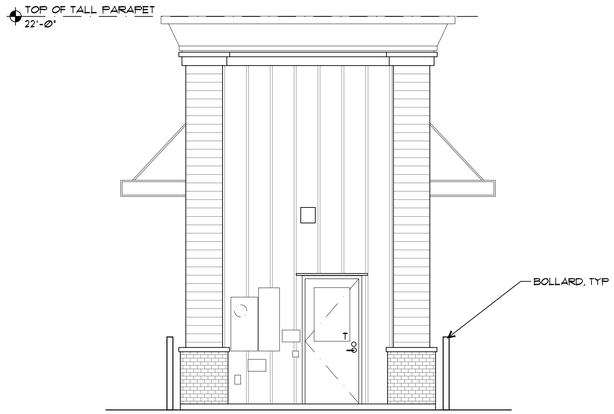
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

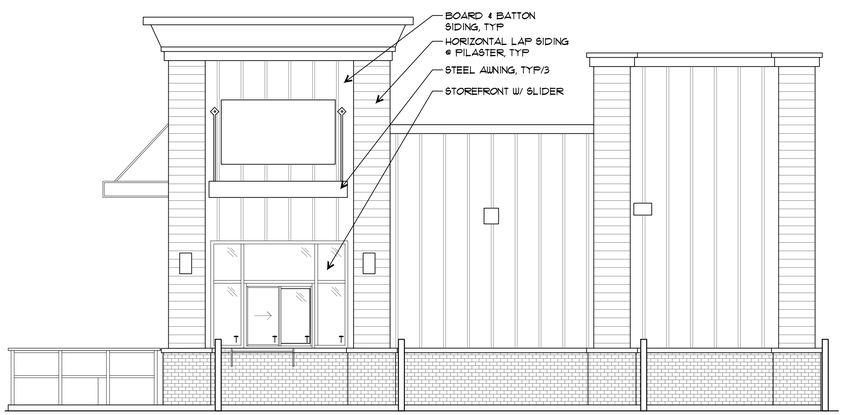
DRAWING TITLE
PROPOSED SITE PLAN

DRAWING NUMBER
A102

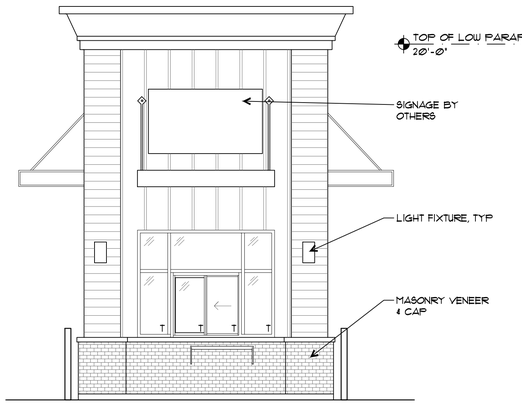
Exhibit C



2 SOUTH ELEVATION
1/4"=1'-0"

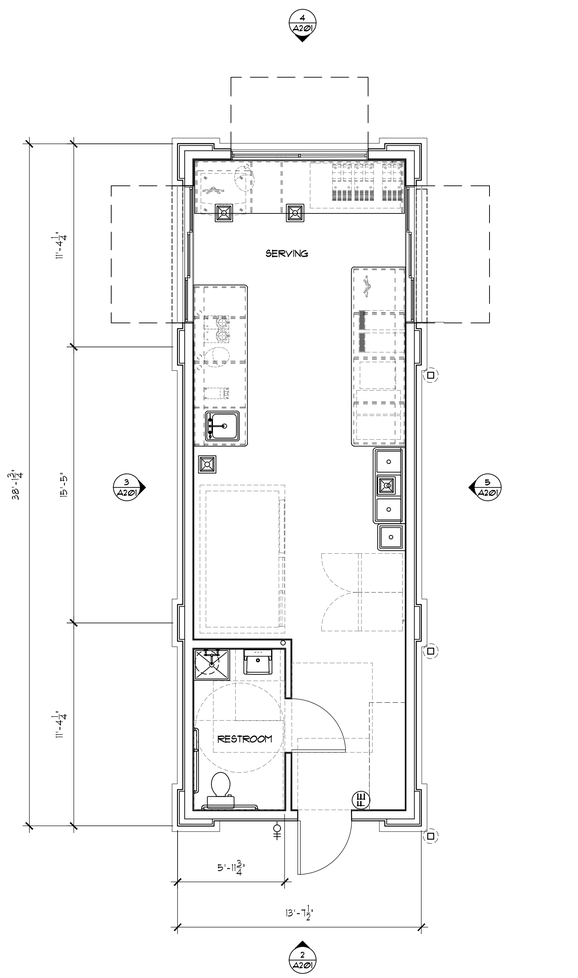


3 WEST ELEVATION
1/4"=1'-0"



4 NORTH ELEVATION
1/4"=1'-0"

5 EAST ELEVATION
1/4"=1'-0"



1 FLOOR PLAN
1/4"=1'-0"

NORTH

Exhibit D

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

OWNER INFO

LOT 06600 VARIANCE APPLICATION

586 HWY 101, FLORENCE, OR 97439

LOT 06600 VARIANCE APPLICATION

REVISIONS

SYM	DATE	REFERENCE

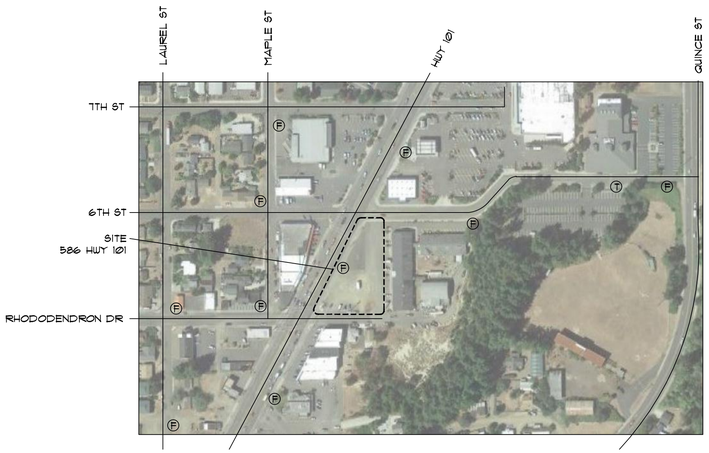
PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE

SCHEMATIC DESIGN

DRAWING NUMBER

A201



VICINITY MAP
NTS

Ⓕ FIRE HYDRANT Ⓣ TRANSIT STOP NORTH

PROJECT INFORMATION

SITE ADDRESS
586 HWY 101, FLORENCE, OR 97439

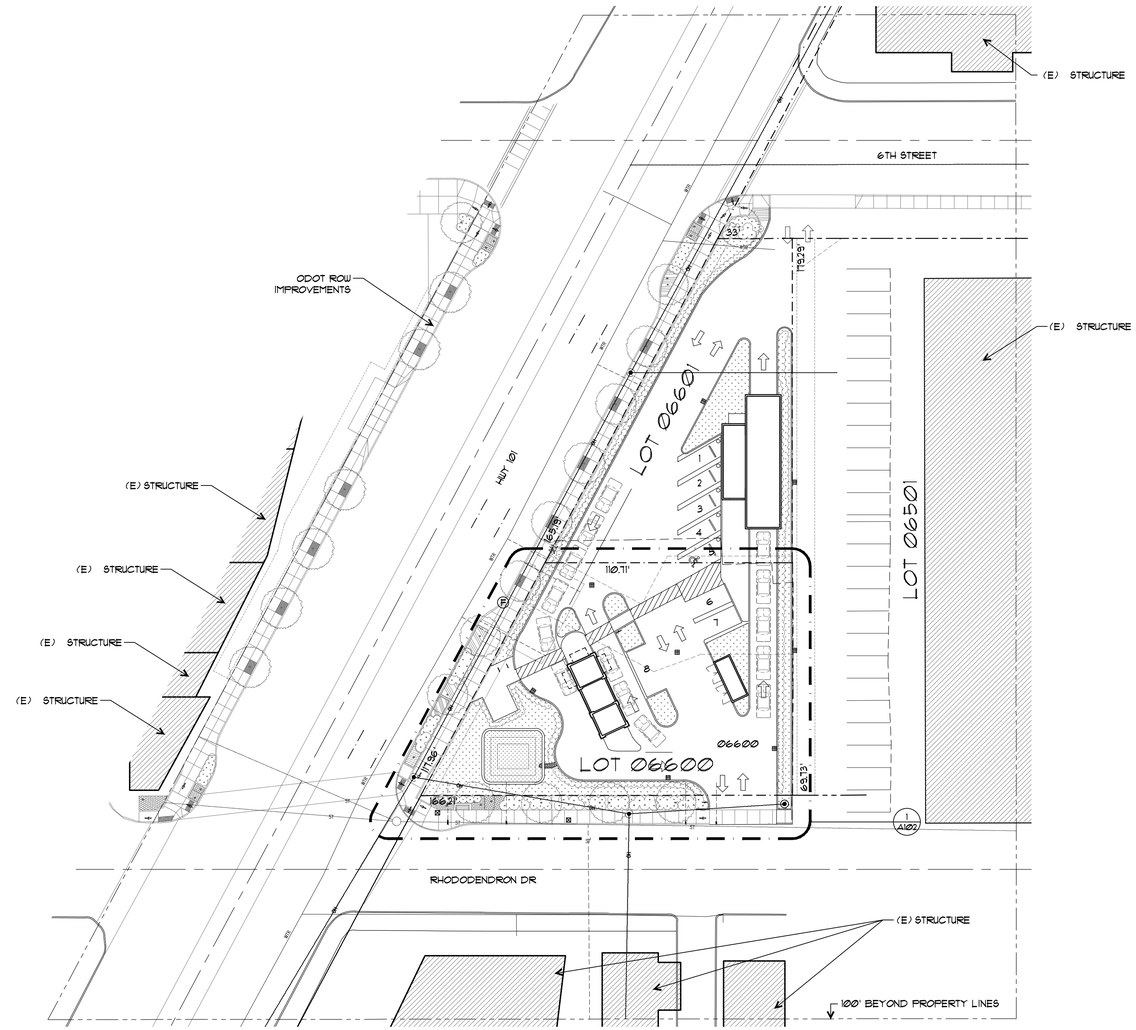
MAP + TAXLOT
18122144-06600

OWNER
RANDLE DEVELOPING LLC
2201 14TH CT
NORTH BEND, OR 97459
541.404.1298
DIAMONDSHINEOREGON@GMAIL.COM

ARCHITECT
GMA ARCHITECTS
860 W PARK STREET, SUITE 300
EUGENE, OREGON, 97401
541.344.9157
POC:
JOSEPH E. MOORE, AIA
JMOORE@GMA-ARCH.COM

CIVIL ENGINEER
OLSON & MORRIS
380 Q STREET, SUITE 200
SPRINGFIELD, OREGON, 97477
541.302.9780
POC:
KYLE MORRIS, EIT
KYLEM@OLSONMORRIS.COM

SHEET LIST



1 OVERALL SITE PLAN
1/32"=1'-0"

Ⓕ FIRE HYDRANT NORTH

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600
586 HWY 101, FLORENCE, OR 97439
VARIENCE APPLICATION

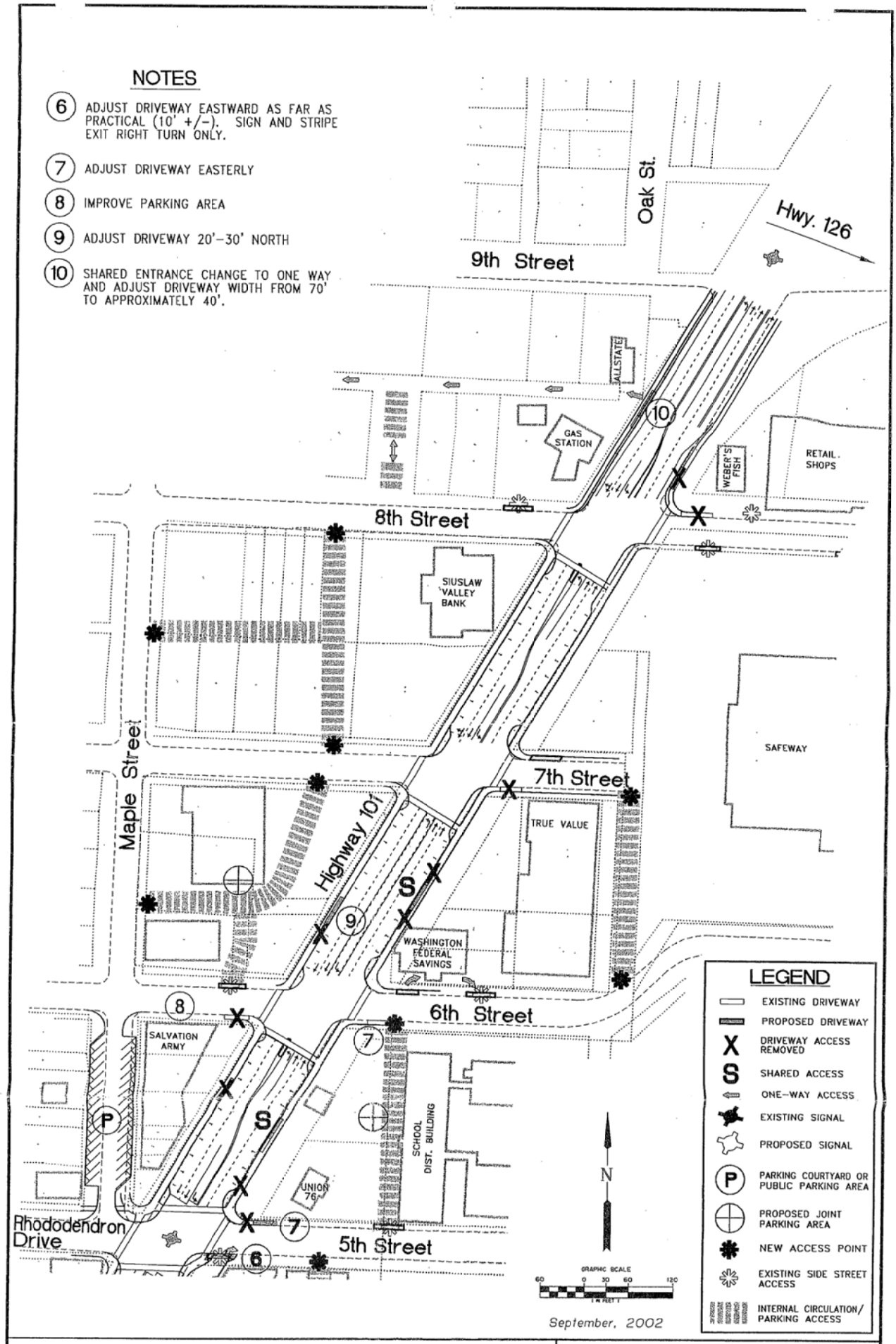
REVISIONS		
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
A001

Exhibit E



ACCESS MANAGEMENT PLAN FOR HIGHWAY 101
SIUSLAW BRIDGE TO HWY. 126

RHODODENDRON DRIVE TO HWY. 126

FIGURE 2b

Exhibit F

STORMWATER AND GRADING PLAN
FOR
FLORENCE COFFEE KIOSK & CAR WASH DEVELOPMENT
TAX MAP 18-12-27-44
TAX LOTS 6600 AND 6601
FLORENCE, LANE COUNTY, OREGON

STORMWATER NOTES:
1. ALL STORMWATER RUNOFF FROM NEW IMPERVIOUS SURFACES ON SUBJECT PROPERTIES TO BE TREATED VIA STORMWATER PLANTERS AS SHOWN ON PLAN.

2. SOILS ON SITE ARE WALDPORT-URBAN LAND COMPLEX WITH 0-12% SLOPES AND ARE CLASSIFIED AS HYDROLOGIC SOIL GROUP A PER WEB SOIL SURVEY.

3. INFILTRATION RATES ARE ESTIMATED TO BE GREATER THAN 20 IN/HR AT A DEPTH OF 5"-60" BELOW GROUND SURFACE PER WEB SOIL SURVEY.

4. AN INFILTRATION TEST WILL BE PERFORMED ON-SITE AT BEGINNING OF CONSTRUCTION WHEN EQUIPMENT IS ON-SITE TO VERIFY ASSUMED INFILTRATION RATES. FACILITY SIZES WILL BE ADJUSTED AT THIS TIME IF NEEDED.

5. ALL STORMWATER RUNOFF TO STORMWATER PLANTER 1 WILL BE PROCESSED VIA INFILTRATION.

6. STORMWATER PLANTER 2 WILL HAVE IMPERMEABLE LINER SURROUNDING IT DUE TO CLOSE PROXIMITY TO FUTURE BUILDING.

7. STORMWATER FROM PROPERTY TO EAST OF SITE IS PROPOSED TO BE COLLECTED AND ROUTED VIA CATCH BASINS EAST OF EASTERN PROPERTY LINE.

8. ALL CATCH BASINS TO HAVE A MINIMUM 18" SUMP.

GENERAL NOTES:
1. THESE PLANS ARE PRELIMINARY AND ARE NOT TO BE USED FOR CONSTRUCTION IN THE FIELD.

2. SURVEY AND TOPO INFORMATION SHOWN WERE GATHERED BY OLSON & MORRIS. ELEVATIONS ARE BASED UPON LANE COUNTY BENCHMARK NO. 498 BRASS DISK AT THE INTERSECTION OF AIRPORT ROAD AND KINGWOOD STREET WITH A PUBLISHED ELEVATION 42.43' (NAVD88).

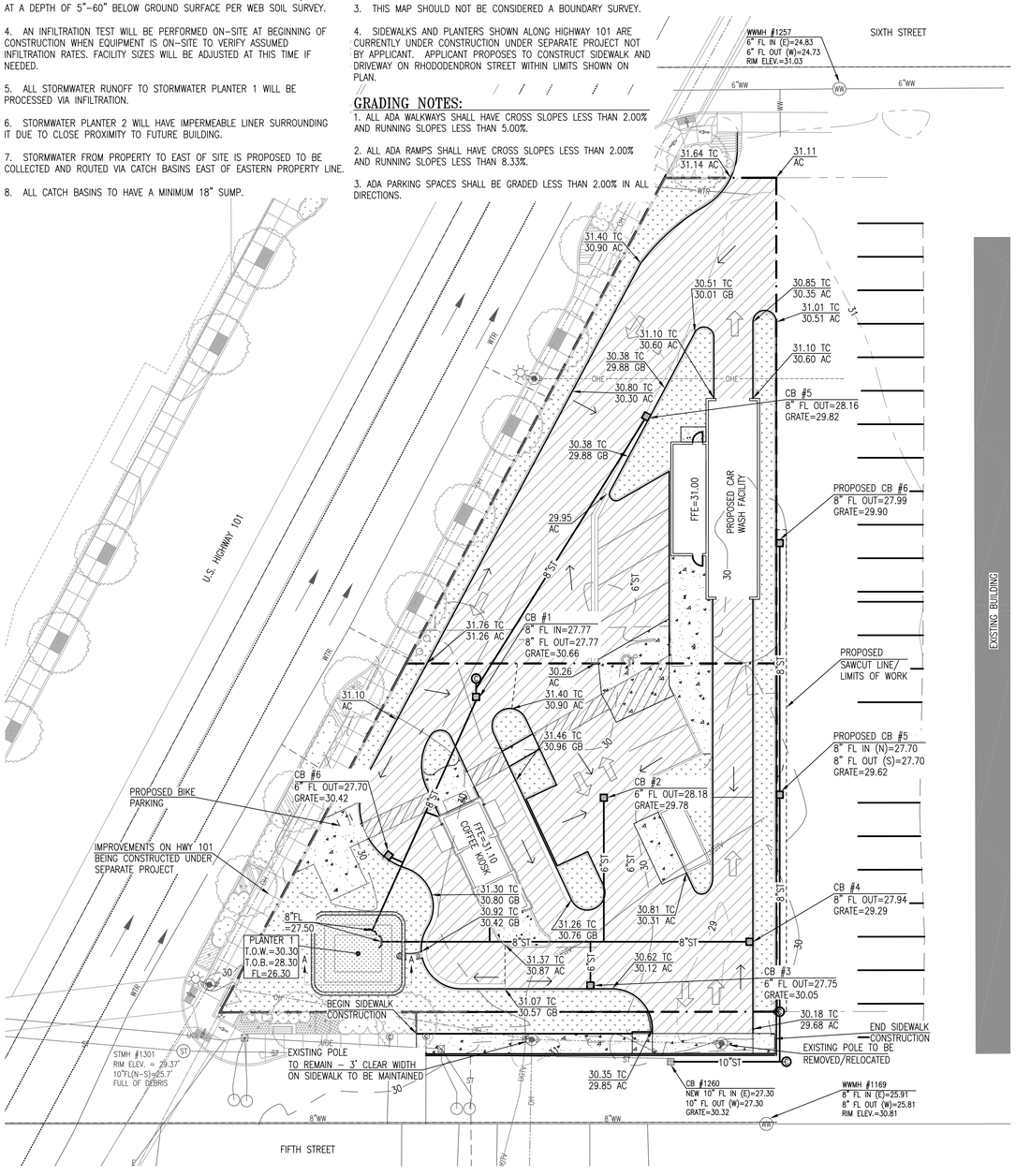
3. THIS MAP SHOULD NOT BE CONSIDERED A BOUNDARY SURVEY.

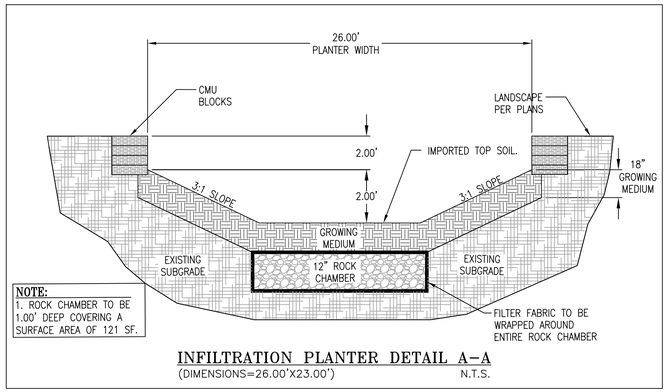
4. SIDEWALKS AND PLANTERS SHOWN ALONG HIGHWAY 101 ARE CURRENTLY UNDER CONSTRUCTION UNDER SEPARATE PROJECT NOT BY APPLICANT. APPLICANT PROPOSES TO CONSTRUCT SIDEWALK AND DRIVEWAY ON RHODODENDRON STREET WITHIN LIMITS SHOWN ON PLAN.

GRADING NOTES:
1. ALL ADA WALKWAYS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 5.00%.

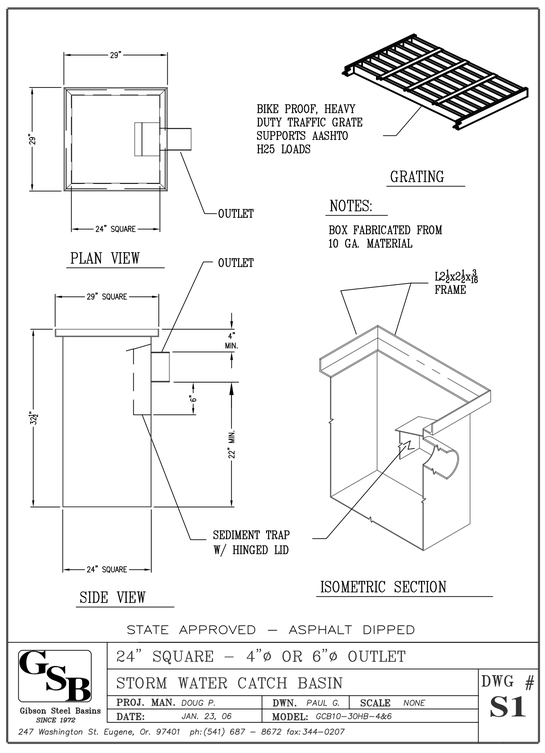
2. ALL ADA RAMPS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 8.33%.

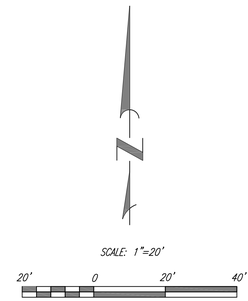
3. ADA PARKING SPACES SHALL BE GRADED LESS THAN 2.00% IN ALL DIRECTIONS.





INFILTRATION PLANTER DETAIL A-A
(DIMENSIONS=26.00'X23.00') N.T.S.





GRADING LEGEND
AC	ASPHALT/CONCRETE
CB	CATCH BASIN
CONC	CONCRETE
EG	EXISTING GROUND
FFE	FINISH FLOOR ELEVATION
FL	FLOWLINE
GB	GUTTER BAR
TC	TOP OF CURB
TOB	TOP OF BANK
VG	VALLEY GUTTER
←	DRAINAGE ARROWS

LEGEND
- EXISTING BOUNDARY
- ADJACENT PROPERTIES
- EXISTING CURB LINE
- EXISTING FENCE
- 8"W EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- WW 8"WW EXISTING WASTEWATER SYSTEM
- C EXISTING CLEANOUT
- ST 24"SD EXISTING STORM DRAINAGE SYSTEM
- EXISTING CATCH BASIN
- EXISTING CURB INLET
- EXISTING STREET LIGHT
- UGE EXISTING UNDERGROUND ELECTRIC
- EXISTING TRANSFORMER
- P EXISTING TELEPHONE PEDESTAL
- PHN EXISTING TELEPHONE LINE
- 2"G EXISTING GAS MAIN
- EXISTING GAS VALVE
- W PROPOSED WATER METER
- 8"WW PROPOSED WASTEWATER LINE
- WW PROPOSED WASTEWATER MANHOLE
- C PROPOSED WASTEWATER CLEANOUT
- 12"ST PROPOSED STORM LINE
- ST PROPOSED STORM MANHOLE
- C PROPOSED STORM CLEANOUT
- PROPOSED CURB INLET
- PROPOSED PAVED AREA
- PROPOSED SIDEWALK

Olson & Morris DBA of A & O Engineering LLC
Civil Engineering
Land Surveying
& Site Planning
380 O ST. SUITE 200
SPRINGFIELD, OR 97477
PHONE: (541) 302-9790
scott@aosurveying.biz

REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON JANUARY 14, 2005 SIMON ANDREW DEAN
EXPIRES 12/20

Storm Drainage & Grading Plan
For
Coffee Kiosk & Car Wash Dev.
Florence Lane County Oregon

DATE: 4-2-19
PROJECT No: 5168
SCALE: HORIZ. VERT.
DRAWN BY: ACH
DESIGNED BY: KDM
REVIEWED BY: SDM

SUBMITTALS:
1. 6/26/19

REVISIONS:

SHEET
C-1.0
1 OF 1

Exhibit G

380 Q Street, Suite 200
Springfield, Oregon 97477
(541) 302-9790
kylem@olsonmorris.com

OLSON & MORRIS
Civil Engineering, Land Surveying & Site Planning

Drainage Memorandum

Project: Florence Coffee Kiosk – Taxmap & TL 18-12-27-44-6600 & 6601

Prepared by: Kyle D. Morris, EIT

Reviewed by: Scott D. Morris, PE

Scott Morris, PE
Digitally signed by Scott Morris, PE
Date: 2019.07.24 11:50:21 -07'00'

REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON JULY 20, 1993 SCOTT DEAN MORRIS
Expires 12/20

Re: Stormwater Analysis for Coffee Kiosk & Car Wash Development

Date: Tuesday, July 23, 2019

Project Overview

The applicant is proposing to develop the subject properties with a Car Wash facility and a Human Bean Coffee Kiosk. The development is to span two properties as listed above; the southern property will house the Coffee Kiosk and the car wash will occupy the northern property. Each property will share access. Associated paving and infrastructure will be constructed to provide a safe and functional development. Stormwater infrastructure will be constructed to meet City of Florence requirements. A planter with block walls is proposed to both treat and detain stormwater runoff from all newly replaced impervious surfaces.

Existing Conditions

Currently the site consists primarily of paving with some compacted gravel on the southern property. No buildings or structures are present on either property. From site observations and survey topo data the site naturally slopes to the southeast corner of the development site. Stormwater runoff from the site overflows into a public catch basin within Rhododendron Drive with a small amount of infiltration through the gravel occurring. Below is a table summary of the land types:

Table 1: Existing Site Land Type

Land Type	Curve Number	Area [sq ft]
Paved Parking - Asphalt and Gravel Surface	96	24,782

Exhibit H

East of the subject properties there is another commercial building and drive aisle. This property's access drive runs along the eastern property line of the proposed development property. Current slopes of the parking lot to the east routes stormwater runoff from the eastern property parking lot onto the subject property and follow the natural drainage pattern to the southeast. Existing stormwater runoff from the east will be addressed in a manner that prevents flooding after development.

To classify on-site soils the Web Soil Survey was utilized. Per the Web Soil Survey, soil is classified as 133C Waldport-Urban Land Complex, 0 to 12 percent slopes with a Hydrologic Soil Group rating A. Groundwater is estimated to be more than 80 inches deep and the Florence Stormwater Design Manual does not list this soil type as being prone to shallow groundwater.

Infiltration

The Web Soil Survey was used to estimate infiltration rates that are present on the site. For the given soils, the limiting layer is estimated to be 5.95 to 99.90 in/hr. Given the presence of sandy soils in the Florence area this seems reasonable. Per the Florence Stormwater Design Manual the maximum allowable infiltration rates through imported growing media within stormwater facilities is 4 in/hr. Given both of these parameters, a factor of Safety of 2 will be applied to the lower limit of native soil rate. Therefore, the design infiltration rate that will be used for all facilities on-site will be **3 in/hr.**

Stormwater Calculation Parameters

To perform hydraulic calculations for this development the Santa Barbara Urban Hydrograph (SBUH) method was utilized. HydroCAD software was used for all calculations. City of Florence requires that post-development peak flowrates be less than or equal to pre-development peak flowrates for the 2-year through 25-year storm events. All stormwater facilities are required to adequately process the 25-year storm event. The following parameters taken from the Florence Stormwater Design Manual were used. All rainfall amounts are for 24-hour duration storm.

Water Quality – Rainfall depth	0.83 inches
2-Year – Rainfall depth	3.46 inches

10-Year – Rainfall depth	4.48 inches
25-Year – Rainfall depth	5.06 inches
Storm Distribution Type	IA – 24 hour Duration
Impervious Curve Number	98

Proposed Stormwater System

One stormwater planter is proposed to treat and detain stormwater runoff from the newly replaced impervious surfaces. To process runoff from the neighboring property to the east, catch basins are proposed to be installed east of the proposed curb line. These catch basins would route stormwater runoff into the public storm system in Rhododendron Drive in an existing stormwater easement.

The southern property will utilize a stormwater planter (Stormwater Planter 1) on the southwest portion of the property. Runoff will be routed to the planter via catch basins and piping for processing. Since this planter meets the minimum offset requirements from proposed structures and property lines Infiltration will be the only outflow. No overflow is proposed as the planter is large enough to process the entire 25-year storm event. Block walls will function as the planter walls with the lower portion of the planter sloping to the flowline. Underneath the open storage 18" of growing media is proposed over top of a 12" deep rock chamber. All plantings within the planter will be specified per the Florence Stormwater Design Manual to ensure treatment requirements are met. See Table 1 below for physical dimensions of the planter. As a factor of safety, should the planter have an unlikely overflow, it would surcharge through a proposed catch basin in the southeast corner of the development. Overflow from this catch basin then would flow into Fifth Street and be processed by an existing catch basin.

Table 2: Stormwater Planter Physical Dimensions

Facility	FL Elev [ft]	Bottom Area [SF]	Top Elev [ft]	Top Area [SF]	Growing Media Area [SF]	Rock Chamber Area [SF]
Stormwater Planter 1	26.30	154	30.30	590	590	154

For the eastern property catch basins are proposed to be installed east of the property lines along the curb to prevent ponding. These catch basins would then be routed south to the public system in Rhododendron Drive.

Hydraulic Calculations

To ensure that City of Florence Stormwater standards are met and that the public safety is maintained hydraulic calculations for the proposed stormwater system were performed utilizing HydroCAD software. To begin the calculations existing peak flowrates from the site were calculated:

Table 3: Existing Site Peak Flowrates

Storm Event	Peak Flowrate [cfs]
Water Quality	0.06
2-Year	0.42
10-Year	0.55
25-Year	0.63

Since the only proposed outlet for stormwater runoff from the proposed site is infiltration, the post-construction peak flowrate from the site is 0 cfs for the above analyzed storm events.

Peak water elevations were also verified to ensure that no flooding of surrounding infrastructure occurred. The table below summarizes the peak elevations:

Table 4: Hydraulic Elevations

Facility	FL El [ft]	Overflow El [ft]	Flood El [ft]	WQ El [ft]	2-Year El [ft]	10-Year El [ft]	25-Year El [ft]
Stormwater Planter 1	26.30	N/A	30.30	24.98	28.34	29.29	29.95

Full HydroCAD calculations are attached in the appendix with this memorandum.

Stormwater Quality

Florence Design Standards require that stormwater runoff from impervious surfaces be treated, preferably by vegetative means. The proposed development will achieve this via the stormwater planter.

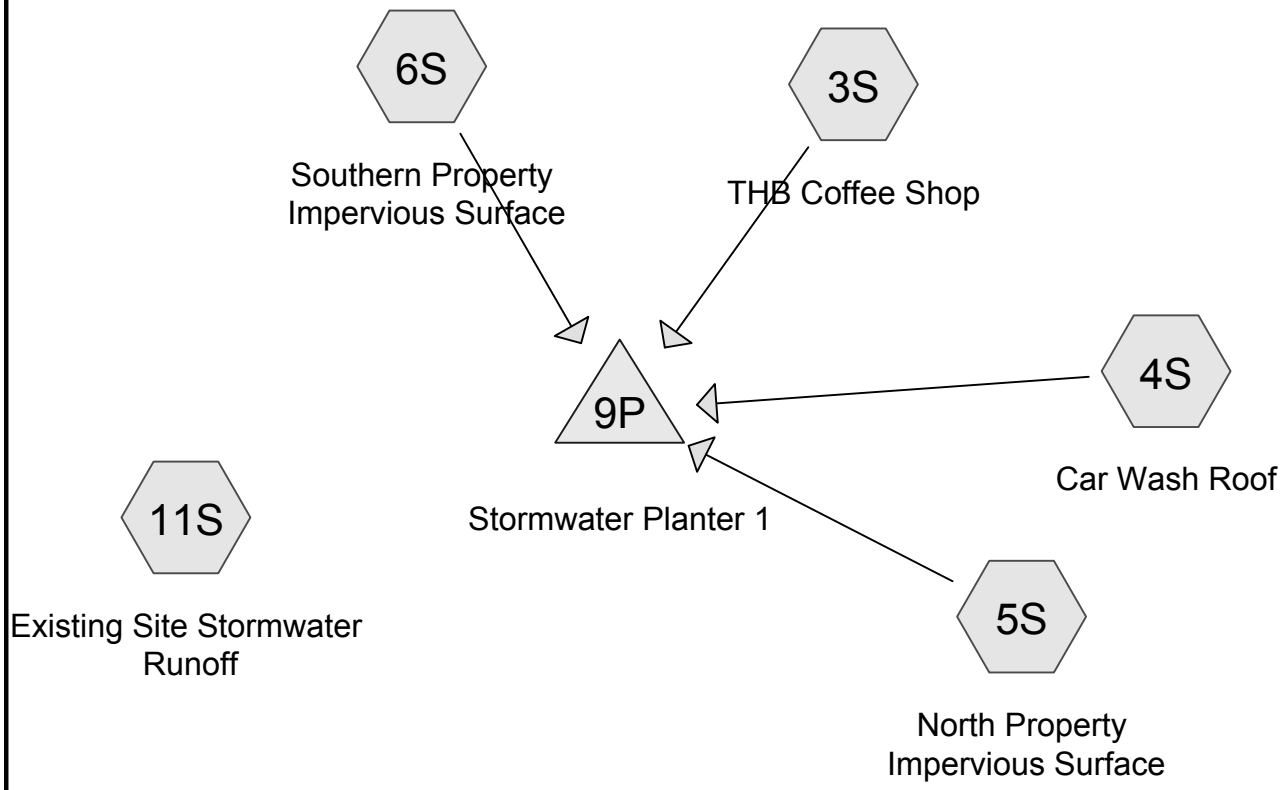
Since outflow from Stormwater Planter 1 is solely infiltration, the 18" growing media and plants within the facility will treat stormwater runoff per Florence standards.

Conclusion

The proposed stormwater system will adequately detain runoff to below existing peak flowrates into the public stormwater system. Also, runoff from the new development will receive treatment thus meeting Florence standards. The proposed system will safely serve the development while meeting Florence Standards. We recommend performing a field infiltration test at location of storm facility at bottom elevation of rock chamber prior to construction.

Appendix

- Florence Stormwater Analysis – HydroCAD results



Subcat Reach Pond Link

Routing Diagram for Storm Analysis-Florence-2-15-19
Prepared by {enter your company name here}, Printed 7/24/2019

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.569	96	Gravel surface, HSG A (11S)
0.371	98	Impervious Pavement (5S, 6S)
0.038	98	Impervious Roof (3S, 4S)
0.978	**97**	**TOTAL AREA**

Soil Listing (selected nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.569	HSG A	11S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.409	Other	3S, 4S, 5S, 6S
0.978		**TOTAL AREA**

Ground Covers (selected nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.569	0.000	0.000	0.000	0.000	0.569	Gravel surface	11S
0.000	0.000	0.000	0.000	0.371	0.371	Impervious Pavement	5S, 6S
0.000	0.000	0.000	0.000	0.038	0.038	Impervious Roof	3S, 4S
0.569	**0.000**	**0.000**	**0.000**	**0.409**	**0.978**	**TOTAL AREA**	

Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.00 cfs 0.001 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.00 cfs 0.001 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.02 cfs 0.008 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.011 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=0.48"
Tc=10.0 min CN=96/0 Runoff=0.06 cfs 0.023 af

Pond 9P: Stormwater Planter 1 Peak Elev=24.98' Storage=65 cf Inflow=0.06 cfs 0.021 af
Outflow=0.05 cfs 0.021 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.044 af Average Runoff Depth = 0.54"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

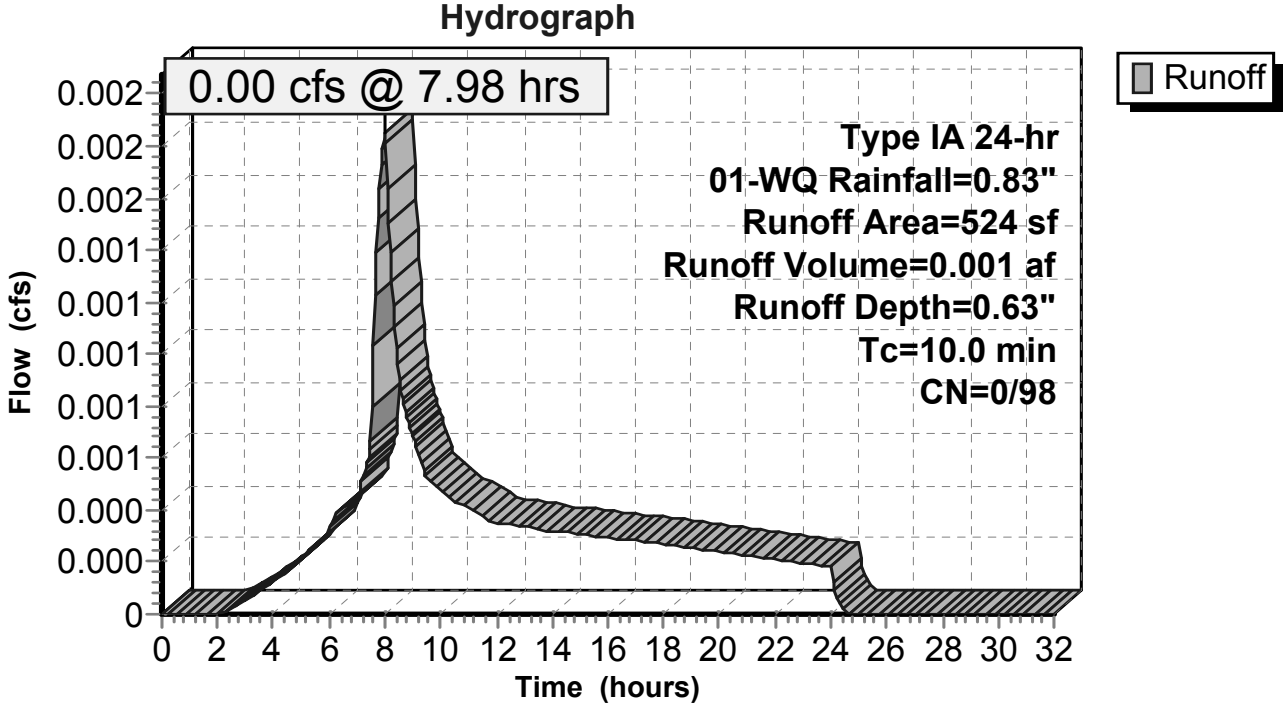
Runoff = 0.00 cfs @ 7.98 hrs, Volume= 0.001 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

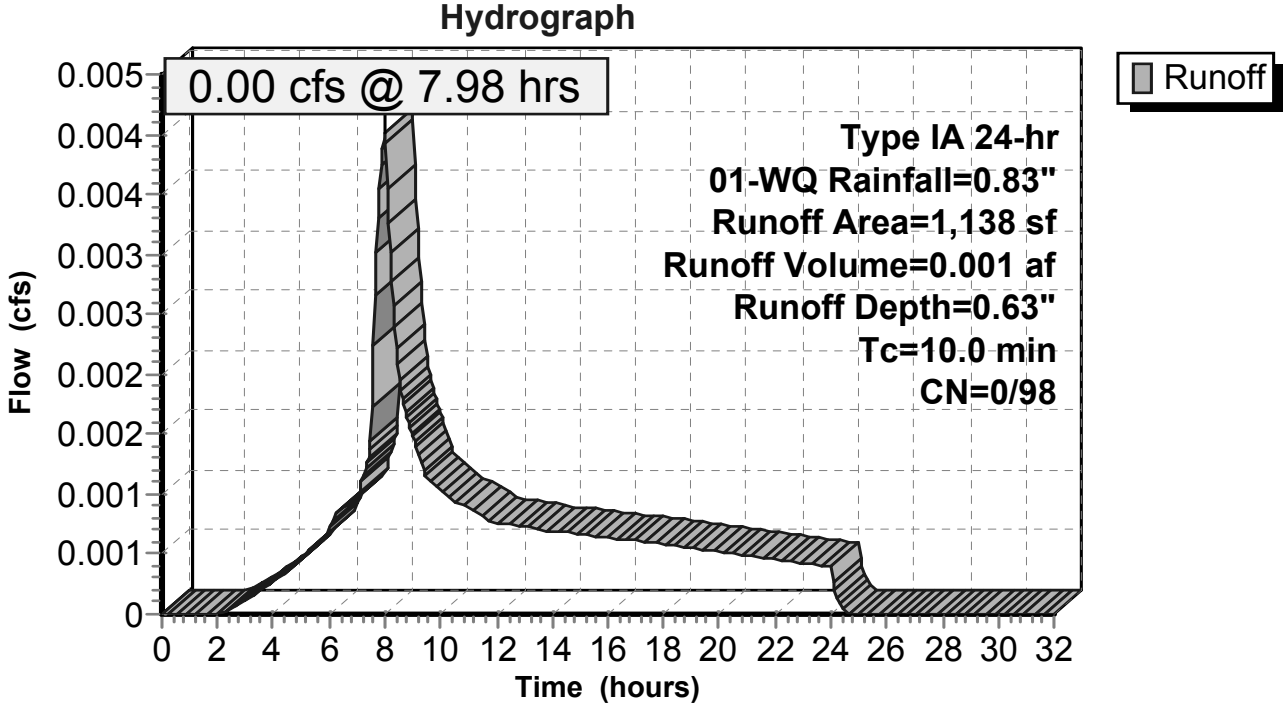
Runoff = 0.00 cfs @ 7.98 hrs, Volume= 0.001 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

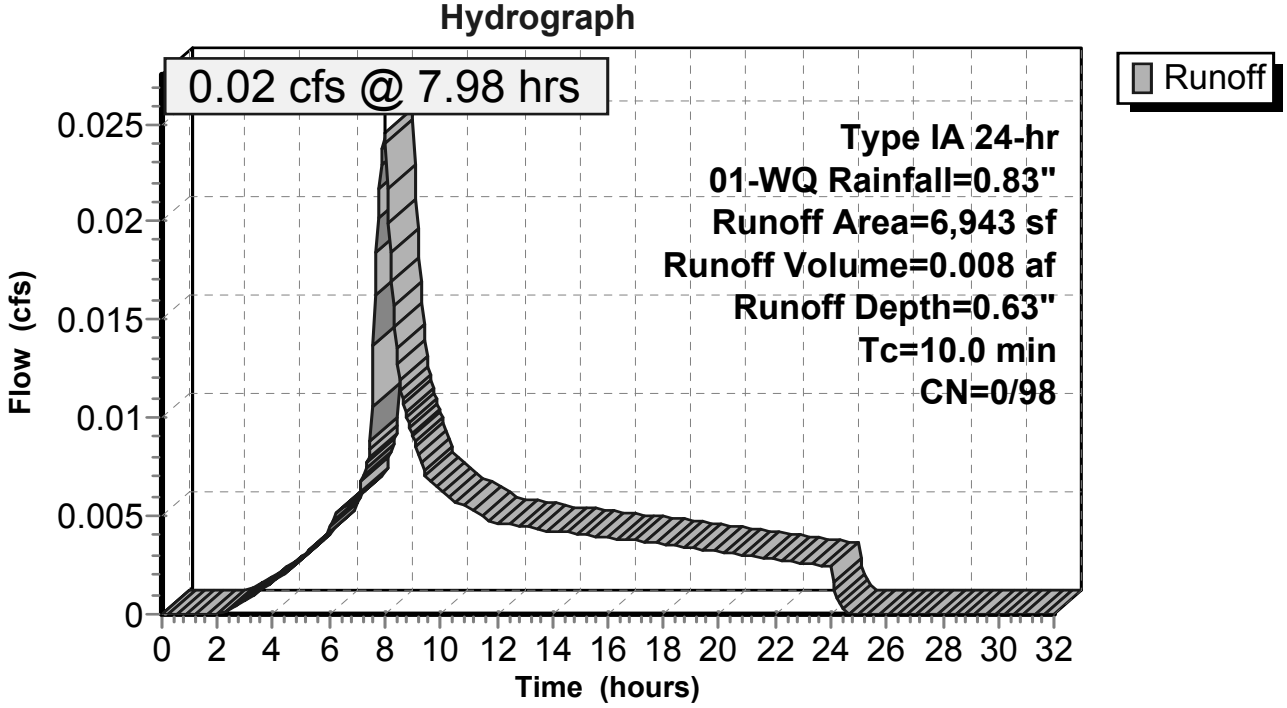
Runoff = 0.02 cfs @ 7.98 hrs, Volume= 0.008 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

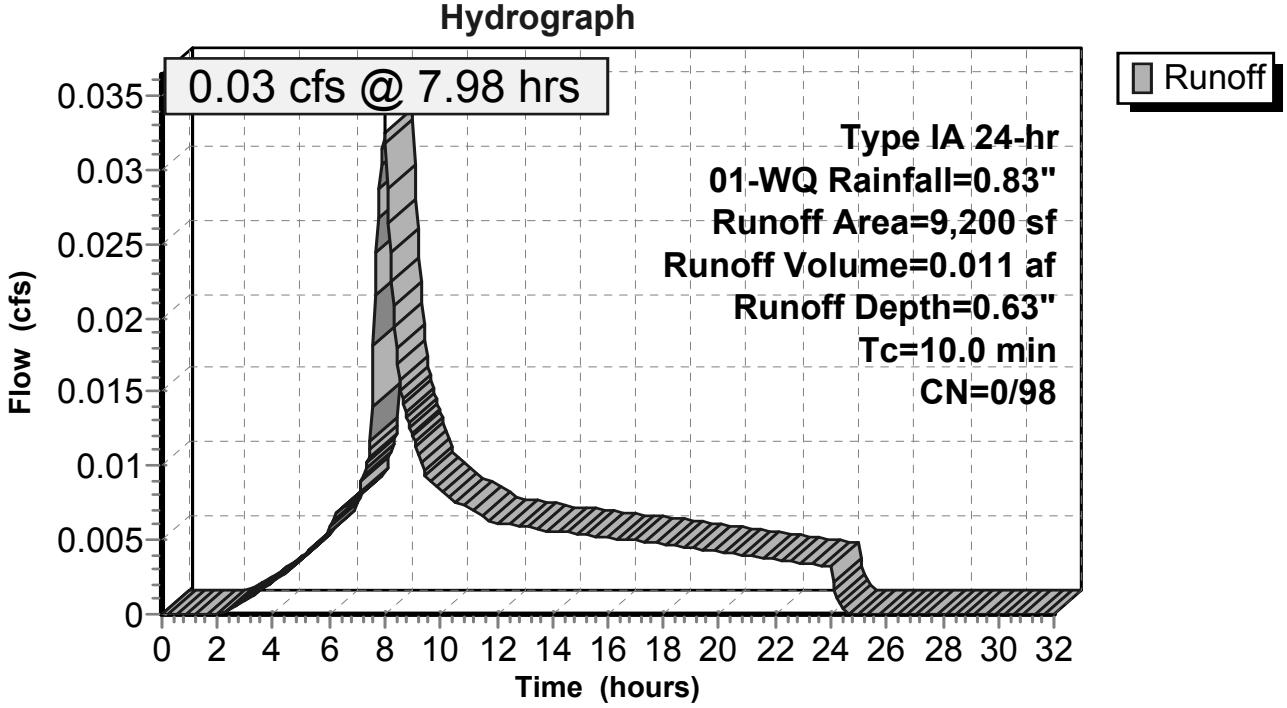
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.011 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

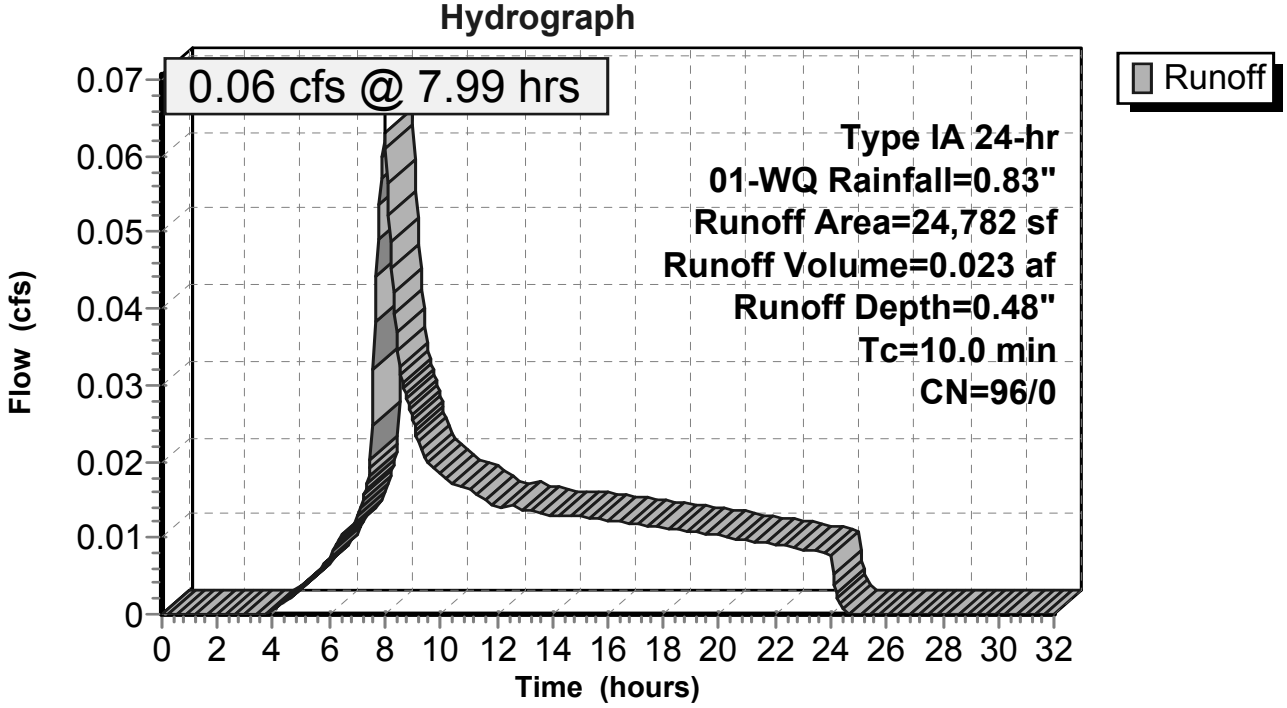
Runoff = 0.06 cfs @ 7.99 hrs, Volume= 0.023 af, Depth= 0.48"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 0.63" for 01-WQ event
Inflow = 0.06 cfs @ 7.98 hrs, Volume= 0.021 af
Outflow = 0.05 cfs @ 7.85 hrs, Volume= 0.021 af, Atten= 18%, Lag= 0.0 min
Discarded = 0.05 cfs @ 7.85 hrs, Volume= 0.021 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 24.98' @ 8.14 hrs Surf.Area= 744 sf Storage= 65 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 43.7 min (773.6 - 729.9)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

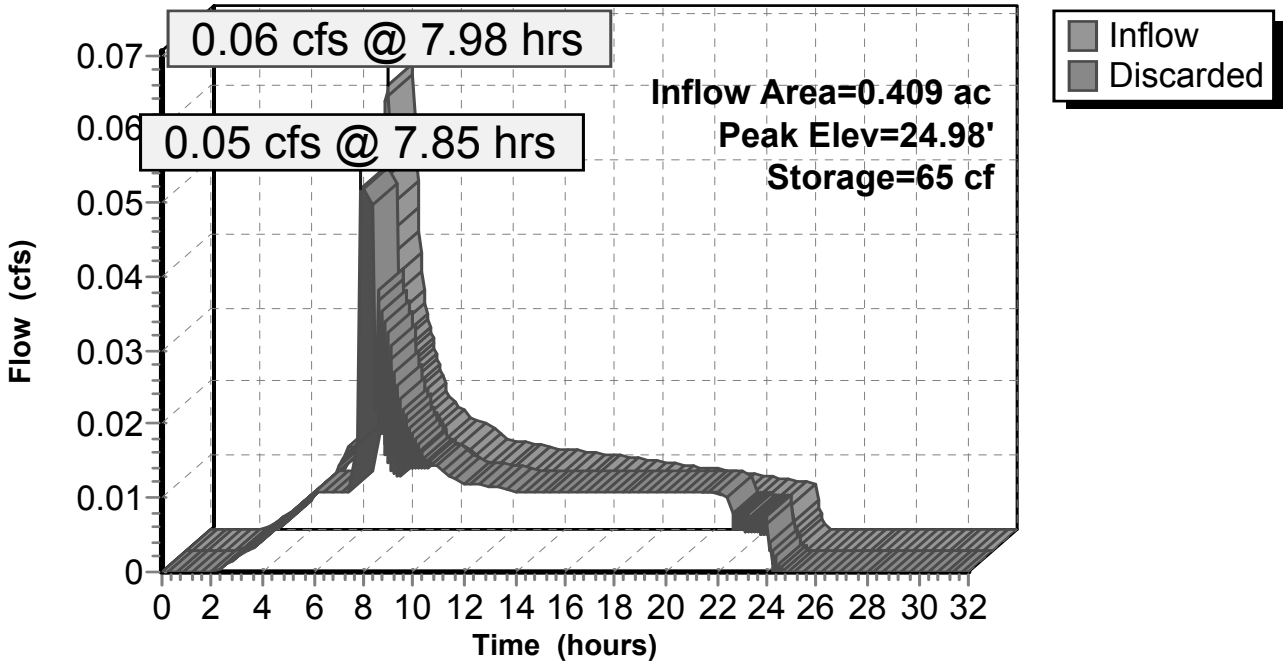
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.05 cfs @ 7.85 hrs HW=24.84' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.05 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.003 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.02 cfs 0.007 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.12 cfs 0.043 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.16 cfs 0.057 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=3.01"
Tc=10.0 min CN=96/0 Runoff=0.42 cfs 0.143 af

Pond 9P: Stormwater Planter 1 Peak Elev=28.34' Storage=866 cf Inflow=0.31 cfs 0.110 af
Outflow=0.09 cfs 0.110 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.252 af Average Runoff Depth = 3.10"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

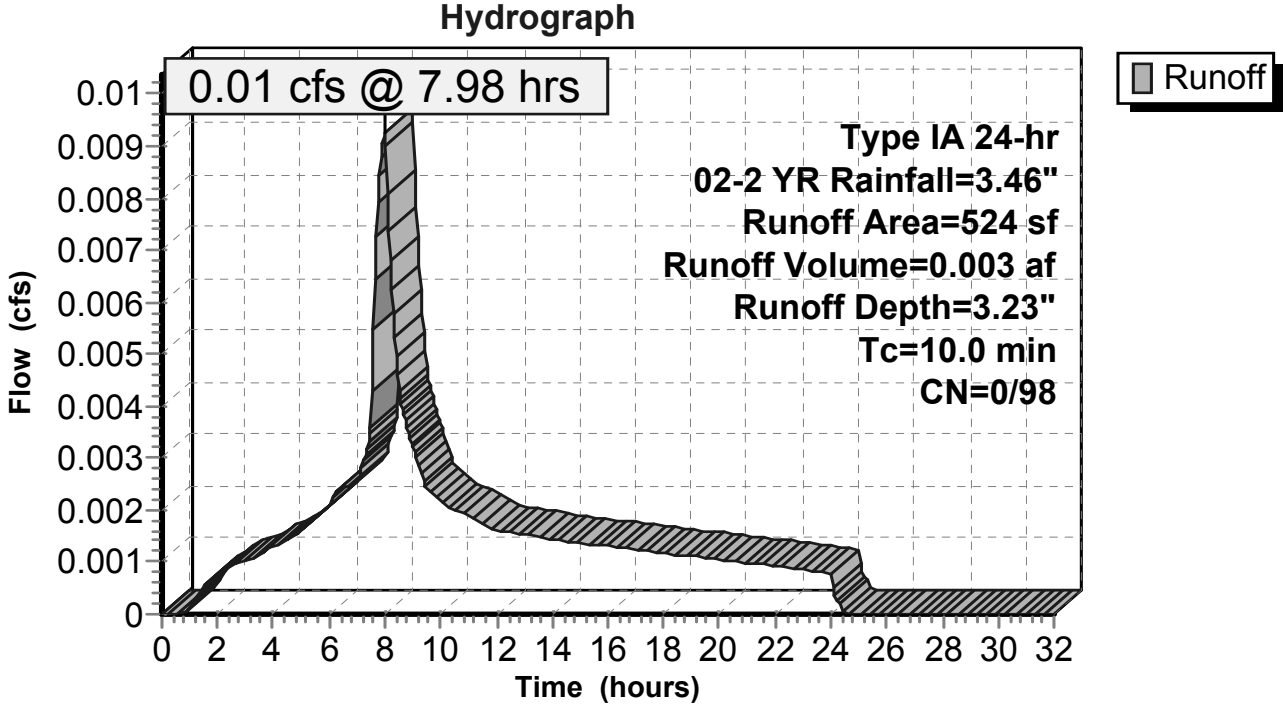
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.003 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

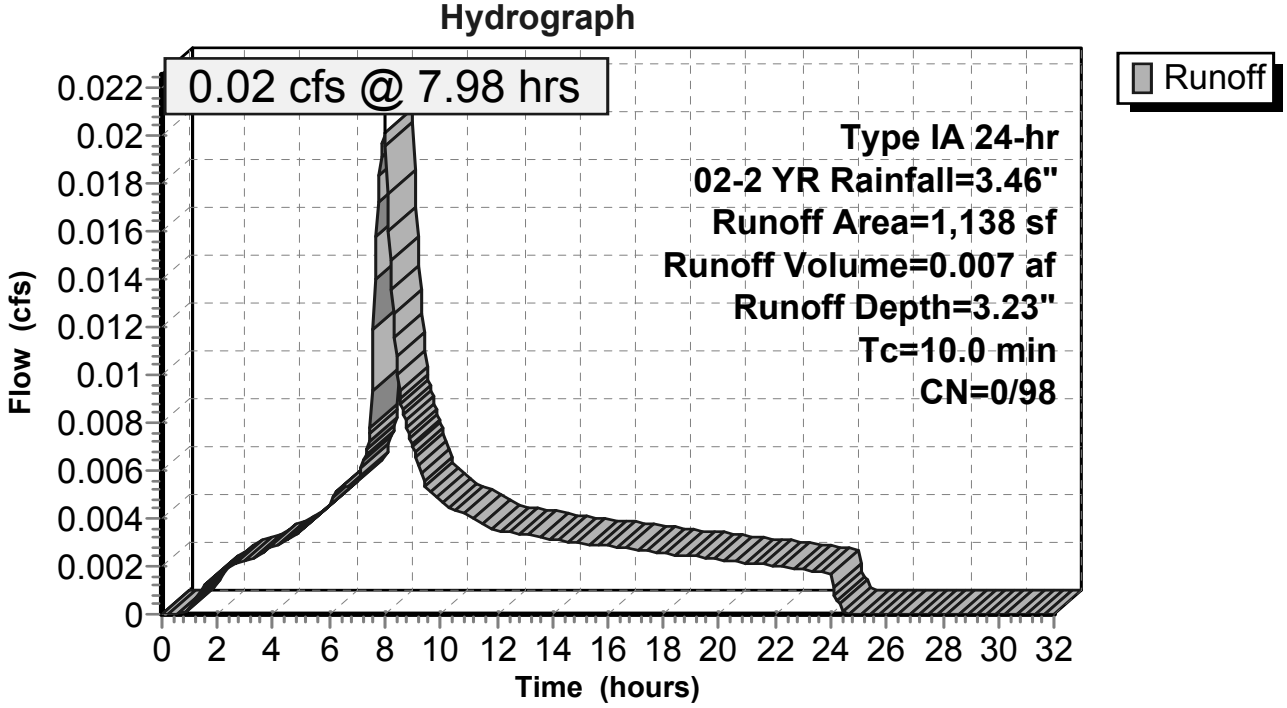
Runoff = 0.02 cfs @ 7.98 hrs, Volume= 0.007 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

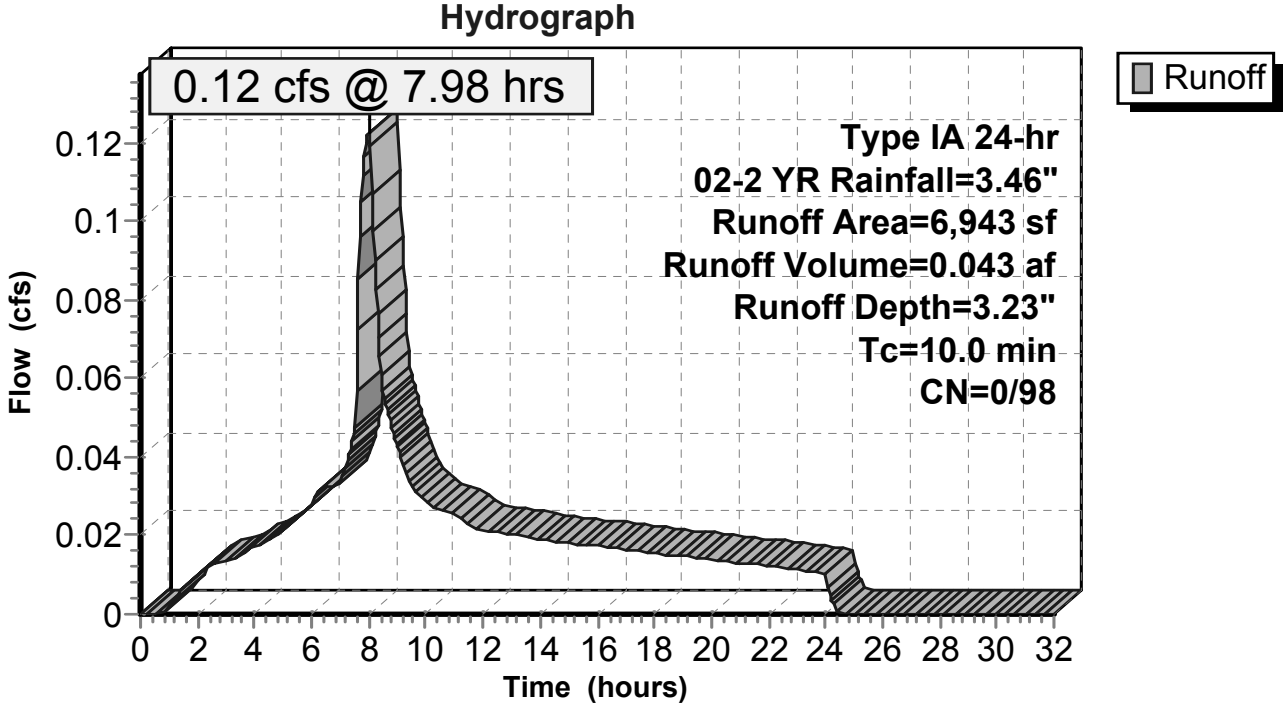
Runoff = 0.12 cfs @ 7.98 hrs, Volume= 0.043 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

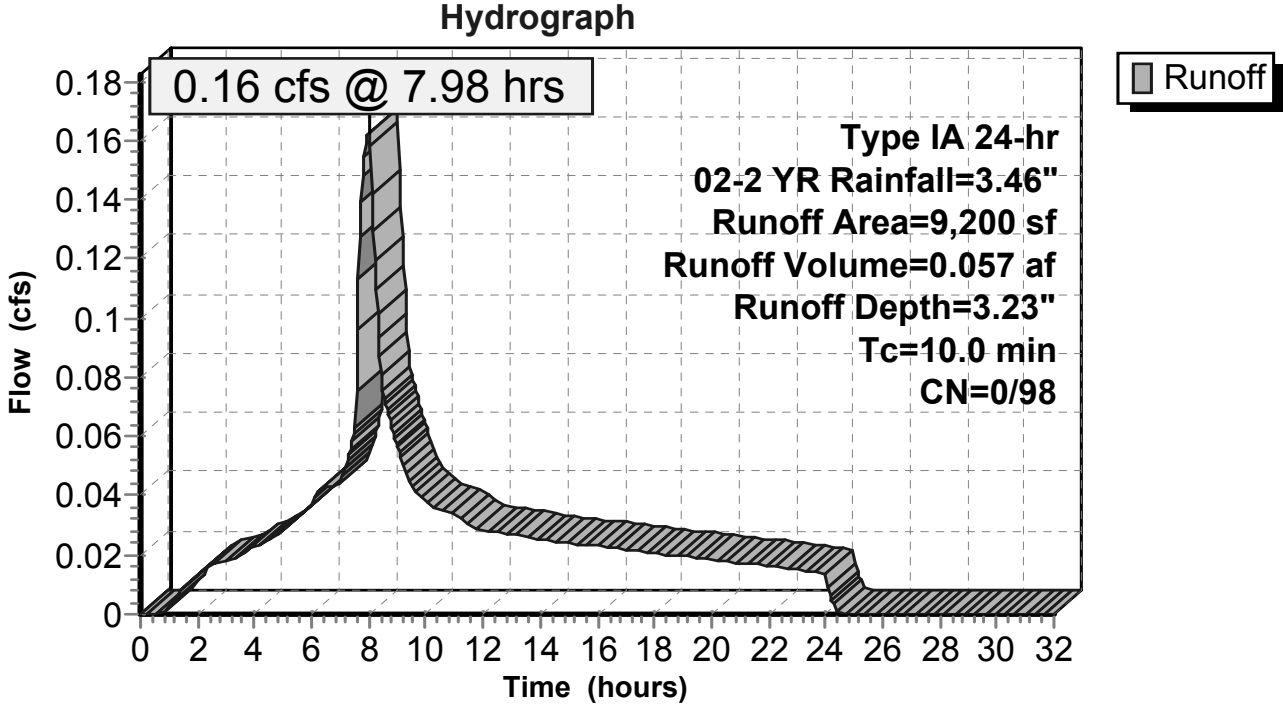
Runoff = 0.16 cfs @ 7.98 hrs, Volume= 0.057 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

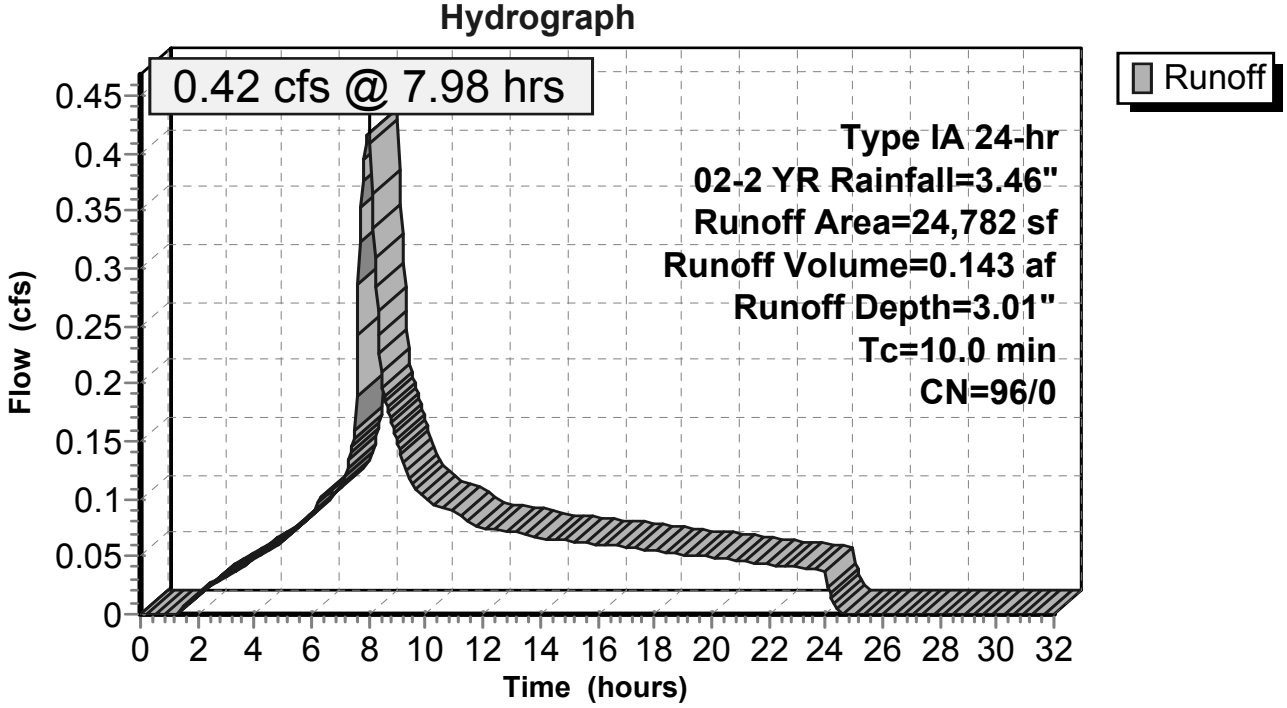
Runoff = 0.42 cfs @ 7.98 hrs, Volume= 0.143 af, Depth= 3.01"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 3.23" for 02-2 YR event
Inflow = 0.31 cfs @ 7.98 hrs, Volume= 0.110 af
Outflow = 0.09 cfs @ 8.85 hrs, Volume= 0.110 af, Atten= 71%, Lag= 52.4 min
Discarded = 0.09 cfs @ 8.85 hrs, Volume= 0.110 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 28.34' @ 9.27 hrs Surf.Area= 1,334 sf Storage= 866 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 79.0 min calculated for 0.110 af (100% of inflow)
Center-of-Mass det. time= 79.0 min (748.4 - 669.3)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

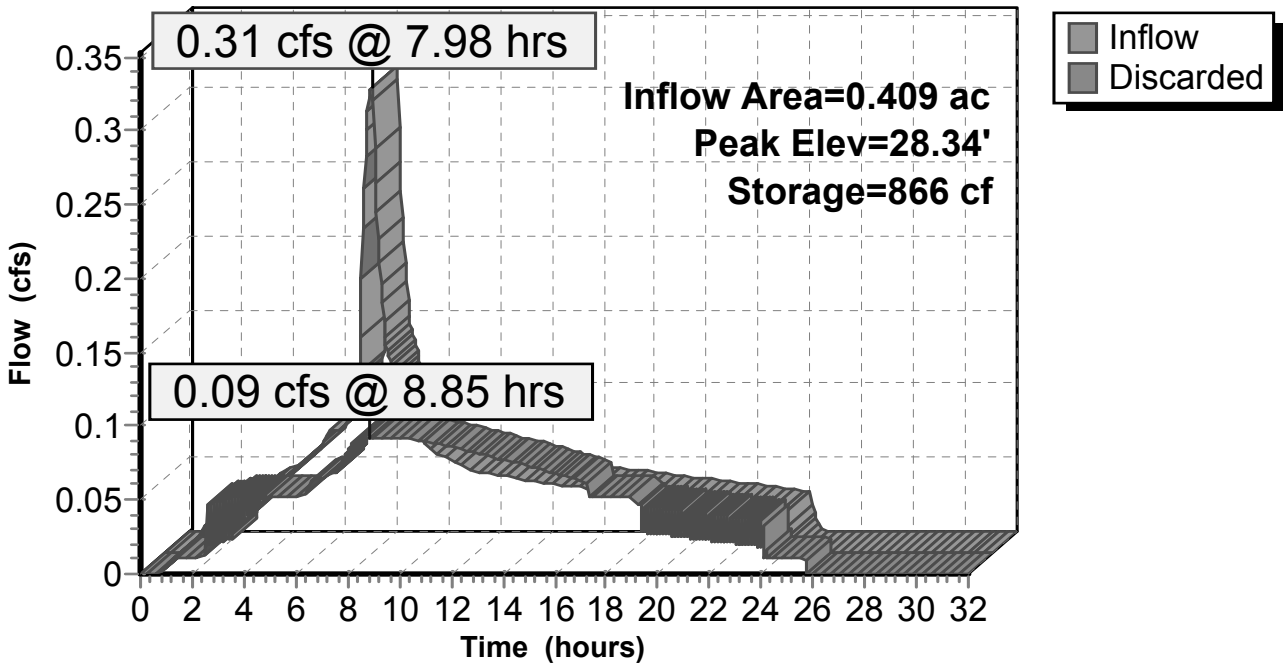
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 8.85 hrs HW=28.31' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.004 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.009 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.16 cfs 0.056 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.21 cfs 0.075 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=4.02"
Tc=10.0 min CN=96/0 Runoff=0.55 cfs 0.190 af

Pond 9P: Stormwater Planter 1 Peak Elev=29.29' Storage=1,428 cf Inflow=0.41 cfs 0.145 af
Outflow=0.09 cfs 0.145 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.335 af Average Runoff Depth = 4.11"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

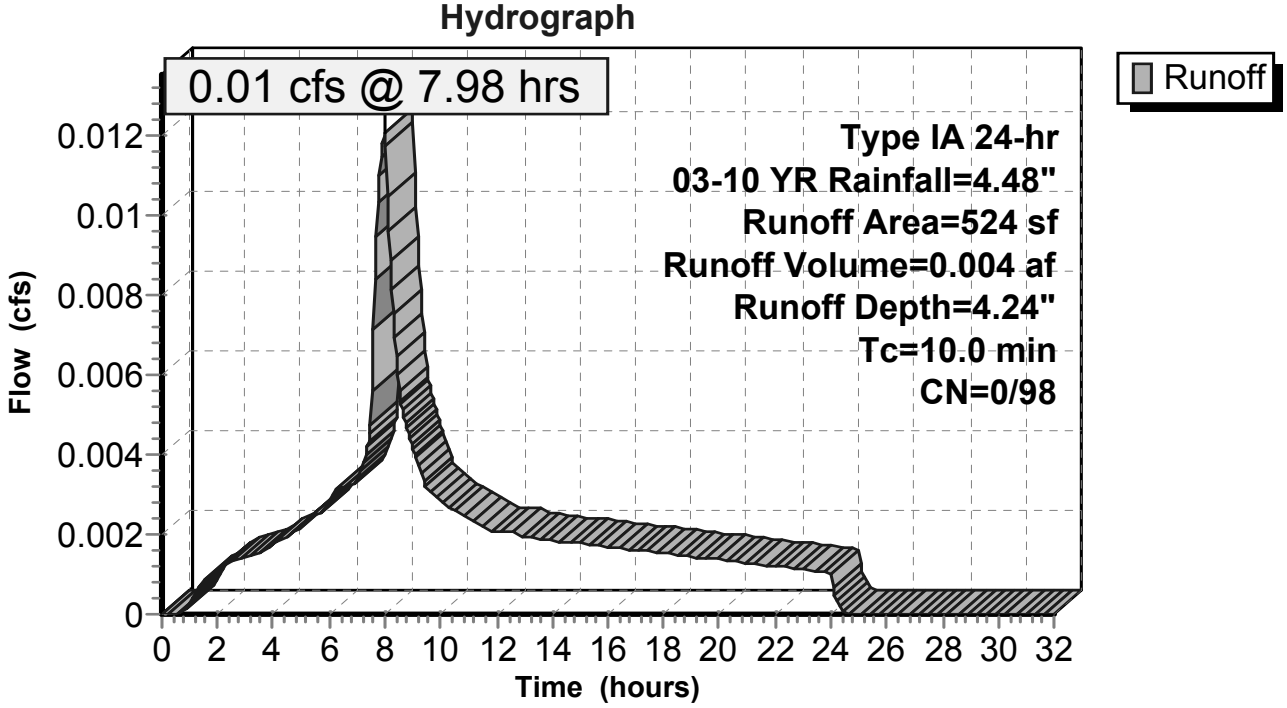
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.004 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

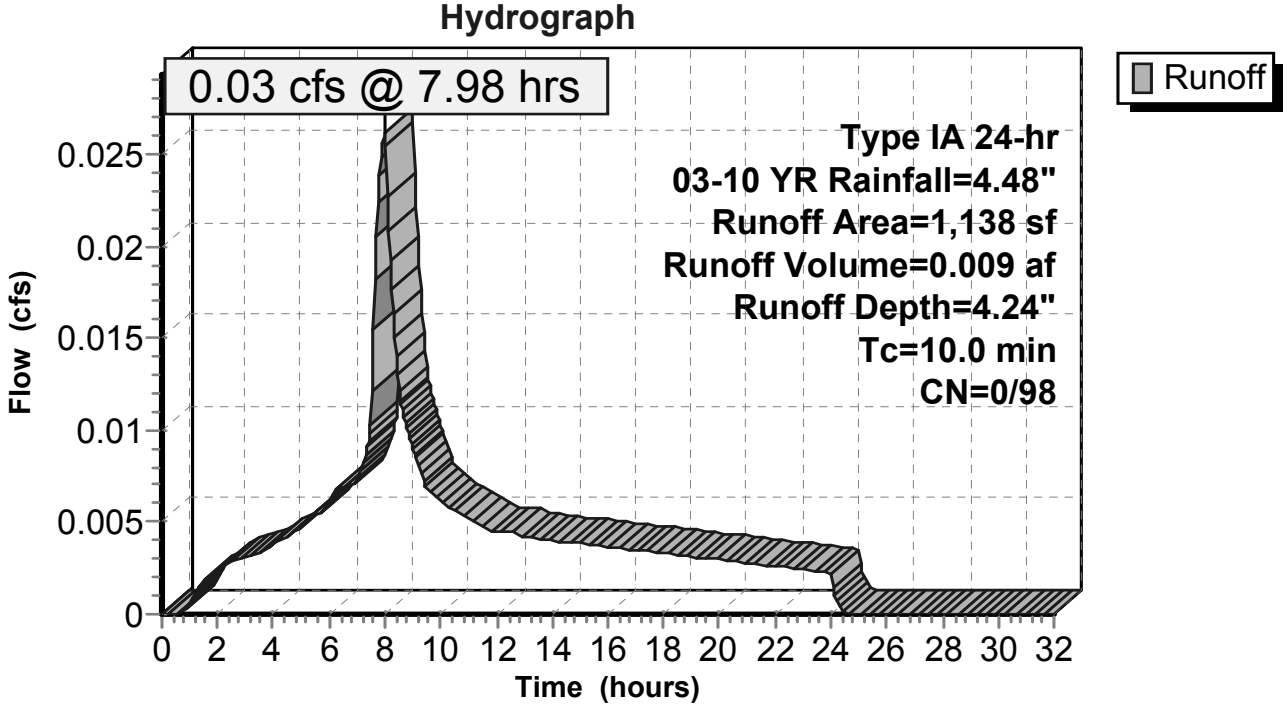
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.009 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

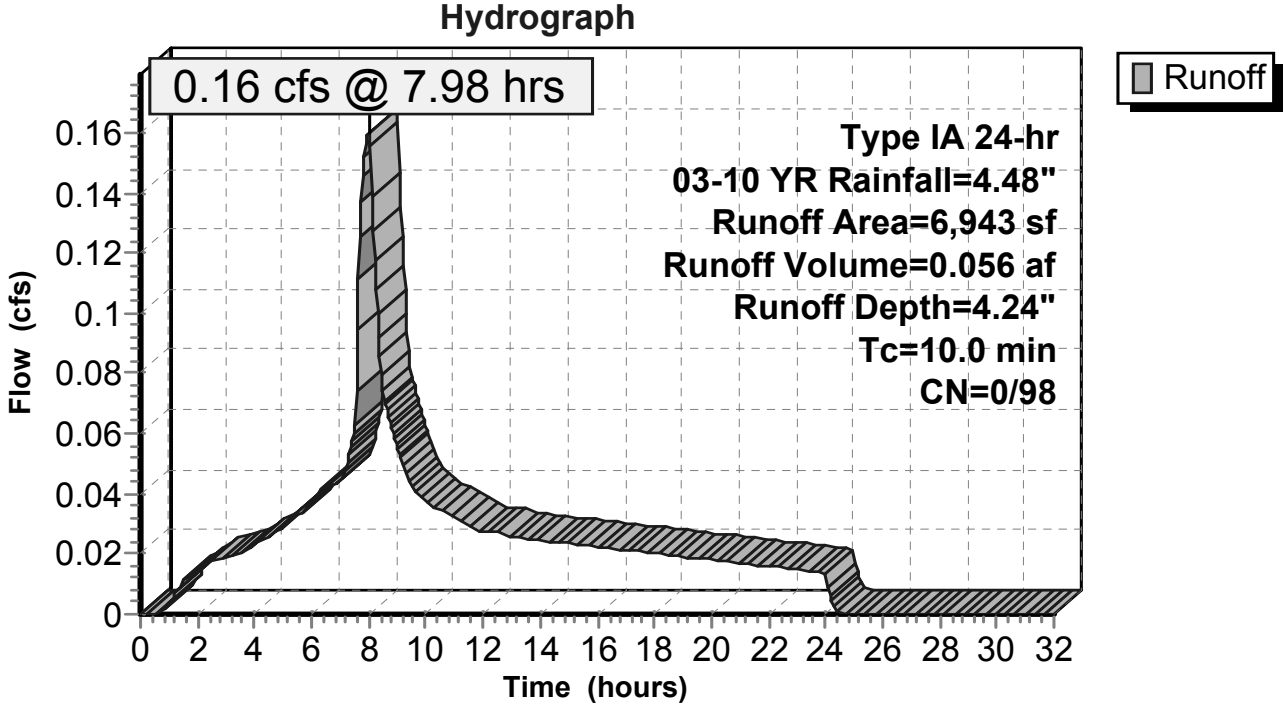
Runoff = 0.16 cfs @ 7.98 hrs, Volume= 0.056 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

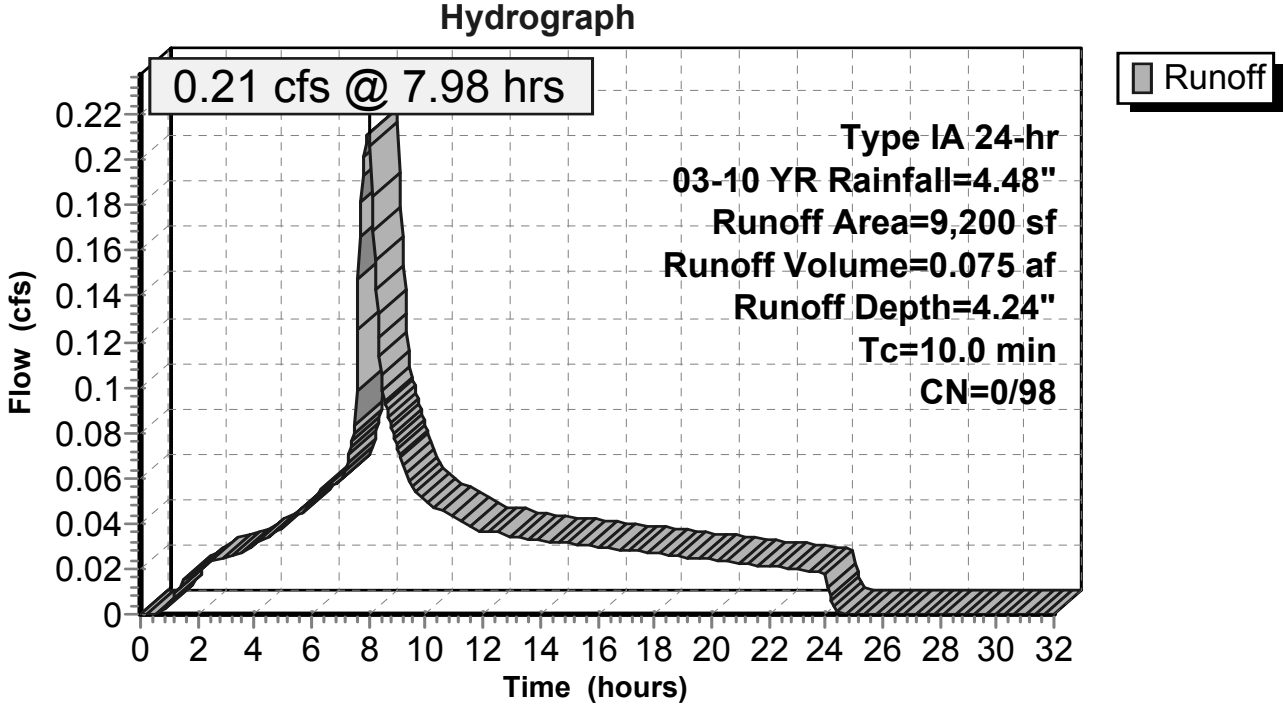
Runoff = 0.21 cfs @ 7.98 hrs, Volume= 0.075 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

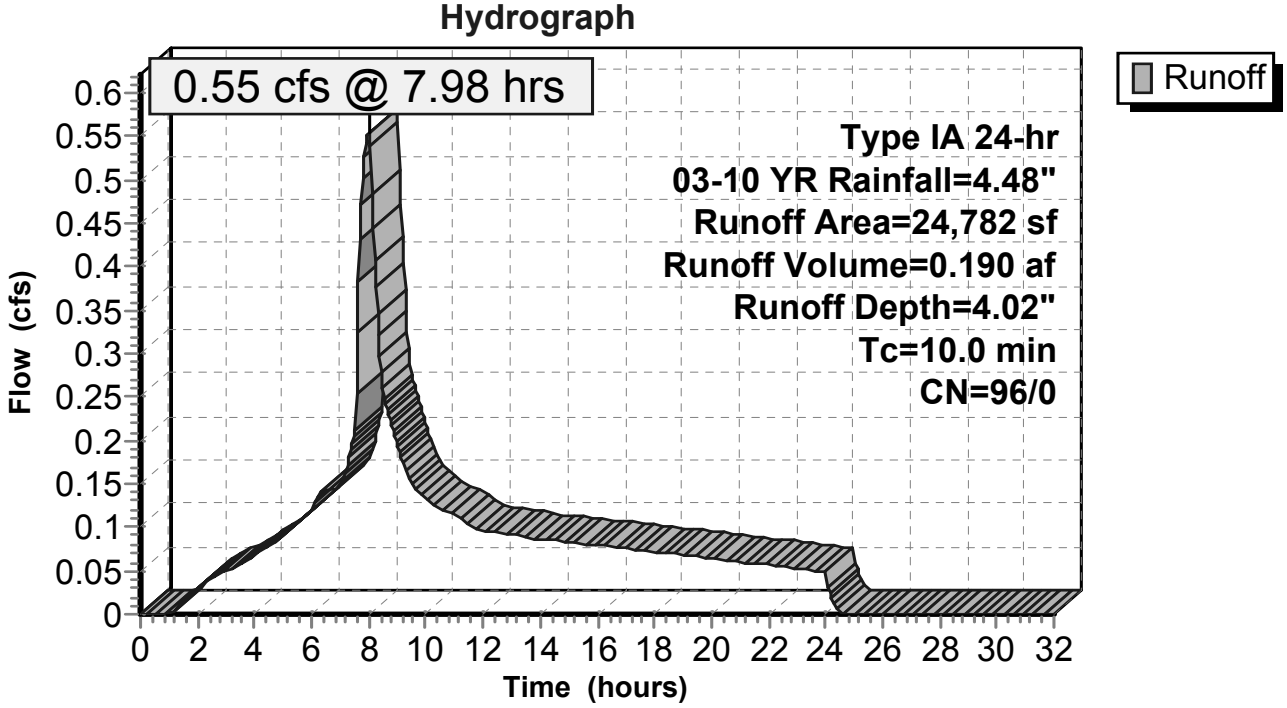
Runoff = 0.55 cfs @ 7.98 hrs, Volume= 0.190 af, Depth= 4.02"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 4.24" for 03-10 YR event
Inflow = 0.41 cfs @ 7.98 hrs, Volume= 0.145 af
Outflow = 0.09 cfs @ 8.00 hrs, Volume= 0.145 af, Atten= 77%, Lag= 1.4 min
Discarded = 0.09 cfs @ 8.00 hrs, Volume= 0.145 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 29.29' @ 10.21 hrs Surf.Area= 1,334 sf Storage= 1,428 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 142.3 min calculated for 0.144 af (100% of inflow)
Center-of-Mass det. time= 142.2 min (805.4 - 663.2)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

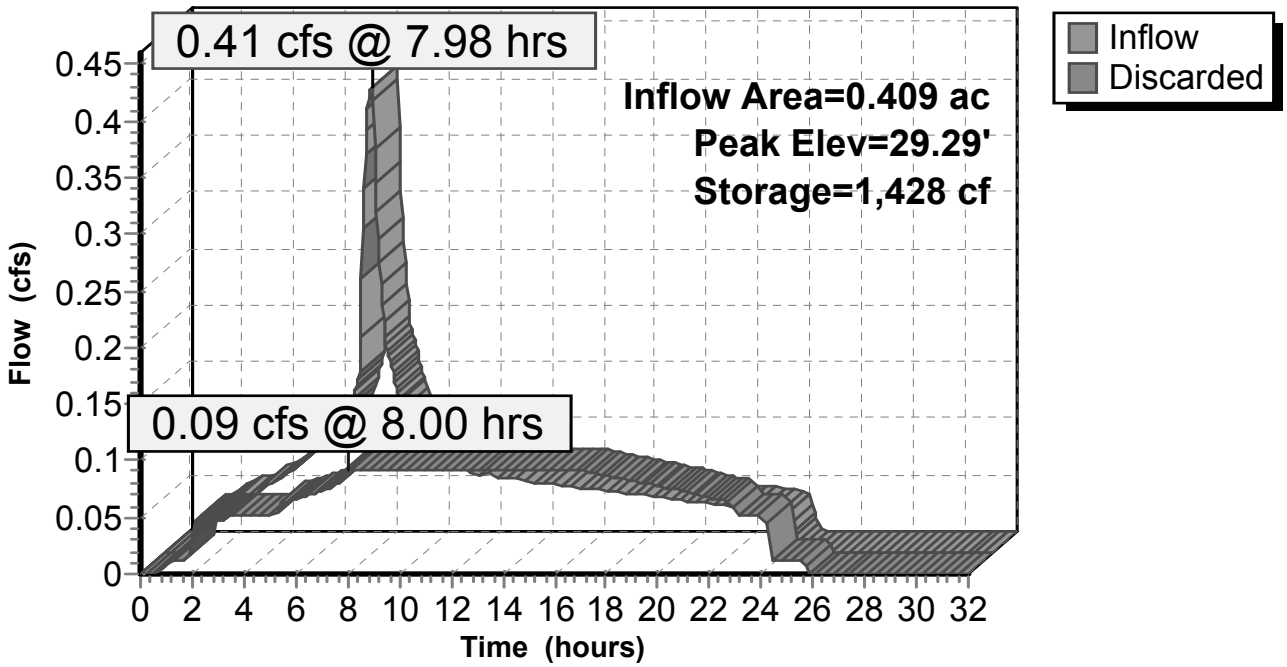
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 8.00 hrs HW=28.36' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.005 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.011 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.18 cfs 0.064 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.24 cfs 0.085 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=4.59"
Tc=10.0 min CN=96/0 Runoff=0.63 cfs 0.218 af

Pond 9P: Stormwater Planter 1 Peak Elev=29.95' Storage=1,817 cf Inflow=0.47 cfs 0.164 af
Outflow=0.09 cfs 0.164 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.382 af Average Runoff Depth = 4.69"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

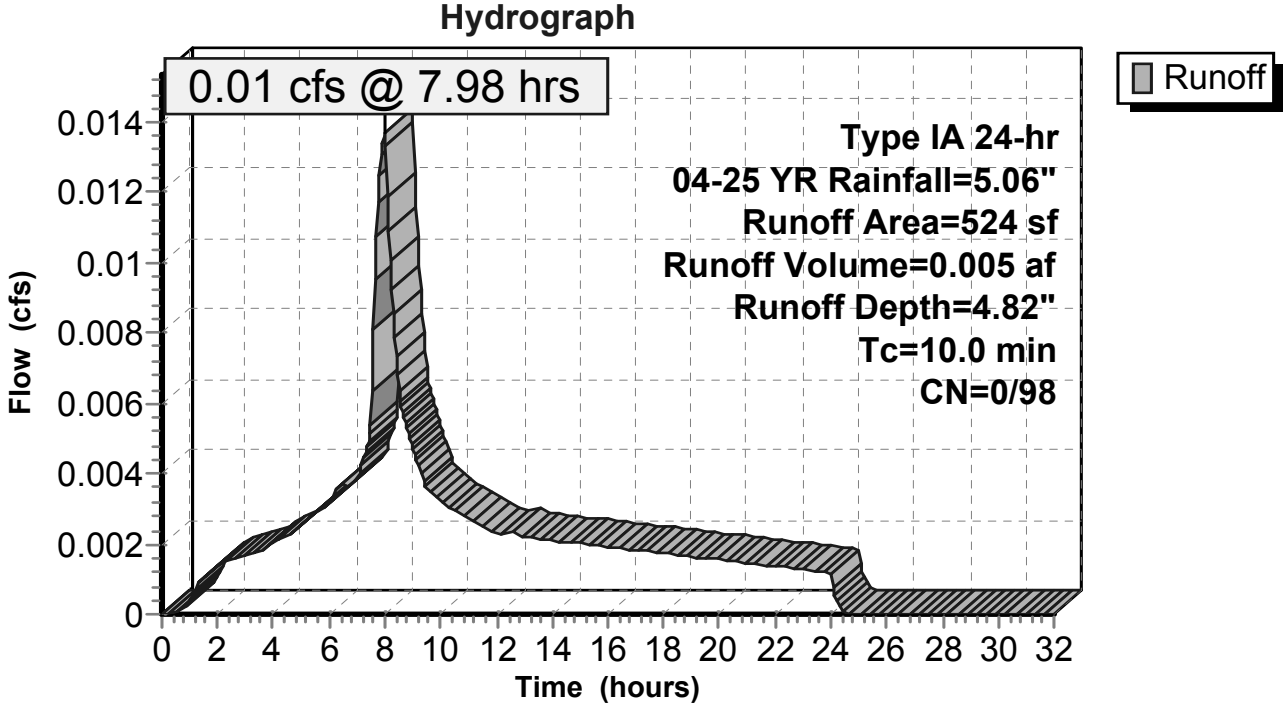
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.005 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

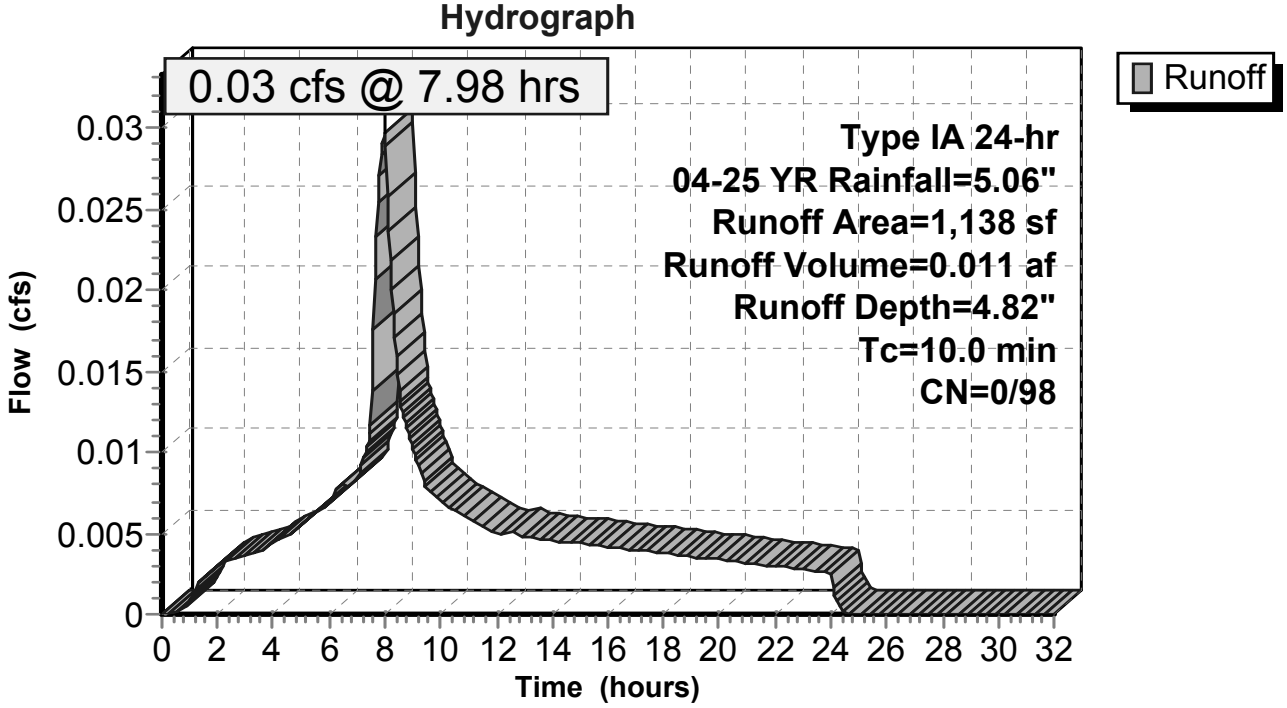
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.011 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

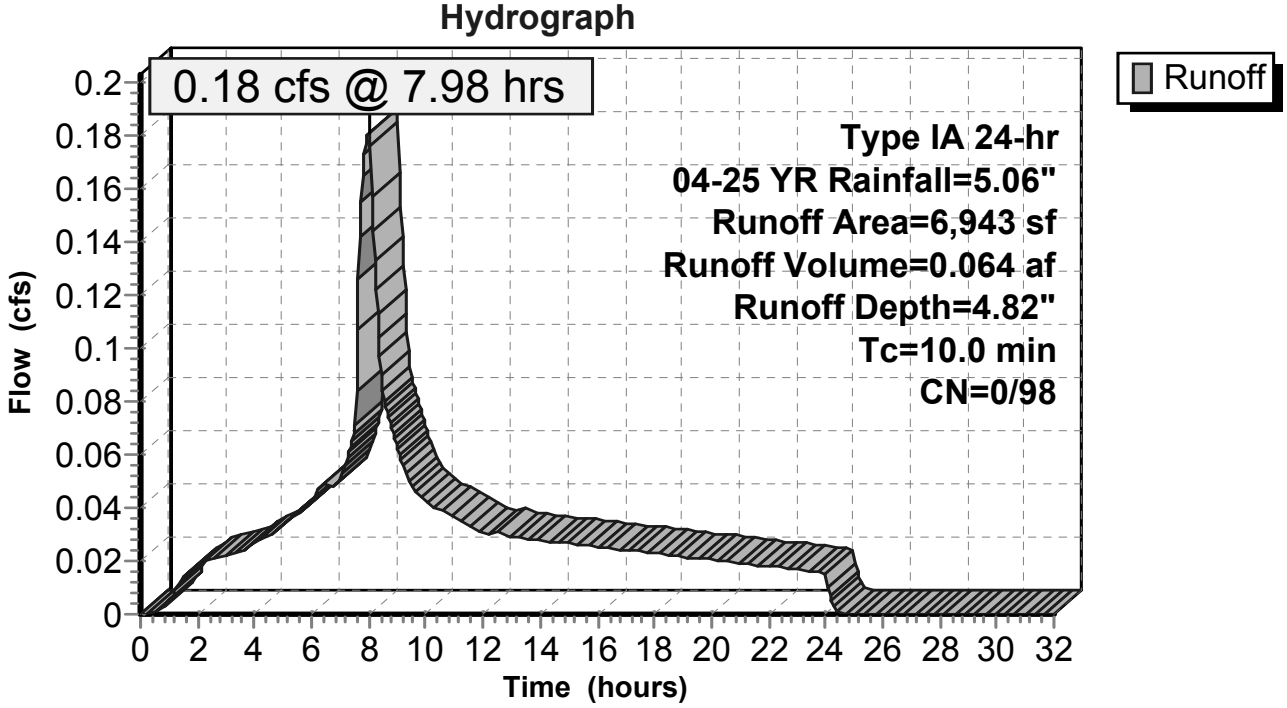
Runoff = 0.18 cfs @ 7.98 hrs, Volume= 0.064 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

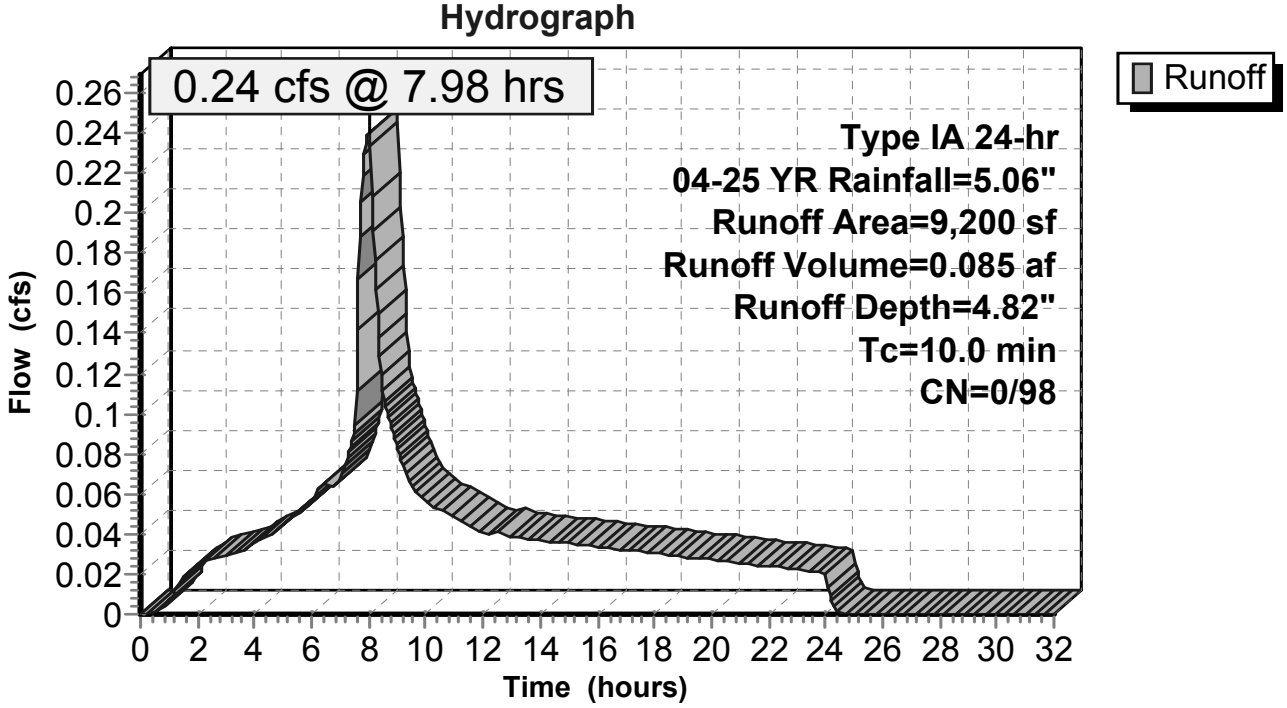
Runoff = 0.24 cfs @ 7.98 hrs, Volume= 0.085 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

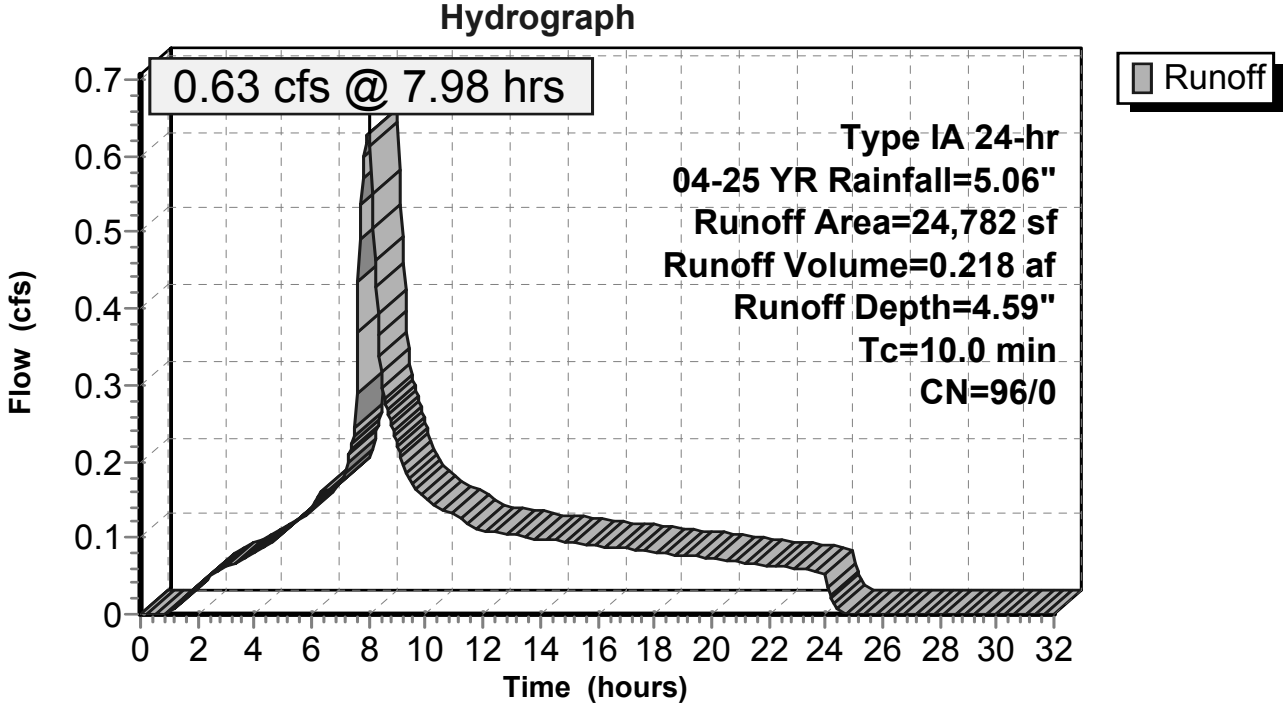
Runoff = 0.63 cfs @ 7.98 hrs, Volume= 0.218 af, Depth= 4.59"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 4.82" for 04-25 YR event
Inflow = 0.47 cfs @ 7.98 hrs, Volume= 0.164 af
Outflow = 0.09 cfs @ 7.85 hrs, Volume= 0.164 af, Atten= 80%, Lag= 0.0 min
Discarded = 0.09 cfs @ 7.85 hrs, Volume= 0.164 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 29.95' @ 11.11 hrs Surf.Area= 1,334 sf Storage= 1,817 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 195.1 min calculated for 0.164 af (100% of inflow)
Center-of-Mass det. time= 195.1 min (855.7 - 660.7)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

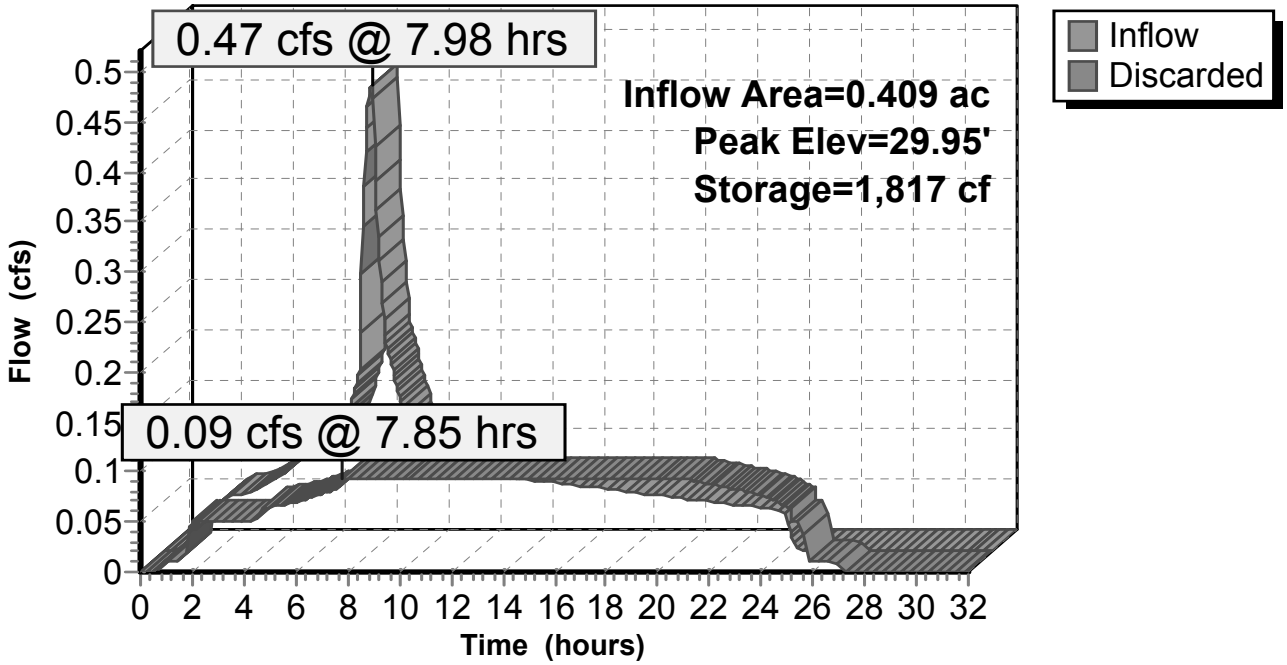
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 7.85 hrs HW=28.36' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



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

October 8, 2019 ODOT #9323

ODOT Response

Project Name: Coffee Drive Through / Car Wash	**Applicant:** Sean Randle
Jurisdiction: City of Florence	**Jurisdiction Case #:** PC 19 08 VAR01/PC 19 10 CUP 03
Site Address: Florence, OR	**Legal Description:** 18S 12W 2744 **Tax Lot(s):** 06600, 06601
State Highway: US 101	**Mileposts:** ___190.50___

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

The site plan for the proposed coffee drive through and car wash development does not include an approach to US101 and therefore ODOT access permits would not be necessary. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way.

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.	Douglas.G.BAUMGARTNER@odot.state.or.us
District 5 Contact: April Jones	541-726-2577

Exhibit I

From:	Hailey Sheldon
To:	Hailey Sheldon
Subject:	FW: Human Bean & Car Wash
Date:	Tuesday, October 15, 2019 11:23:35 AM

From: Mike Miller <mike.miller@ci.florence.or.us>
Sent: Monday, October 14, 2019 9:12 AM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Subject: RE: Human Bean & Car Wash

Hi Wendy,

The Trip breakdown is as follows:

Car Wash generates 39.54 trips
Coffee shop generates 560 trips

Total trips 599.54 trips

Credit breakdown:
Restaurant 176.38 trips
Fueling station 292 trips

Total trip credits 468.38 trips

Net new trips is only 131.16 for entire project

It gets a bit messy breaking up the project into two applications due to the credits (see below)

Water SDCs
Landscaping 1 EDU per 4,000 SF with 5,629 SF of landscaping = 1.4 EDUs
Coffee Shop 1 EDU per 1,000 SF with 400 SF building = 0.4 EDUs
Car Wash 0.2 EDU's per 1,000 SF with 1,400 SF building = 0.28 EDU's

Water and sewer credits:
Restaurant 0.9 EDUs
Service Station 0.5 EDUs

Net new Water EDUs = 0.68 EDUs
Net new Sewer EDUs = 0.0 EDUs

Stormwater was calculated for entire site with 17,027 square feet of existing impervious area and proposed impervious area at 17,683 square feet. The net increase of impervious area is 656 square feet.

Exhibit J

We have two 2-inch water services for the site (I will provide a map later this morning). The fire hydrant on Hwy 101 in the middle of the frontage is served by an 8-inch line off the 12-inch water main and is set up in order to provide fire service or other large volume service.

There are two sanitary sewer services to service the site from 5th Street (Rhododendron). I will provide a map showing the location.

The City has plenty of water and sewer capacity within the project area.

Stormwater is only available from 5th Street. While there is capacity, only emergency overflows and historic flows will be allowed.

Mike

From:	Hailey Sheldon
To:	Hailey Sheldon
Subject:	FW: Coffee Kiosk and Car Wash Development Plan Check
Date:	Tuesday, October 15, 2019 11:41:00 AM
Attachments:	Florence - Coffee Kiosk & Car Wash Development - Reviwed Plans.pdf Plan Check - Coffee Kiosk & Car Wash Development.pdf 586 Hwy 101 - utility locations.pdf

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From: Mike Miller <mike.miller@ci.florence.or.us>
Sent: Monday, October 14, 2019 4:43 PM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Cc: Hailey Sheldon <hailey.sheldon@ci.florence.or.us>; August Murphy <august.murphy@ci.florence.or.us>; Stephan Stys <sstys@civilwest.net>
Subject: FW: Coffee Kiosk and Car Wash Development Plan Check

Hi Wendy,

Attached are the preliminary comments, based on available information from the applicant.

In addition to the comments provided by Stephan Stys with Civil West Engineering, I would like to include the following:

- Grease inceptor (grease trap) is required for the coffee kiosk. We understand that no food preparation will be undertaken, however with coffee drinks fats and oils are used/produced which get washed down the sink.
- For the car wash they will need a oil water separator as well as an onsite 'grit' separator/distilling basin. Due to the nature of car washes and the amount of sand/dirt there needs to be a vault or manhole to separate the grease/oil and allow the heavier material to settle before flowing to the City sanitary sewer system.
- Due to the increase amount of traffic on 5th Street the roadway will need to be reconstructed in order to handle the increased traffic.
- Water service is available on Hwy 101. There are two 2-inch water services plus a fire hydrant mid-block to serve the property (see attached utility map)
- Sanitary sewer is stubbed to the property at the south end (5th Street) at two locations (see attached utility map)
- Stormwater at the SE corner of property. Need to integrate existing stormwater infrastructure. Appears that the proposal is to tie a proposed catch basin (CB #1260) which will need to be a curb inlet instead of a catch basin (we do not allow flow through catch basins) and that the 8-inch storm line is tying into the proposed 10-inch at a 90 degree bend with clean out. Developer will need to provide manhole connection to transition from public to private drainage facilities. Please note that our records show that the storm line in 5th Street is only 8-inch. This storm line is connected to the State system.
- We understand that the developer owns both properties, however a private utility easement for the sewer line to service the car wash will be necessary as the line crosses one property to serve the other (if sewer service for the car wash comes from 5th Street). If sewer service for

the car wash is preferred from 6th Street, please note that cutting of the new pavement that is installed as part of ReVision Florence will not be allowed without a significant paving patch (full street width to match what was completed by the ReVision Florence project).

- Public Works reserves the right to provide additional comments/conditions as full civil plans are provided for comment and review by the City.

Thank you,

Mike

STORMWATER AND GRADING PLAN
FOR
FLORENCE COFFEE KIOSK & CAR WASH DEVELOPMENT
TAX MAP 18-12-27-44
TAX LOTS 6600 AND 6601
FLORENCE, LANE COUNTY, OREGON

STORMWATER NOTES:
1. ALL STORMWATER RUNOFF FROM NEW IMPERVIOUS SURFACES ON SUBJECT PROPERTIES TO BE TREATED VIA STORMWATER PLANTERS AS SHOWN ON PLAN.

2. SOILS ON SITE ARE WALDPORT-URBAN LAND COMPLEX WITH 0-12% SLOPES AND ARE CLASSIFIED AS HYDROLOGIC SOIL GROUP A PER WEB SOIL SURVEY.

3. INFILTRATION RATES ARE ESTIMATED TO BE GREATER THAN 20 IN/HR AT A DEPTH OF 5'-60" BELOW GROUND SURFACE PER WEB SOIL SURVEY.

4. AN INFILTRATION TEST WILL BE PERFORMED ON-SITE AT BEGINNING OF CONSTRUCTION WHEN EQUIPMENT IS ON-SITE TO VERIFY ASSUMED INFILTRATION RATES. FACILITY SIZES WILL BE ADJUSTED AT THIS TIME IF NEEDED.

5. ALL STORMWATER RUNOFF TO STORMWATER PLANTER 1 WILL BE PROCESSED VIA INFILTRATION.

6. STORMWATER PLANTER 2 WILL HAVE IMPERMEABLE LINER SURROUNDING IT DUE TO CLOSE PROXIMITY TO FUTURE BUILDING.

7. STORMWATER FROM PROPERTY TO EAST OF SITE IS PROPOSED TO BE COLLECTED AND ROUTED VIA CATCH BASINS EAST OF EASTERN PROPERTY LINE.

8. ALL CATCH BASINS TO HAVE A MINIMUM 18" SUMP.

GENERAL NOTES:
1. THESE PLANS ARE PRELIMINARY AND ARE NOT TO BE USED FOR CONSTRUCTION IN THE FIELD.

2. SURVEY AND TOPO INFORMATION SHOWN WERE GATHERED BY OLSON & MORRIS. ELEVATIONS ARE BASED UPON LANE COUNTY BENCHMARK NO. 498 BRASS DISK AT THE INTERSECTION OF AIRPORT ROAD AND KINGWOOD STREET WITH A PUBLISHED ELEVATION 42.43' (NAVD88).

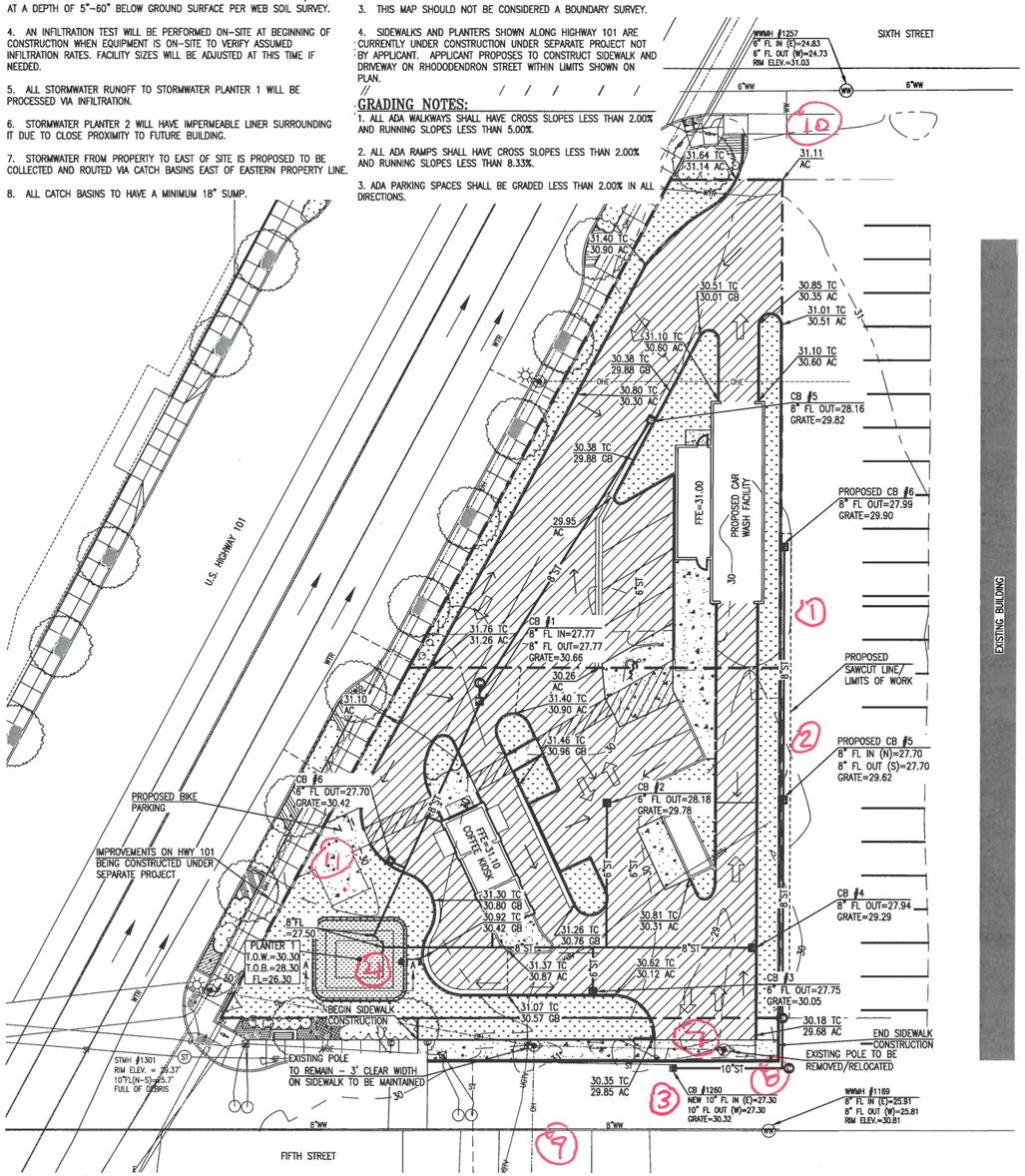
3. THIS MAP SHOULD NOT BE CONSIDERED A BOUNDARY SURVEY.

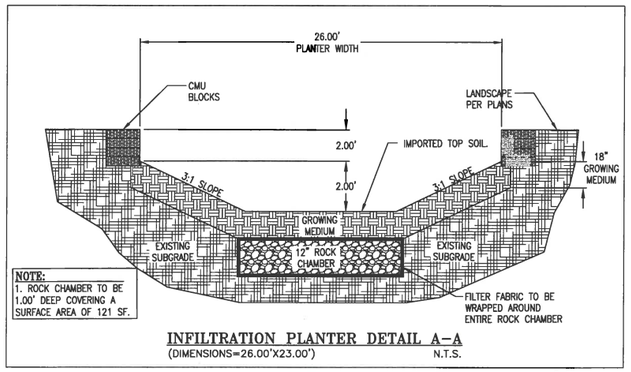
4. SIDEWALKS AND PLANTERS SHOWN ALONG HIGHWAY 101 ARE CURRENTLY UNDER CONSTRUCTION UNDER SEPARATE PROJECT NOT BY APPLICANT. APPLICANT PROPOSES TO CONSTRUCT SIDEWALK AND DRIVEWAY ON RHODODENDRON STREET WITHIN LIMITS SHOWN ON PLAN.

GRADING NOTES:
1. ALL ADA WALKWAYS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 5.00%.

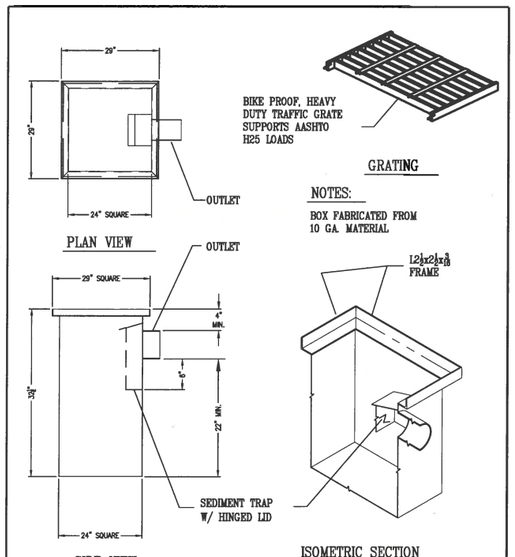
2. ALL ADA RAMPS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 8.33%.

3. ADA PARKING SPACES SHALL BE GRADED LESS THAN 2.00% IN ALL DIRECTIONS.





INFILTRATION PLANTER DETAIL A-A
(DIMENSIONS=26.00'X23.00') N.T.S.



STATE APPROVED - ASPHALT DIPPED

Gibson Steel Basins SINCE 1972
247 Washington St. Eugene, Or. 97401 ph:(541) 687 - 8672 fax:344-0207

24" SQUARE - 4"ø OR 6"ø OUTLET

STORM WATER CATCH BASIN

PROJ. MAN. DOUG P. | DWN. PAUL G. | SCALE NONE
DATE: JAN. 23, 06 | MODEL: GCB10-30HB-486

DWG # S1

SCALE: 1"=20'
20' 0 20' 40'

GRADING LEGEND
AC	ASPHALT/CONCRETE
CB	CATCH BASIN
CONC	CONCRETE
EG	EXISTING GROUND
FFE	FINISH FLOOR ELEVATION
FL	FLOWLINE
GB	GUTTER BAR
TC	TOP OF CURB
TOB	TOP OF BANK
VG	VALLEY GUTTER
←	DRAINAGE ARROWS

LEGEND
- EXISTING BOUNDARY
- ADJACENT PROPERTIES
- EXISTING CURB LINE
- x x EXISTING FENCE
- 8"W EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- WW 8"WW EXISTING WASTEWATER SYSTEM
- C EXISTING CLEANOUT
- ST 24"SD EXISTING STORM DRAINAGE SYSTEM
- EXISTING CATCH BASIN
- EXISTING CURB INLET
- EXISTING STREET LIGHT
- UGE EXISTING UNDERGROUND ELECTRIC
- EXISTING TRANSFORMER
- P EXISTING TELEPHONE PEDESTAL
- PHN EXISTING TELEPHONE LINE
- 2"G EXISTING GAS MAIN
- EXISTING GAS VALVE
- EXISTING WATER METER
- 8"WW PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE
- PROPOSED WASTEWATER CLEANOUT
- 12"ST PROPOSED STORM LINE
- PROPOSED STORM MANHOLE
- PROPOSED STORM CLEANOUT
- PROPOSED CURB INLET
- PROPOSED PAVED AREA
- PROPOSED SIDEWALK

Scott Morris, PE
Digitally signed by Scott Morris, PE
Date: 2019.07.24 11:49:34 -07'00'

Olson & Morris DBA of A & O Engineering LLC
Civil Engineering
Land Surveying
& Site Planning
380 Q ST. SUITE 200
SPRINGFIELD, OR. 97477
PHONE: (541) 302-9790

REGISTERED PROFESSIONAL ENGINEER
OREGON
18,665
SCOTT MORRIS
EXPIRES 12/20

Storm Drainage & Grading Plan
For
Coffee Kiosk & Car Wash Dev.
Florence Lane County Oregon.

DATE: 4-2-19
PROJECT No. 5168
SCALE: HORIZ.
VERT.
DRAWN BY: ACH
DESIGNED BY: KDM
REVIEWED BY: SDM

SUBMITTALS:
1. 6/28/19

REVISIONS:

SHEET C-1.0
1 OF 1

October 8, 2019

RE: Coffee Kiosk and Car Wash Development Plan Check
Florence, Lane County, Oregon

Mike:

On behalf of the City of Florence, Civil West Engineering has reviewed the documents provided to us regarding the proposed Coffee Kiosk and Car Wash Development immediately east of Highway 101 between Rhododendron Drive and 6th Street in Florence. These documents, which were submitted to us on Wednesday, October 2nd, 2019, include the following:

- Final Construction Drawing (1 sheets)
    - Sheet C-1.0 – Storm Drainage and Grading Plan
- Stormwater Management Plan

The following documents were missing:

- Erosion, Sediment and Pollution Control Plans (ESPCPS)
- Operations and Maintenance Form
- Operations and Maintenance Plan
- Stormwater Management Facility Operation and Maintenance Agreement
- Right of Way Permit
- Connection to Water Service
- Connection to Sanitary Sewer Service
- Car Wash Pretreatment Plan
- Verification of existing water service mains and hydrant flow support the development site.
- Landscaping Plan

At a minimum the missing documents should be supplied and reviewed before permitting development on behalf of the Florence Public Works Department.

Final Construction Drawing Review

1. The water flowing off the property to the east is currently being infiltrated on the properties being developed. This water should be handled onsite in the vegetated infiltration basin.
2. Is there an easement in place to install the piping and catch basins? Who will own and maintain the piping and catch basins?
3. The catch basin should be replaced and moved to the east so that it is no in the traffic lane. The new catch basin should follow Florence standard drawings.
4. The overflow should be graded to be in conformance with the Stormwater Management Plan. Also, with the current arrangement, the basin will be never overflow because the top of wall is above the catch basin grates.
5. The linetype scale in the legend should match that of the drawing.
6. The “PROPOSED PAVED AREA” hatch does not match that of the drawing.
7. The southern driveway needs to be detailed.
8. There should be a ramp installed at the southeast corner and a ramp on the other side of the road to receive pedestrians crossing.

Exhibit K

9. Rhododendron Drive east of Highway 101 is intended for very low use traffic. Construction activities will severely harm the road and, it is not intended for the significantly increased traffic with the new businesses. This road should be replaced with a suitable road east of Highway 101 to the farther of eastern property line or an existing sawcut line.
10. The northern driveway should be replaced with an ADA compliant driveway and resized.
11. Grades for bike parking area should be shown.
12. Is note 6 applicable?
13. These should be final construction plans.

Additional comments to conform with "City of Florence Presumptive Approach Submittal Guide":

- The lot areas and setbacks should be shown.
- Easements should to be shown. There should at least be an easement for the southern driveway, eastern storm drain system and northern driveway.
- Width of right of ways and curb heights should be shown.
- Profiles and details should be shown for all pipelines and catch basins. A cut sheet is not a detail. There needs to be more information as to how the materials are being installed.
- Stormwater system should be dimensioned.
- Plantings should be detailed to show requirements of *City of Florence – Stormwater Management Design Manual – Revised September 2011.*

Stormwater Management Plan Review

- All pages should be numbered
- Owner(s) name should be shown on cover sheet
- Permit numbers associated with project should be shown on cover sheet
- Designers certification and statement should be included. Follow *City of Florence – Stormwater Management Design Manual – Revised September 2011.*
- Include table of contents
- Site zoning
- Federal, state and local permits required

Respectfully,
Civil West Engineering Services, Inc.

Prepared By:
Stephan Stys, Oregon PE #86454PE

October 11, 2019

City of Florence
Planning Department
250 HWY 101
Florence, OR 97439

To Whom It May Concern:

After review of the Notice of Public Hearing item/s PC 19 08 VAR 01 - Drive-Thru Car Wash, PC 19 09 VAR 02 - Drive-Thru Coffee Kiosk Variance, PC 19 10 CUP 03 - Drive-Thru Car Wash, PC 19 11 CUP 04 - Drive-Thru Coffee Kiosk CUP, we would like to submit testimony and/or evidence.

Our concerns are with Chapter 35: Access and Circulation.

Before the city grants a variance, our concerns are with what we see on the site design. Until we have a better idea on the congestion this could cause on 5th Street (Rhododendron Drive) east of HWY 101.

It appears that vehicles wanting to enter the property at 5th Street have multiple directions to go and vehicles leaving from the same entrance from different directions are all trying to get through a small area where the applicant is anticipating a lineup of vehicles to the car wash and coffee kiosk and would cause a backup of traffic onto 5th Street (Rhododendron Drive) east of HWY 101. That combined with the many vehicles that already use 5th Street (Rhododendron Drive) to access HWY 101 seems like there would be a problem with congestion.

Does the site design provide adequate access to the businesses without causing backup onto 5th Street (Rhododendron Drive)?

Does the site provide adequate parking for employees and patrons, so that overflow parking will not go onto Old School Furniture private parking lot, taking in consideration that I am not seeing vacuum spaces identified on the site design?

Thank you for your consideration in this matter.

Sincerely,
Mike Lemhouse

Florence Coastal Hardware
PO Box R
Florence, OR 97439

Exhibit L

RESOLUTION – PC 19 11 CUP 04

COFFEE DRIVE-THROUGH CONDITIONAL USE PERMIT

Resolution

Exhibits

CITY OF FLORENCE
PLANNING COMMISSION

RESOLUTION PC 19 11 CUP 04

A REQUEST FOR A CONDITIONAL USE PERMIT TO DEVELOP A DRIVE-THRU COFEE KIOSK IN THE MAINSTREET AREA "A" ZONE, ON HWY 101, BETWEEN 6TH AND 5TH STREETS (LOT 06600).

WHEREAS, application was made by Sean Randle, for a conditional use permit as required by FCC 10-1-1-4, and FCC 10-1-1-6-3 and FCC 10-4-4; and

WHEREAS, the Planning Commission met in a public hearing on October 22, 2019 as outlined in Florence City Code 10-1-1-6-3, to consider the application, evidence in the record, and testimony received, and

WHEREAS, the Planning Commission determined per FCC 10-4-6, after review of the application, testimony and evidence in the record, that the application meets the criteria through compliance with certain Conditions of Approval; and

WHEREAS, the Planning Commission of the City of Florence, based on the Findings of Fact, application, staff recommendation, evidence and testimony presented to them, that the application meets the applicable criteria through compliance with certain Conditions of Approval.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Florence finds, based on the Findings of Fact and the evidence in record that:

The request for a Conditional Use Permit meets the applicable criteria in Florence City Code and the Florence Realization 2020 Comprehensive Plan with the conditions of approval as listed below.

Conditions of Approval:

1. Approval for shall be shown on:

PC 19 11 CUP 04-Coffee Drive-Through Conditional Use Permit
"A" Findings of Fact
"B-4" Land Use Application & Narrative
"C" Site Plan, A102
"D" Elevations, A201
"E" Vicinity Map, A001
"F" Access Management Plan Figure 2b
"G" Stormwater & Grading Plan, C-1.0
"H" Stormwater Memorandum
"I" ODOT Referral Comments
"J" PW Referral Comments

"K" Civil West Referral Comments

Findings of Fact attached as Exhibit "A" are incorporated by reference and adopted in support of this decision. Any modifications to the approved plans or changes of use, except those changes relating to Building Codes, will require approval by the Community Development Director or Planning Commission/Design Review Board.

2. Regardless of the content of material presented for this Planning Commission, including application text and exhibits, staff reports, testimony and/or discussions, the applicant agrees to comply with all regulations and requirements of the Florence City Code which are current on this date, EXCEPT where variance or deviation from such regulations and requirements has been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval. The applicant shall submit to the Community Development Department a signed "Agreement of Acceptance" of all conditions of approval prior to issuance of a building permit.

3. The authorization for a Conditional Use Permit shall be void after October 22, 2020 unless a building permit has been issued and substantial construction has taken place.

4. Prior to issuance of a building permit for this site the applicant is required to sign a non-remonstrance agreement with the City regarding improvements to the driveway access on 6th Street. In accordance with the Access Management Plan, the shared driveway along 6th Street must be located further to the east (at least 50 feet from Hwy 101), and widened to at least 8 feet. Non-remonstrance will be executed in conjunction with the development of the property to the east and include financial participation and easements as needed for the shared access reconstruction at 6th Street.

5. Sidewalk extension on 6th Street will be required in conjunction with the relocation of the 6th Street driveway.

6. Easements are required to implement the Access Management Plan shared access between this development site and the Old School Furniture Site to the east. Once cross easements are made by the eastern property owner, a maintenance agreement would be required.

7. If the sewer service is to come from 5th Street, a private utility easement for the sewer line, to service the car wash, will be necessary, because the line crosses one property to serve the other. (If sewer service for the car wash comes from 6th Street: cutting of the new pavement that is installed as part of Revision Florence will not be allowed without a significant paving patch (full street width to match what was completed by the Revision Florence project).

8. The applicant must modify or clarify their proposed stormwater plan as follows: (1) the proposed catch basin at the southeastern edge of the property, along 5th

Street, must be a storm inlet (catch basins are not allowed). (2) There must be a manhole added at the proposed 90 degree bend connecting the 8-inch storm line running north-south along the eastern boundary of the property, and the proposed line that runs east-west along 5th Street. (3) The City's records show the existing storm line that runs east-west along 5th Street is an 8-inch line; the applicants plan show it as a 10-inch line. It is unclear if that applicant plans to upsize the line, or if their label is incorrect.

9. There is an overhead wire extending from Highway 101 east across Tax Lot 6601 (northern lot). The site plans propose to remove the overhead wire. No other overhead wires are illustrated and labeled. All new utilities will be required to be undergrounded.

10. The 5th Street roadway will need to be reconstructed to handle the increased traffic resulting from the new development.

Informational

1. A traffic impact study is being performed by Sandow Engineering. The proposed new development will be contingent upon an adequate illustration of circulation into and on the site for the intended uses. The TIS must be completed and submitted with the Design Review application and will be analyzed during Design Review.

2. The applicant is requesting Design Review be conducted separate from the applications for a Conditional Use Permit. There is no policy that disallows this proposed order of review. Construction of the coffee stand and drive-thru carwash will be contingent on completed Design Reviews approved by the Planning Commission.

3. Applicant proposes both a new driveway approach and installation of sidewalks along public right-of-ways. Construction plans for these improvements will be required to be submitted in conjunction with a building permit. Dimensioned plans will be required with Design Review for these improvements.

ADOPTED BY THE FLORENCE PLANNING COMMISSION/DESIGN REVIEW BOARD the 22nd day of October, 2019.

JOHN MURPHEY, Chairperson DATE
Florence Planning Commission

City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439
Phone: (541) 997 - 8237
Fax: (541) 997 - 4109
www.ci.florence.or.us

Type of Request

THIS SECTION FOR OFFICE USE ONLY

☐ Type I ☐ Type II ☑ Type III ☐ Type IV

Proposal: PC 19 11 CUP 04 - 586 Hwy 101 Drive Thru coffee Kiosk

Applicant Information

Name: Sean Randle **Phone 1:** _____

E-mail Address: _____ **Phone 2:** _____

Address: _____

Signature: _____ **Date:** _____

Applicant's Representative (if any): GMA Architects

Property Owner Information

Name: Sean Randle **Phone 1:** _____

E-mail Add _____

Address: _____

Signature: _____

Applicant's Representative (if any): _____

NOTE: *If applicant and property owner are not the same individual, a signed letter of authorization from the property owner which allows the applicant to act as the agent for the property owner must be submitted to the City along with this application. The property owner agrees to allow the Planning Staff and the Planning Commission onto the property. Please inform Planning Staff if prior notification or special arrangements are necessary.*

For Office Use Only:

Received	Approved	Exhibit
RECEIVED City of Florence AUG 06 2019 By:		Exhibit B-4

Property Description

Site Address: 586 HWY 101, Florence, OR, 97439

General Description: _____

Assessor's Map No.: 18 - 12 - 27 - 44 Tax lot(s): 06600

Zoning District: Mainstreet Area A

Conditions & land uses within 300 feet of the proposed site that is one-acre or larger and **within** 100 feet of the site that is less than an acre OR add this information to the off-site conditions map (FCC 10-1-1-4-B-3): Information added to off-site conditions map

Project Description

Square feet of new: ± 400 sf Square feet of existing: 0 sf

Hours of operation: _____ Existing parking spaces: 0 sf

Is any project phasing anticipated? (Check One): Yes ☐ No ☒

Timetable of proposed improvements: _____

Will there be impacts such as noise, dust, or outdoor storage? Yes ☒ No ☐

If yes, please describe: Construction will include site work and building assembly, causing temporary noise, dust, and outdoor storage. Proposed ongoing use will not create such impacts.

Proposal: (Describe the project in detail, what is being proposed, size, objectives, and what is desired by the project. Attach additional sheets as necessary)

Applicant requests Conditional Use to allow proposed drive-through coffee kiosk. Drawings and narrative attached.

For Office Use Only:

Date Submitted: _____ Fee: _____

Received by: _____

Paid

GMA ARCHITECTS

CONDITIONAL USE APPLICATION

PROJECT: New Drive-through Coffee Kiosk

LOCATION: Address: 586 HWY 101, Florence, OR 97439

Tax Map 18122744, Lot 06600

ZONING: Mainstreet Area A

COMPREHENSIVE PLAN DESIGNATION: Downtown

Land Use Request:

The applicant is requesting approval of a Conditional Use Permit to allow drive-through coffee service on site. Floor area of proposed structure is approximately 400 square feet. Drive-through lanes are proposed on two sides of structure, with walk-up window for pedestrians on front of building facing Highway 101.

Criteria Applying to this Matter for the application include:

Florence City Code, Title 10:

Chapter 1, Zoning Administration: 10-1-1-4-E-2, Criteria for Warranting a Traffic Impact Study, 10-1-1-6-3 Type III Review

Chapter 4, Conditional Uses: 10-4-4 Applications, 10-4-10 General Criteria

Chapter 5, Zoning Variances: 10-5-3 Application

Chapter 27, Mainstreet District: Sections 1, 3

Chapter 35, Access and Circulation: Sections 2 and 3

Chapter 37y, Lighting: 10-37-3 Lighting Plans Required

FCC TITLE 10, CHAPTER 1 – ZONING ADMINISTRATION

10-1-1-4-E-2 Criteria for Warranting a Traffic Impact Study.

All traffic impact studies shall be prepared by a professional engineer in accordance with the requirements of the road authority. The City shall require a Traffic Impact Study (TIS) as part of an application for development; a proposed amendment to the Comprehensive Plan, zoning map, or zoning regulations; a change in use, or a change in access, if any of the following conditions are met:

a. A change in zoning or plan amendment designation where there is an increase in traffic or a change in peak-hour traffic impact.

Findings: No zone changes of plan amendments proposed. Criterion does not apply.

b. Any proposed development or land use action that may have operational or safety concerns along its facility(s), as determined by the Planning Director in written findings.

Findings: The Applicant will respond to Planning Director's written findings accordingly.

c. The addition of twenty-five (25) or more single family dwellings, or an intensification or change in land use that is estimated to increase traffic volume by 250 Average Daily Trips (ADT) or more, per the ITE Trip Generation Manual.

Findings: Estimated peak Average Daily Trips is 200. No residential uses proposed. Criterion does not apply.

d. A change in land use that may cause an increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicle trips or more per day .

Findings: No land use changes proposed. Criterion does not apply.

e. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard.

Findings: Access driveway meets minimum sight distance requirements. Criterion does not apply.

f. A change in internal traffic patterns that may cause safety problems, such as backed up onto a street or greater potential for traffic accidents.

Findings: Site circulation system is designed to separate drive-through traffic and through traffic. Two drive-through lanes are included to maximize queue length at order and pick-up. Parking area is located at center of development site, with two-way access, to minimize impact to through traffic and avoid backing onto street. Pedestrian traffic is accommodated with clearly marked walkways and vision clearance.

g. The Planning Director, based on written findings, determines that a TIS is necessary where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development. The City will consider the following criteria when determining the need for a TIS:

i. If there exists any current traffic problems, such as high accident location, poor roadway alignment, or capacity deficiency that are likely to be compounded as a result of the proposed development.

ii. If it is anticipated the current or projected level of service of the roadway system in the vicinity of the development will exceed minimum standards.

iii. If it is anticipated that adjacent neighborhoods or other areas will be adversely impacted by the proposed development.

Findings: The Applicant will respond to Planning Director's written findings accordingly.

g. A road authority with jurisdiction within the City may also require a TIS under their own regulations and requirements.

Findings: The Applicant will respond to road authority's findings accordingly.

10-1-1-6-3: Type III Reviews – Quasi-judicial land use hearings.

A. Hearings are required for Type III (quasi-judicial) land use matters requiring Planning Commission review. Type III applications include, but are not limited to:

7. Conditional Use Permits.

Findings: The Applicant requests a Hearing in accordance with FCC Title 10 for the Conditional Use Permit proposed.

FCC TITLE 10, CHAPTER 4 – CONDITIONAL USES

10-4-4: Applications.

The application for a conditional use permit shall be made in writing to the Planning Commission by the owner of the land in consideration or his agent, duly authorized in writing. The application shall include the following information:

A. Site and building plans and elevations.

B. Existing conditions on the site and within three hundred feet (300') of a site that is one (1) acre or larger and within one hundred feet (100') from a site that is less than one (1) acres in size.

C. Existing and proposed utility lines and easements.

D. Operational data explaining how the buildings and uses will function.

E. Any other pertinent information requested by the Planning Commission such as architectural renderings of the buildings and structures involved in the proposed development.

F. Other information and format as required by FCC 10-1-1-4.

Findings: The Applicant will submit the items information, and requests that the Application be reviewed concurrent with the associated Variance Application. Applicant will remain available to provide clarification and/or other information as requested by the Planning Commission.

10-4-10: General Criteria.

A conditional use permit may be granted only if the proposal conforms to all the following general criteria: (Ord. 669, 5-17-82)

A. Conformity with the Florence Comprehensive Plan.

Findings: Lot 06600 falls within the Downtown Area of the Florence Comprehensive Plan, in the Mainstreet District. Relevant conditions from the Comprehensive Plan (Plan) below:

Chapter 2 – Land Use

The proposed Development aligns with other appropriate uses identified such as services and restaurants. It will meet Plan Goals by providing wider sidewalks, pedestrian amenities, on-street parking, shared interior parking lots, and following established architectural guidelines. Design elements including siding and trim details, awnings, scale of openings, and landscaping reference the historic character of Oldtown and Mainstreet

neighborhoods. Located adjacent to one of three 'key properties' identified in the Comprehensive Plan, the proposed Development maintains sight lines through the development to encourage visual connections between Highway 101 and the old elementary school site, as well as pedestrian connectivity. Buildings will top out at 20 feet minimum above grade (top of parapet wall or midpoint of sloped roof).

Chapter 6 – Air, Water, and Land Quality

No significant natural resources exist on site. Site construction procedures will comply with City Code erosion standards. Stormwater will be managed according to Florence Stormwater Management Plan – refer to Drainage Memorandum submitted herewith.

Chapter 7 – Development Hazards and Constraints

Development will conform to City Code, except as specifically requested in associated Variance Application. Site is generally flat, covered in paving/gravel, and does not contain significant natural resources or unique topography.

Chapter 11 – Utilities, Facilities, and Services

Development will confirm to City applicable utilities and facilities Management Plans.

Chapter 12 – Transportation

Alterations to Local Streets are not proposed. New driveway access at south of Lot 06600 will comply with City Code. Bicycle and Pedestrian Facilities are located within or immediately adjacent to Public Way and will comply with City Code. Alterations to sidewalk at Highway 101 will occur prior to development proposed. On-site traffic circulation is accommodated on site and shared with adjacent lot 06601 under same ownership. Backing out maneuvers onto streets are not proposed.

B. Compliance with special conditions established by the Planning Commission to carry out the purpose of this Chapter.

Findings: The Applicant will remain available to provide clarification and/or other information as requested by the Planning Commission.

C. Findings that adequate land is available for uses which are permitted outright in the district where the conditional use is proposed. Available land can be either vacant land or land which could be converted from another use within the applicable zoning district. Land needs for permitted uses may be determined through projections contained in the Florence Comprehensive Plan or other special studies.

Findings: The development does not significantly alter the land available for permitted development. Although it is currently undeveloped, it is not unique in configuration, size, or proximity to other resources.

D. Conditional uses are subject to design review under the provisions of Chapter 6 of this Title, except single family and duplex residential use. (Ord. 625, 6-30-80) See Code Section 10-6-3 for Design Review requirements.

Findings: The Applicant will submit documents required for Design Review prior to Building Permit.

E. Adequacy of public facilities, public services and utilities to service the proposed development.

Findings: The proposed Development is minor in scale relative to public facilities and services available.

F. Adequacy of vehicle and pedestrian access to the site, including access by fire, police and other vehicles necessary to protect public health and safety. (Ord. 669, 5-17-82).

Findings: The proposed Development includes multiple points of access for vehicles and pedestrians. Buildings and site are generally small in scale and allow clear sight lines to and through the development.

FCC TITLE 10, CHAPTER 5 – ZONING VARIANCES

10-5-3: Application.

The application for variance shall be made in writing to the Planning Commission by the owner(s) of the land in consideration or their agent(s), duly authorized in writing.

Findings: The Applicant will submit the Application for Variance separate and concurrent to this Application. Variance requested is for Front Setback.

FCC TITLE 10, CHAPTER 27 – MAINSTREET DISTRICT

10-27-1 Purpose.

The Mainstreet District is intended to provide an area for small and medium sized commercial uses that are appropriate in a traditional, historic downtown. It is also intended to encourage revitalization of the downtown area, and to maintain adequate traffic flows on Highway 101, while providing a pedestrian friendly environment.

Findings: The proposed development is a small sized commercial use allowed conditionally in this District. The development will revitalize a lot that has remained vacant in the downtown area for years, and does not include alterations to vehicular access to or from Highway 101 (access will be abandoned prior to this application). Pedestrian enhancements include open patio space adjacent to Highway 101, significant landscape areas and continuous landscaping along Highway 101, and conveniently located bicycle parking at the entry to the development.

10-27-3 Buildings and Uses Permitted Conditionally.

The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following:

j. Restaurants, drive-in (including drive-thru and drive-up)

Findings: The proposed drive-through restaurant use is permitted Conditionally.

FCC TITLE 10, CHAPTER 35 – ACCESS AND CIRCULATION

10-35-2-4: State and County Access Permits.

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

Findings: Access to Highway 101 will be vacated separately and in advance of this Application as part of ongoing highway improvements. Applicant will cooperate with ODOT and acquire any permits and/or memorialize any changes prior to occupancy.

10-35-2-6: Conditions of Approval.

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

Findings: Lot 06600 and Lot 06601 are under same ownership. Access to and through properties is shared. Access to Sixth Street is existing and provided in part by access agreement to Lot 06501. Applicant proposes demolishing the west-most access driveway at Rhododendron Drive and relocating the east-most driveway access approximately 8 feet east of the current location. Driveway will also be widened to approximately 30 feet.

10-35-2-7: Intersection Separation; Backing onto Public Streets.

New and modified accesses shall conform to the following standards:

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

Separation Distance from Driveway to Pavement:

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

Findings: Proposed driveway access on south property line is approximately 129 feet east of Highway 101.

B. Where the City finds that reducing the separation distance is warranted, such as:

a. no other alternatives exist (e.g., alley or shared access is not feasible, building lot is too narrow, existing building prohibits access at correct distance, etc.), or

b. planned improvements or traffic circulation patterns show a different location to be efficient and safe,

the City may allow construction of an access connection at a point less than the dimensions listed above. In such case, the access should be as far away from the intersection as possible, and the total number of access points to the site shall be limited to the minimum necessary to provide reasonable access. The City may also require shared/joint access and/or impose turning restrictions (i.e., right in/out, right in only, or right out only).

Findings: The proposed access driveway is located on the south side of the property, as far from the street as possible. Full movement access is proposed.

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

Findings: Parking areas are accessed from a two-way internal drive. Drive through access provides vehicle stacking lanes separate from the internal drive.

10-35-2-8: Access Standards.

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

Findings: Proposed access to Rhododendron Street, and by means of private access drive through Lot 06601, to Sixth Street. Both are lower-level street classifications than Highway 101, which the site also fronts.

10-35-2-9: Site Circulation.

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

Findings: Drive-through traffic is accommodated with vehicle stacking lanes that are independent of through traffic and parking areas. Through traffic lane is continuous from Sixth Street to Rhododendron Drive. Pedestrian and bicycle connections are made from right-of-way (at Highway 101) to proposed drive-through use. This connection continues to the building on Lot 06601. A walk-up window is proposed facing Highway 101 for pedestrian use.

10-35-2-10: Joint and Cross Access – Requirement.

When necessary for traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations:

A. For shared parking areas;

B. For adjacent developments, where access onto an arterial street is limited and access spacing standards can not otherwise be met;

C. For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:

1. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;

2. Driveway stubs to property lines (for future extension) and other design features to demonstrate that the abutting properties may be required with future development to connect to the cross-access driveway;

3. Fire Code Official-approved turnaround for service drives or driveways over 150 feet long.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-11: Joint and Cross Access – Easement and Use and Maintenance Agreement.

Pursuant to this Section, the following documents shall be recorded with the deed for each parcel:

A. An easement allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;

B. An agreement that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

C. A joint maintenance agreement defining maintenance responsibilities of property owners.

Findings: Lot 06600 and Lot 06601 are owned by same entity. Parking is shared but is not required by proposed use. A continuous through lane is provided between lots to local streets at each frontage. An access agreement exists for movement through Lot 06501to Sixth Street.

10-35-2-12: Driveway Design.

All openings onto a public right-of-way and driveways shall conform to the following:

A. Driveway Approaches. Driveway approaches, including private alleys, shall be approved by the Public Work Director and designed and located with preference given to the lowest functional classification street. Consideration shall also be given to the

characteristics of the property, including location, size and orientation of structures on site, number of driveways needed to accommodate anticipated traffic, location and spacing of adjacent or opposite driveways.

Findings: Driveway to Lot 06600 located on local street as far from Highway 101 as feasible. Location relative to Lot also accommodates maximum queue length for vehicle stacking and separate through traffic and parking access.

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

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

2. Driveways shall have a minimum width of ten (10) feet, except where a driveway serves as a fire apparatus lane, in which case city-approved driveway surface of 12 feet minimum width shall be provided within an unrestricted, twenty (20) foot aisle, or as approved by the Fire Code Official.

3. Where a driveway is to provide two-way traffic, the minimum width shall be 18 feet.

4. One-way driveways shall have appropriate signage designating the driveway as a one-way connection. Fire apparatus lanes shall be so marked (parking prohibited).

5. The maximum allowable driveway grade is fifteen (15) percent, except that driveway grades exceeding fifteen (15) percent may be allowed, subject to review and approval by the Public Works Director and Fire Code Official, provided that the applicant has provided an engineered plan for the driveway. The plan shall be stamped by a registered geotechnical engineer or civil engineer, and approved by the Public Works Director.

Findings: Driveway is designed for two-way traffic and exceeds 18-foot minimum width. Site is essentially flat.

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

Findings: Driveway apron and sidewalk are designed for transition up and down within right-of-way and for compliance with ADA requirements. Apron walkway exceeds three (3) foot minimum width.

C. Fire access lanes with turnarounds shall be provided in conformance with the Fire code. Except as waived in writing by the Fire Code Official, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed aisle width of 20 feet and turn-around

area for emergency vehicles. The fire lanes shall be marked as "No Stopping/No Parking." See figure 10-35(3) for examples of fire lane turn-rounds. For requirements related to cul-de-sacs or dead-end streets, refer to FCC 10-36.

Findings: Building does not exceed 150-foot distance from existing public street.

10-35-2-13: Vertical Clearances.

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

Findings: No obstructions below 13'-6" proposed at Driveway. Overhead power lines will be maintained above minimum allowable height.

10-35-2-14: Vision Clearance.

No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) shall block the area between two and one-half feet (2 ½') and eight (8) feet in height in "vision clearance areas" on streets, driveways, alleys, mid-block lanes, or multi-use paths where no traffic control stop sign or signal is provided, as shown in Figure 10-35(4). The following requirements shall apply in all zoning districts:

- ***A. At the intersection of two (2) streets, minimum vision clearance shall be twenty feet (20').***
- ***B. At the intersection of an alley or driveway and a street, the minimum vision clearance shall be ten feet (10').***
- ***C. At the intersection of internal driveways, the minimum vision clearance shall be ten feet (10'). The sides of the minimum vision clearance triangle are the curb line or, where no curb exists, the edge of pavement. Vision clearance requirements may be modified by the Public Works Director upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, trees trunks and similar objects. Refer to Section 10-2-13 of this Title for definition.***

Findings: Intersections are signed. Vision clearance areas are maintained throughout Lot.

10-35-3: Pedestrian Access and Circulation.

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

10-35-3-1: Sidewalk Requirements:

- ***A. Requirements: Sidewalks shall be newly constructed or brought up to current standards concurrently with development under any of the following conditions:***
  - ***1. Upon any new development of property.***
  - ***2. Upon any redevelopment of property that expands the building square footage by 25% or more.***
  - ***3. Upon any change of use that requires more than five additional parking spaces.***

Findings: Pedestrian sidewalks are provided on street frontage. Sidewalk at Highway 101 will be upgraded as part of ongoing public improvements project. Sidewalk will be newly constructed at Rhododendron Drive.

10-35-3-2: Site Layout and Design.

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

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

Findings: Walkway System extends through site from public street to adjacent Lot 06601. Sidewalks continue around property boundary to connect to adjacent properties.

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

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

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

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

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

Findings: Walkway is continuous in direction of travel through site to adjacent Lot 06601. Walkway connects to outdoor pedestrian amenities on site, including walk-up window at coffee kiosk (effective "Primary entrance") and outdoor seating areas. Walkway connects to ADA parking access aisle for convenient access. Walkway is also oriented toward "Primary entrance" of commercial building at Lot 06601, which is main employee entrance since no public entrance exists.

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

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

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

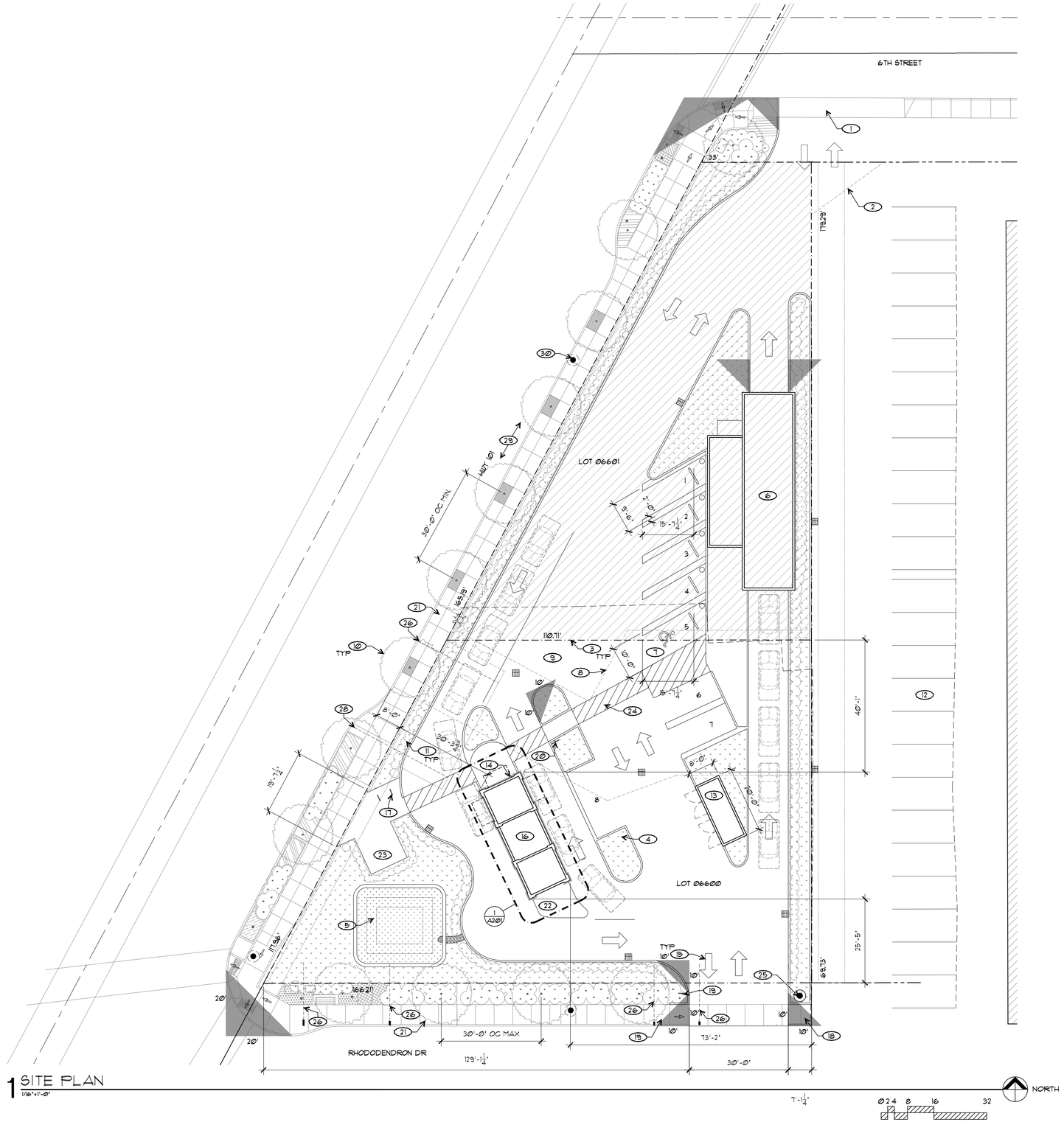
3. ***For large parking areas with 80 or more parking spaces and depending on the layout of the parking lot, the City may require raised walkways a minimum of 5 feet wide to provide pedestrian safety.***

Findings: Building entrances are connected by pedestrian walkway. Parking, storage, and common areas are accessible. Adjacent lot is connected by public sidewalk at Rhododendron Drive.

10-37-3: Lighting plans required.

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

Findings: Applicant requests that Lighting Design be reviewed at the time of Design Review Application.



1 SITE PLAN
1/16"=1'-0"

KEY NOTES

1. MAINTAIN (E) DRIVEWAY EASEMENT
2. SHARED DRIVEWAY ACCESS EASEMENT
3. PROPERTY LINE
4. LANDSCAPE AREA, W/ AUTOMATIC IRRIGATION SYSTEM
5. STORMWATER TREATMENT FACILITY, SEE CIVIL
6. DRIVE-THROUGH CAR WASH
7. ADA PARKING SPACE W/ ACCESS AISLE
8. EASEMENT TO BE VACATED, SEE SURVEY
9. MAINTAIN 24' WIDE TRAVEL LANE
10. NEW STREET TREE
11. EVERGREEN SHRUBS PARALLEL TO DRIVE THROUGH AISLE
12. EXISTING PARKING
13. TRASH ENCLOSURE
14. WALK-UP WINDOW FOR PEDESTRIAN ACCESS
15. DIRECTIONAL TRAFFIC ARROW PAVEMENT MARKING
16. COFFEE KIOSK
17. SHORT TERM BIKE PARKING
18. VISION CLEARANCE AREA - NO VISUAL OBSTRUCTION BETWEEN 2'-6" & 8'-0" IN HEIGHT
19. POLE MOUNT STOP SIGN
20. POLE MOUNT PEDESTRIAN CROSSING SIGN
21. STREET PROFILE, LANDSCAPING, AND SIDEWALK DESIGN AS SHOWN ARE APPROXIMATE - PUBLIC IMPROVEMENTS UNDERWAY AT HIGHWAY 101 AT TIME DRAWING PREPARED
22. CONCRETE LANDING AT EMPLOYEE ACCESS
23. 12'-0" X 12'-0" CONCRETE PATIO
24. STRIPED PEDESTRIAN CROSSING
25. RELOCATE LIGHT POLE
26. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS
27. SIDEWALK RAMPS:
    MAX SLOPE: 1:12 (8.3%)
    CROSS SLOPE MAX: 1:50 (2%)
28. DASHED LINE INDICATES ABANDONED DRIVEWAY ACCESS AS PART OF HIGHWAY 101 IMPROVEMENTS
29. ON-STREET PARKING
30. POWER LINE TO BE DEMOLISHED

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600 VARIANCE APPLICATION
586 HWY 101, FLORENCE, OR 97439

REVISIONS

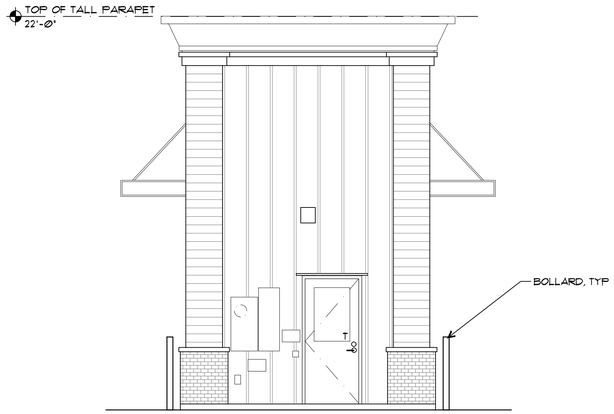
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

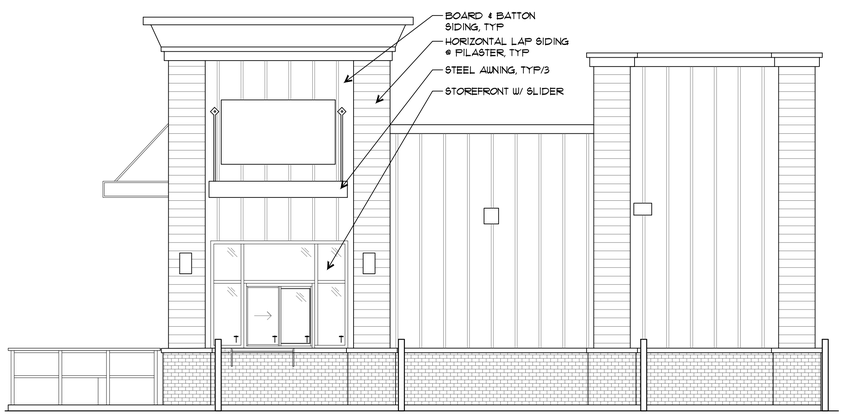
DRAWING TITLE
PROPOSED SITE PLAN

DRAWING NUMBER
A102

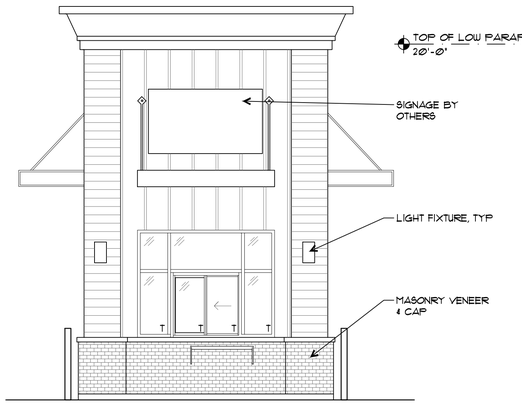
Exhibit C



2 SOUTH ELEVATION
1/4"=1'-0"

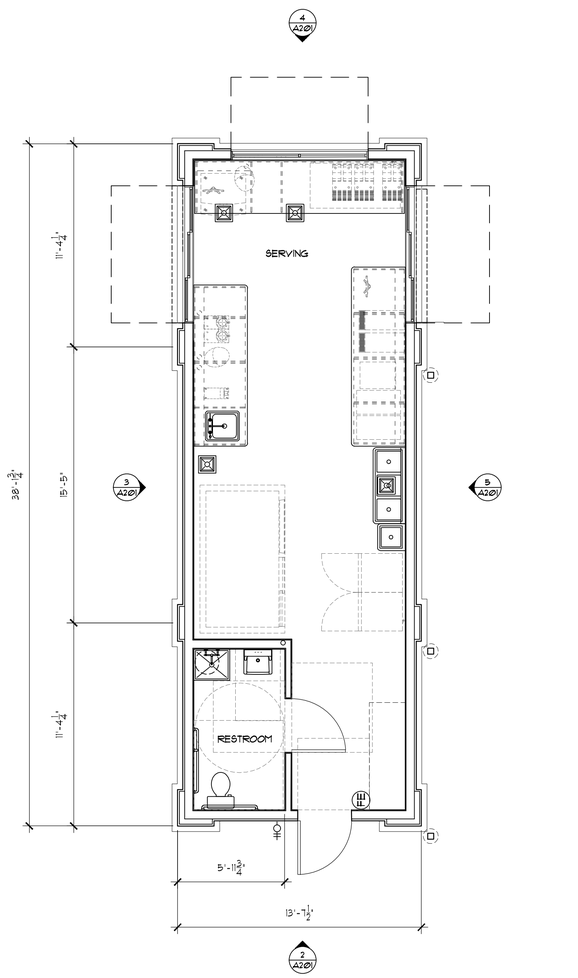


3 WEST ELEVATION
1/4"=1'-0"



4 NORTH ELEVATION
1/4"=1'-0"

5 EAST ELEVATION
1/4"=1'-0"



1 FLOOR PLAN
1/4"=1'-0"

NORTH

Exhibit D

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

OWNER INFO

LOT 06600 VARIANCE APPLICATION

586 HWY 101, FLORENCE, OR 97439

LOT 06600 VARIANCE APPLICATION

REVISIONS

SYM	DATE	REFERENCE

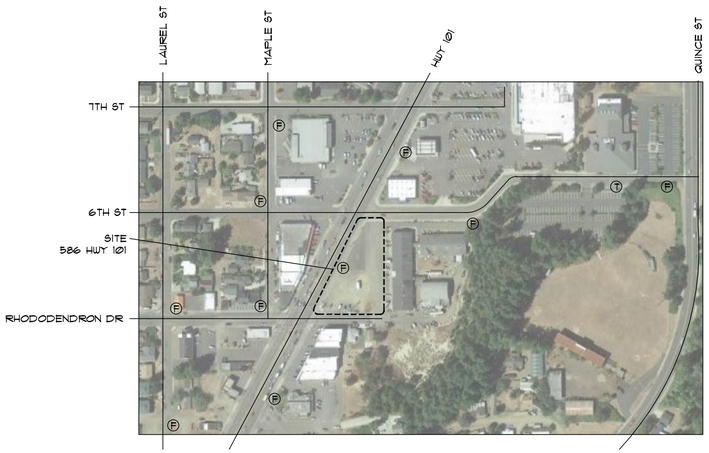
PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE

SCHEMATIC DESIGN

DRAWING NUMBER

A201



VICINITY MAP
NTS

Ⓕ FIRE HYDRANT Ⓣ TRANSIT STOP NORTH

PROJECT INFORMATION

SITE ADDRESS
586 HWY 101, FLORENCE, OR 97439

MAP + TAXLOT
18122144-06600

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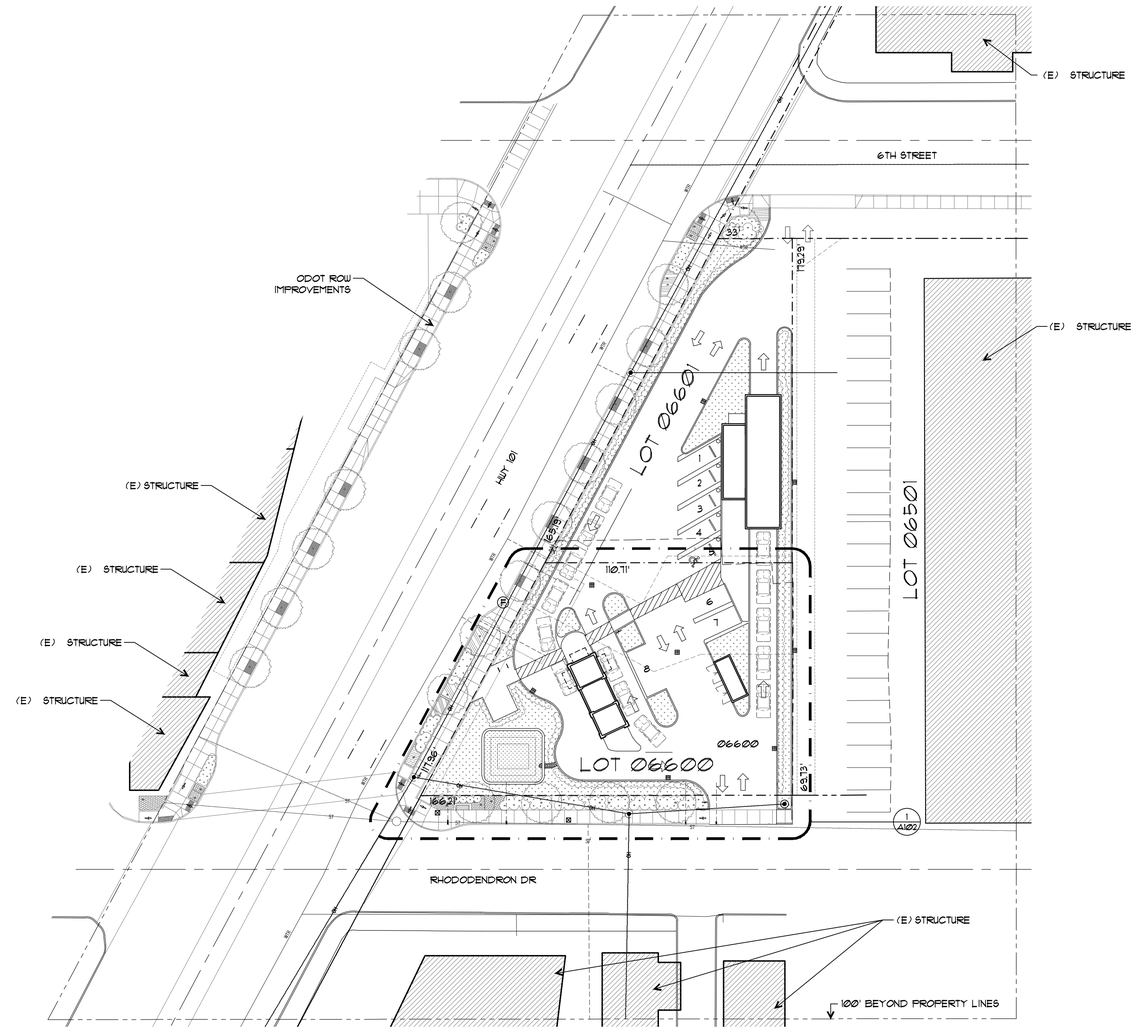
KYLEM@OLSONMORRIS.COM

SHEET LIST



1 OVERALL SITE PLAN
1/32"=1'-0"

Ⓕ FIRE HYDRANT NORTH

GMA ARCHITECTS
860 WEST PARK, SUITE 300
EUGENE, OREGON 97401 (541) 344-9157

PROJECT TITLE

LOT 06600 VARIANCE APPLICATION

LOT 06600
586 HWY 101, FLORENCE, OR 97439
VARIENCE APPLICATION

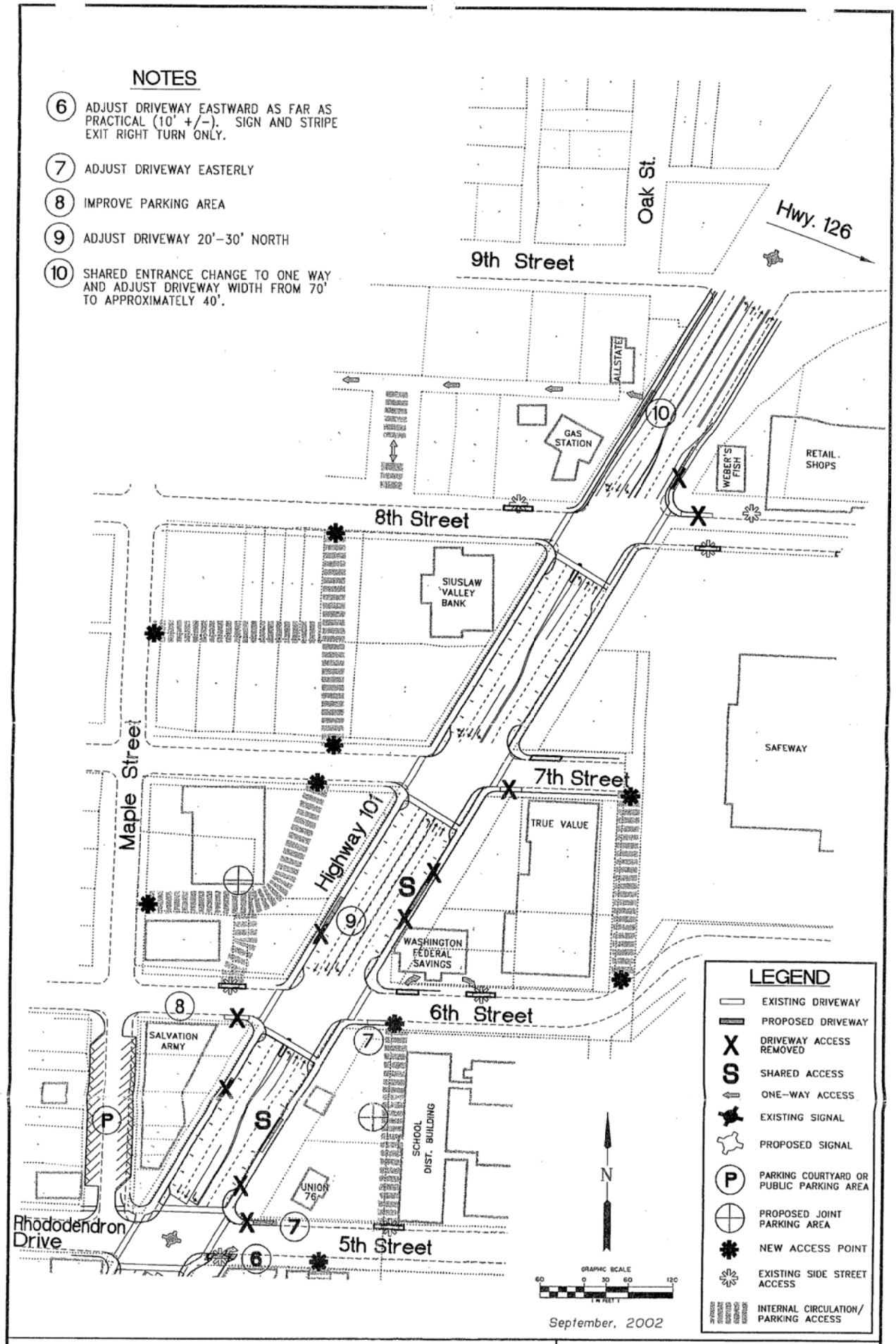
REVISIONS		
SYM	DATE	REFERENCE

PROJECT NO.	18036
DATE	06 AUG 2019

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
A001

Exhibit E



ACCESS MANAGEMENT PLAN FOR HIGHWAY 101
SIUSLAW BRIDGE TO HWY. 126

RHODODENDRON DRIVE TO HWY. 126

FIGURE 2b

Exhibit F

STORMWATER AND GRADING PLAN
FOR
FLORENCE COFFEE KIOSK & CAR WASH DEVELOPMENT
TAX MAP 18-12-27-44
TAX LOTS 6600 AND 6601
FLORENCE, LANE COUNTY, OREGON

STORMWATER NOTES:
1. ALL STORMWATER RUNOFF FROM NEW IMPERVIOUS SURFACES ON SUBJECT PROPERTIES TO BE TREATED VIA STORMWATER PLANTERS AS SHOWN ON PLAN.

2. SOILS ON SITE ARE WALDPORT-URBAN LAND COMPLEX WITH 0-12% SLOPES AND ARE CLASSIFIED AS HYDROLOGIC SOIL GROUP A PER WEB SOIL SURVEY.

3. INFILTRATION RATES ARE ESTIMATED TO BE GREATER THAN 20 IN/HR AT A DEPTH OF 5"-60" BELOW GROUND SURFACE PER WEB SOIL SURVEY.

4. AN INFILTRATION TEST WILL BE PERFORMED ON-SITE AT BEGINNING OF CONSTRUCTION WHEN EQUIPMENT IS ON-SITE TO VERIFY ASSUMED INFILTRATION RATES. FACILITY SIZES WILL BE ADJUSTED AT THIS TIME IF NEEDED.

5. ALL STORMWATER RUNOFF TO STORMWATER PLANTER 1 WILL BE PROCESSED VIA INFILTRATION.

6. STORMWATER PLANTER 2 WILL HAVE IMPERMEABLE LINER SURROUNDING IT DUE TO CLOSE PROXIMITY TO FUTURE BUILDING.

7. STORMWATER FROM PROPERTY TO EAST OF SITE IS PROPOSED TO BE COLLECTED AND ROUTED VIA CATCH BASINS EAST OF EASTERN PROPERTY LINE.

8. ALL CATCH BASINS TO HAVE A MINIMUM 18" SUMP.

GENERAL NOTES:
1. THESE PLANS ARE PRELIMINARY AND ARE NOT TO BE USED FOR CONSTRUCTION IN THE FIELD.

2. SURVEY AND TOPO INFORMATION SHOWN WERE GATHERED BY OLSON & MORRIS. ELEVATIONS ARE BASED UPON LANE COUNTY BENCHMARK NO. 498 BRASS DISK AT THE INTERSECTION OF AIRPORT ROAD AND KINGWOOD STREET WITH A PUBLISHED ELEVATION 42.43' (NAVD88).

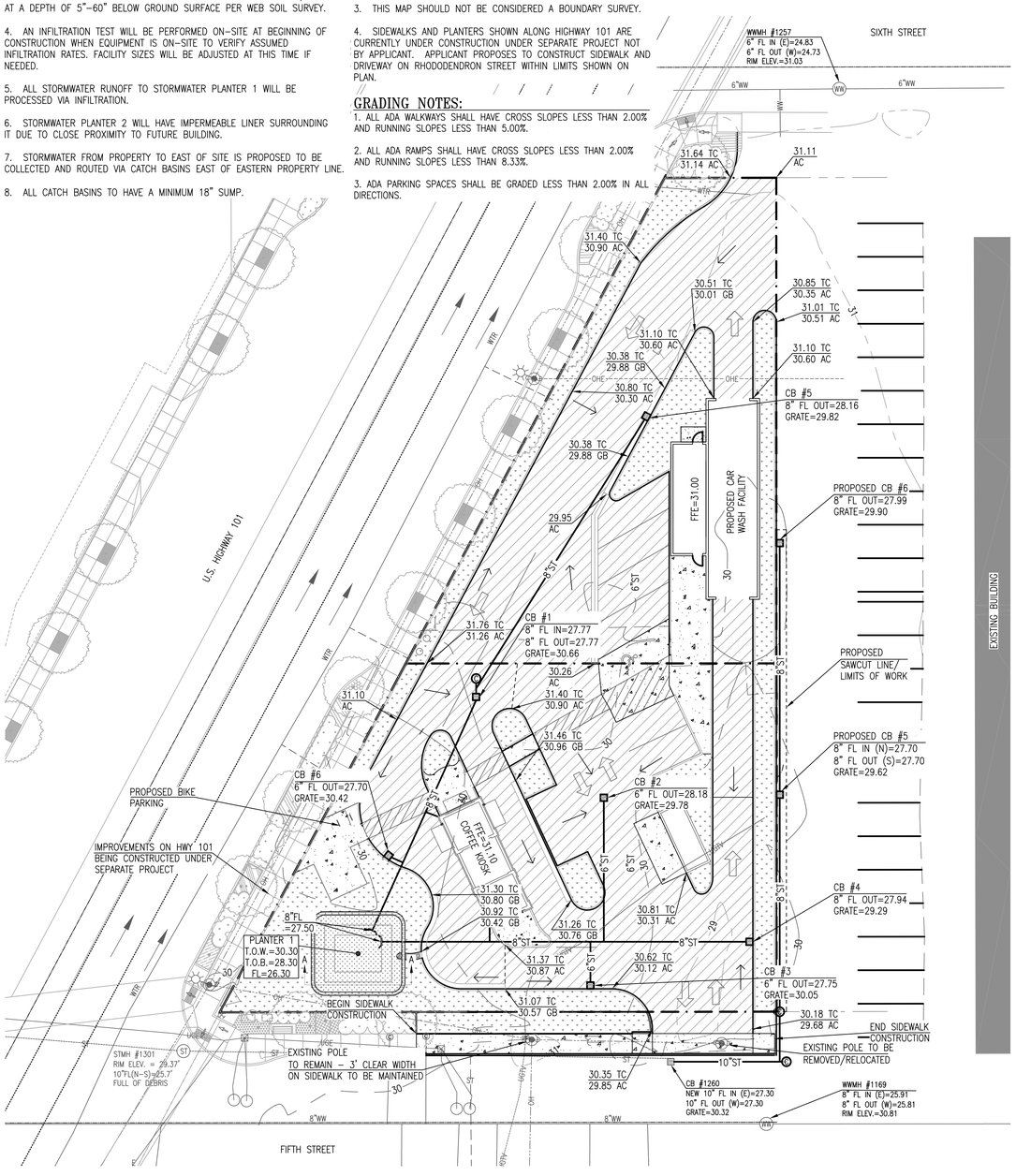
3. THIS MAP SHOULD NOT BE CONSIDERED A BOUNDARY SURVEY.

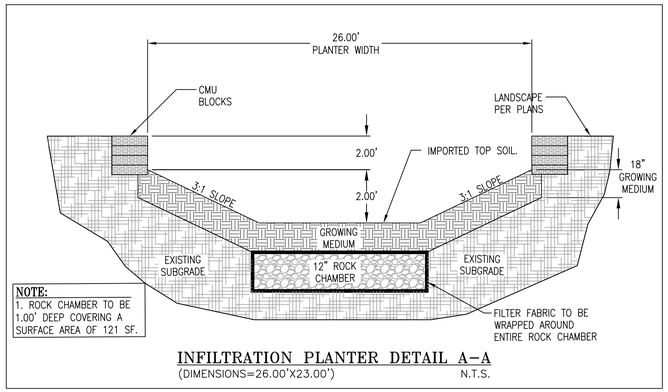
4. SIDEWALKS AND PLANTERS SHOWN ALONG HIGHWAY 101 ARE CURRENTLY UNDER CONSTRUCTION UNDER SEPARATE PROJECT NOT BY APPLICANT. APPLICANT PROPOSES TO CONSTRUCT SIDEWALK AND DRIVEWAY ON RHODODENDRON STREET WITHIN LIMITS SHOWN ON PLAN.

GRADING NOTES:
1. ALL ADA WALKWAYS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 5.00%.

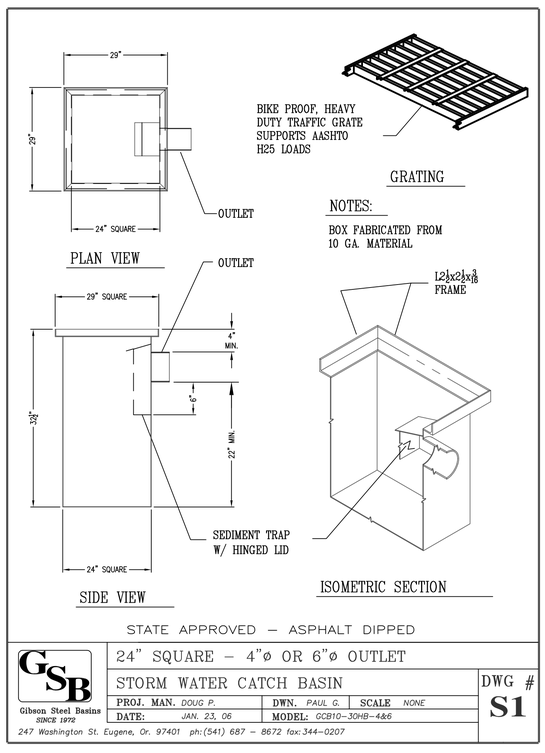
2. ALL ADA RAMPS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 8.33%.

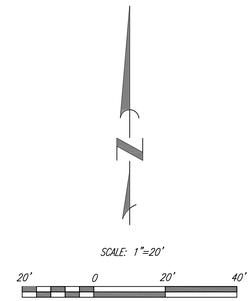
3. ADA PARKING SPACES SHALL BE GRADED LESS THAN 2.00% IN ALL DIRECTIONS.





INFILTRATION PLANTER DETAIL A-A
(DIMENSIONS=26.00'X23.00') N.T.S.





GRADING LEGEND
AC	ASPHALT/CONCRETE
CB	CATCH BASIN
CONC	CONCRETE
EG	EXISTING GROUND
FFE	FINISH FLOOR ELEVATION
FL	FLOWLINE
GB	GUTTER BAR
TC	TOP OF CURB
TOB	TOP OF BANK
VG	VALLEY GUTTER
←	DRAINAGE ARROWS

LEGEND
- EXISTING BOUNDARY
- ADJACENT PROPERTIES
- EXISTING CURB LINE
- EXISTING FENCE
- 8"W EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- WW 8"WW EXISTING WASTEWATER SYSTEM
- C EXISTING CLEANOUT
- ST 24"SD EXISTING STORM DRAINAGE SYSTEM
- EXISTING CATCH BASIN
- EXISTING CURB INLET
- EXISTING STREET LIGHT
- UGE EXISTING UNDERGROUND ELECTRIC
- EXISTING TRANSFORMER
- P EXISTING TELEPHONE PEDESTAL
- PHN EXISTING TELEPHONE LINE
- 2"G EXISTING GAS MAIN
- EXISTING GAS VALVE
- W PROPOSED WATER METER
- 8"WW PROPOSED WASTEWATER LINE
- WW PROPOSED WASTEWATER MANHOLE
- C PROPOSED WASTEWATER CLEANOUT
- 12"ST PROPOSED STORM LINE
- ST PROPOSED STORM MANHOLE
- C PROPOSED STORM CLEANOUT
- PROPOSED CURB INLET
- PROPOSED PAVED AREA
- PROPOSED SIDEWALK

Olson & Morris DBA of A & O Engineering LLC
Civil Engineering
Land Surveying
& Site Planning
380 O ST. SUITE 200
SPRINGFIELD, OR 97477
PHONE: (541) 302-9790
scott@aosurveying.biz

REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON JANUARY 14, 2005 SIMON ANDREW DEAN
EXPIRES 12/20

Storm Drainage & Grading Plan
For
Coffee Kiosk & Car Wash Dev.
Florence Lane County Oregon

DATE: 4-2-19
PROJECT No: 5168
SCALE: HORIZ. VERT.
DRAWN BY: ACH
DESIGNED BY: KDM
REVIEWED BY: SDM

SUBMITTALS:
1. 6/26/19

REVISIONS:

SHEET
C-1.0
1 OF 1

Exhibit G

380 Q Street, Suite 200
Springfield, Oregon 97477
(541) 302-9790
kylem@olsonmorris.com

OLSON & MORRIS
Civil Engineering, Land Surveying & Site Planning

Drainage Memorandum

Project: Florence Coffee Kiosk – Taxmap & TL 18-12-27-44-6600 & 6601

Prepared by: Kyle D. Morris, EIT

Reviewed by: Scott D. Morris, PE

Scott Morris, PE
Digitally signed by Scott Morris, PE
Date: 2019.07.24 11:50:21 -07'00'

REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON JULY 20, 1993 SCOTT DEAN MORRIS
Expires 12/20

Re: Stormwater Analysis for Coffee Kiosk & Car Wash Development

Date: Tuesday, July 23, 2019

Project Overview

The applicant is proposing to develop the subject properties with a Car Wash facility and a Human Bean Coffee Kiosk. The development is to span two properties as listed above; the southern property will house the Coffee Kiosk and the car wash will occupy the northern property. Each property will share access. Associated paving and infrastructure will be constructed to provide a safe and functional development. Stormwater infrastructure will be constructed to meet City of Florence requirements. A planter with block walls is proposed to both treat and detain stormwater runoff from all newly replaced impervious surfaces.

Existing Conditions

Currently the site consists primarily of paving with some compacted gravel on the southern property. No buildings or structures are present on either property. From site observations and survey topo data the site naturally slopes to the southeast corner of the development site. Stormwater runoff from the site overflows into a public catch basin within Rhododendron Drive with a small amount of infiltration through the gravel occurring. Below is a table summary of the land types:

Table 1: Existing Site Land Type

Land Type	Curve Number	Area [sq ft]
Paved Parking - Asphalt and Gravel Surface	96	24,782

Exhibit H

East of the subject properties there is another commercial building and drive aisle. This property's access drive runs along the eastern property line of the proposed development property. Current slopes of the parking lot to the east routes stormwater runoff from the eastern property parking lot onto the subject property and follow the natural drainage pattern to the southeast. Existing stormwater runoff from the east will be addressed in a manner that prevents flooding after development.

To classify on-site soils the Web Soil Survey was utilized. Per the Web Soil Survey, soil is classified as 133C Waldport-Urban Land Complex, 0 to 12 percent slopes with a Hydrologic Soil Group rating A. Groundwater is estimated to be more than 80 inches deep and the Florence Stormwater Design Manual does not list this soil type as being prone to shallow groundwater.

Infiltration

The Web Soil Survey was used to estimate infiltration rates that are present on the site. For the given soils, the limiting layer is estimated to be 5.95 to 99.90 in/hr. Given the presence of sandy soils in the Florence area this seems reasonable. Per the Florence Stormwater Design Manual the maximum allowable infiltration rates through imported growing media within stormwater facilities is 4 in/hr. Given both of these parameters, a factor of Safety of 2 will be applied to the lower limit of native soil rate. Therefore, the design infiltration rate that will be used for all facilities on-site will be **3 in/hr.**

Stormwater Calculation Parameters

To perform hydraulic calculations for this development the Santa Barbara Urban Hydrograph (SBUH) method was utilized. HydroCAD software was used for all calculations. City of Florence requires that post-development peak flowrates be less than or equal to pre-development peak flowrates for the 2-year through 25-year storm events. All stormwater facilities are required to adequately process the 25-year storm event. The following parameters taken from the Florence Stormwater Design Manual were used. All rainfall amounts are for 24-hour duration storm.

Water Quality – Rainfall depth	0.83 inches
2-Year – Rainfall depth	3.46 inches

10-Year – Rainfall depth	4.48 inches
25-Year – Rainfall depth	5.06 inches
Storm Distribution Type	IA – 24 hour Duration
Impervious Curve Number	98

Proposed Stormwater System

One stormwater planter is proposed to treat and detain stormwater runoff from the newly replaced impervious surfaces. To process runoff from the neighboring property to the east, catch basins are proposed to be installed east of the proposed curb line. These catch basins would route stormwater runoff into the public storm system in Rhododendron Drive in an existing stormwater easement.

The southern property will utilize a stormwater planter (Stormwater Planter 1) on the southwest portion of the property. Runoff will be routed to the planter via catch basins and piping for processing. Since this planter meets the minimum offset requirements from proposed structures and property lines Infiltration will be the only outflow. No overflow is proposed as the planter is large enough to process the entire 25-year storm event. Block walls will function as the planter walls with the lower portion of the planter sloping to the flowline. Underneath the open storage 18" of growing media is proposed over top of a 12" deep rock chamber. All plantings within the planter will be specified per the Florence Stormwater Design Manual to ensure treatment requirements are met. See Table 1 below for physical dimensions of the planter. As a factor of safety, should the planter have an unlikely overflow, it would surcharge through a proposed catch basin in the southeast corner of the development. Overflow from this catch basin then would flow into Fifth Street and be processed by an existing catch basin.

Table 2: Stormwater Planter Physical Dimensions

Facility	FL Elev [ft]	Bottom Area [SF]	Top Elev [ft]	Top Area [SF]	Growing Media Area [SF]	Rock Chamber Area [SF]
Stormwater Planter 1	26.30	154	30.30	590	590	154

For the eastern property catch basins are proposed to be installed east of the property lines along the curb to prevent ponding. These catch basins would then be routed south to the public system in Rhododendron Drive.

Hydraulic Calculations

To ensure that City of Florence Stormwater standards are met and that the public safety is maintained hydraulic calculations for the proposed stormwater system were performed utilizing HydroCAD software. To begin the calculations existing peak flowrates from the site were calculated:

Table 3: Existing Site Peak Flowrates

Storm Event	Peak Flowrate [cfs]
Water Quality	0.06
2-Year	0.42
10-Year	0.55
25-Year	0.63

Since the only proposed outlet for stormwater runoff from the proposed site is infiltration, the post-construction peak flowrate from the site is 0 cfs for the above analyzed storm events.

Peak water elevations were also verified to ensure that no flooding of surrounding infrastructure occurred. The table below summarizes the peak elevations:

Table 4: Hydraulic Elevations

Facility	FL El [ft]	Overflow El [ft]	Flood El [ft]	WQ El [ft]	2-Year El [ft]	10-Year El [ft]	25-Year El [ft]
Stormwater Planter 1	26.30	N/A	30.30	24.98	28.34	29.29	29.95

Full HydroCAD calculations are attached in the appendix with this memorandum.

Stormwater Quality

Florence Design Standards require that stormwater runoff from impervious surfaces be treated, preferably by vegetative means. The proposed development will achieve this via the stormwater planter.

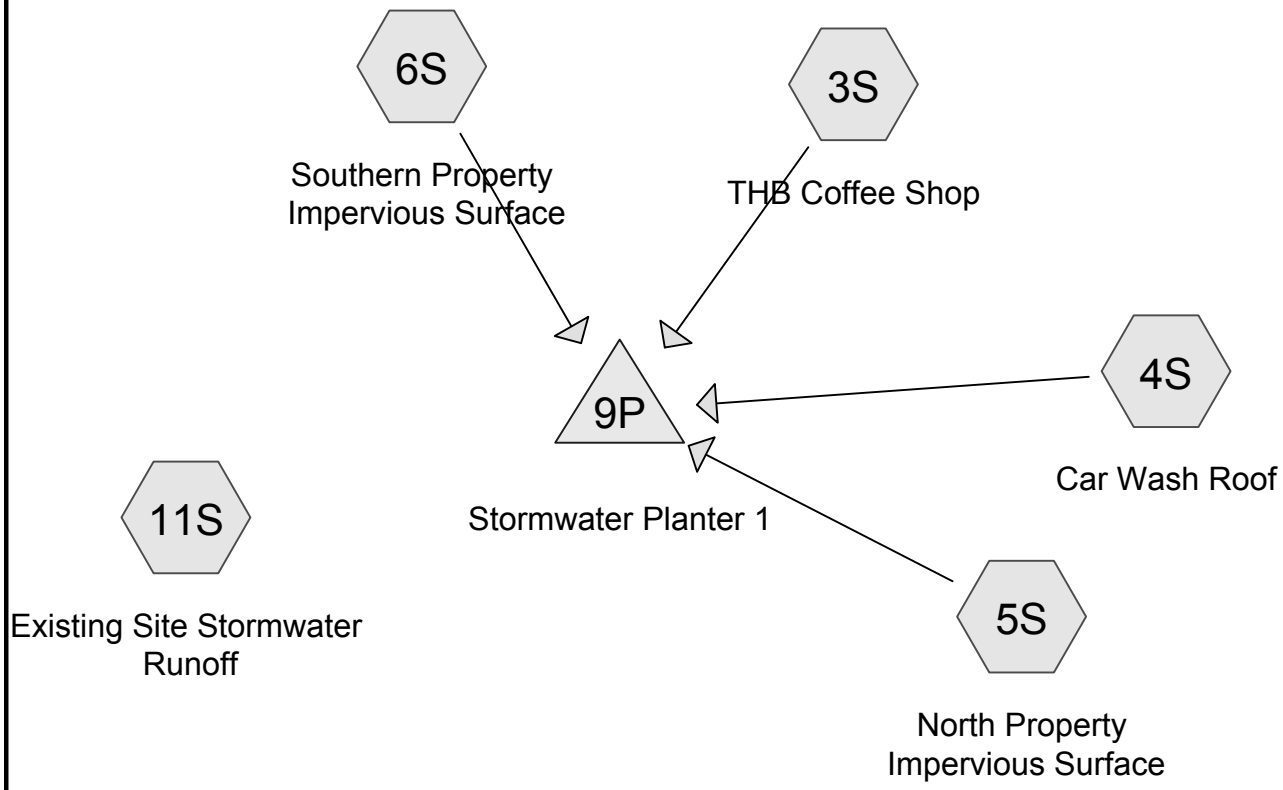
Since outflow from Stormwater Planter 1 is solely infiltration, the 18" growing media and plants within the facility will treat stormwater runoff per Florence standards.

Conclusion

The proposed stormwater system will adequately detain runoff to below existing peak flowrates into the public stormwater system. Also, runoff from the new development will receive treatment thus meeting Florence standards. The proposed system will safely serve the development while meeting Florence Standards. We recommend performing a field infiltration test at location of storm facility at bottom elevation of rock chamber prior to construction.

Appendix

- Florence Stormwater Analysis – HydroCAD results



Subcat Reach Pond Link

Routing Diagram for Storm Analysis-Florence-2-15-19
Prepared by {enter your company name here}, Printed 7/24/2019

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.569	96	Gravel surface, HSG A (11S)
0.371	98	Impervious Pavement (5S, 6S)
0.038	98	Impervious Roof (3S, 4S)
0.978	**97**	**TOTAL AREA**

Soil Listing (selected nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.569	HSG A	11S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.409	Other	3S, 4S, 5S, 6S
0.978		**TOTAL AREA**

Ground Covers (selected nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.569	0.000	0.000	0.000	0.000	0.569	Gravel surface	11S
0.000	0.000	0.000	0.000	0.371	0.371	Impervious Pavement	5S, 6S
0.000	0.000	0.000	0.000	0.038	0.038	Impervious Roof	3S, 4S
0.569	**0.000**	**0.000**	**0.000**	**0.409**	**0.978**	**TOTAL AREA**	

Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.00 cfs 0.001 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.00 cfs 0.001 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.02 cfs 0.008 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=0.63"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.011 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=0.48"
Tc=10.0 min CN=96/0 Runoff=0.06 cfs 0.023 af

Pond 9P: Stormwater Planter 1 Peak Elev=24.98' Storage=65 cf Inflow=0.06 cfs 0.021 af
Outflow=0.05 cfs 0.021 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.044 af Average Runoff Depth = 0.54"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

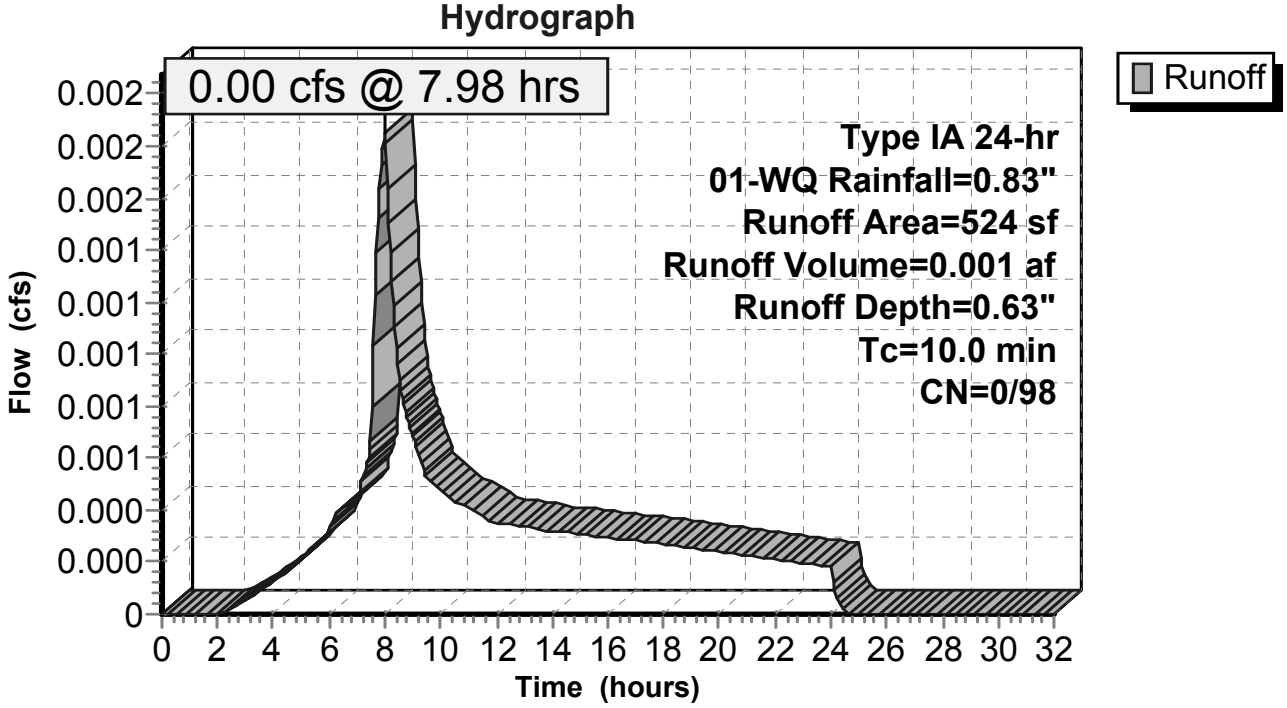
Runoff = 0.00 cfs @ 7.98 hrs, Volume= 0.001 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

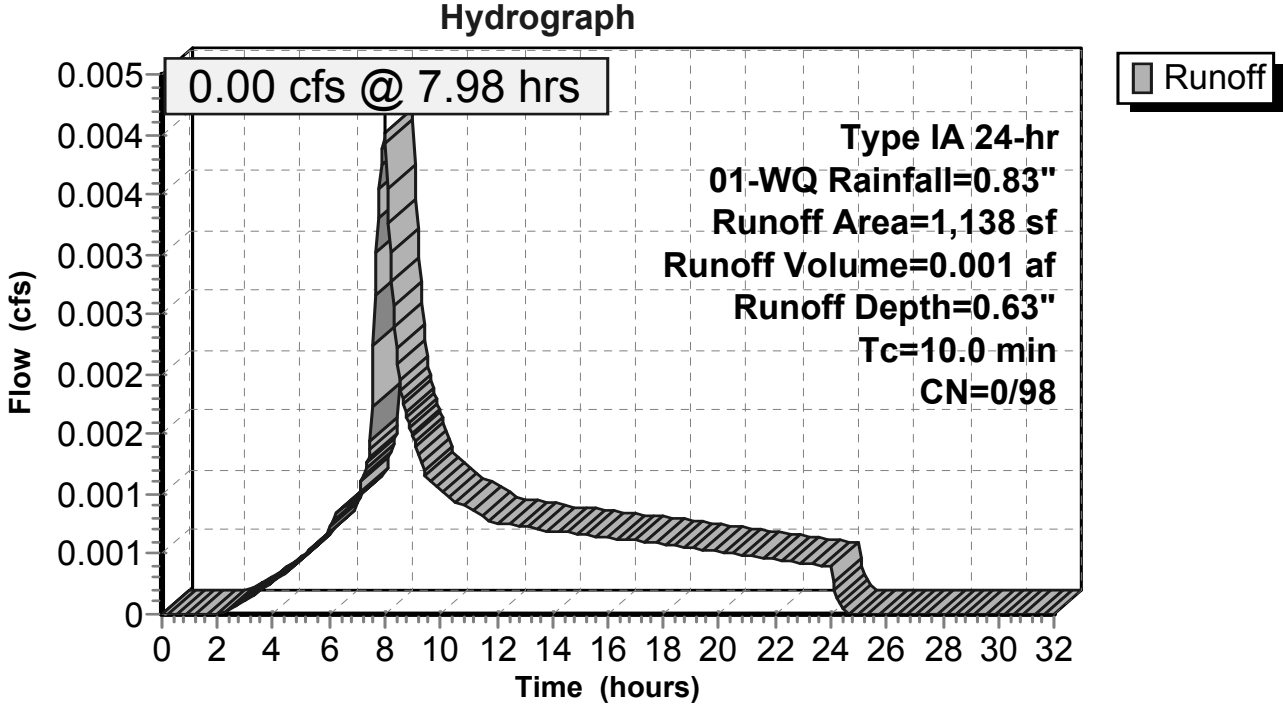
Runoff = 0.00 cfs @ 7.98 hrs, Volume= 0.001 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

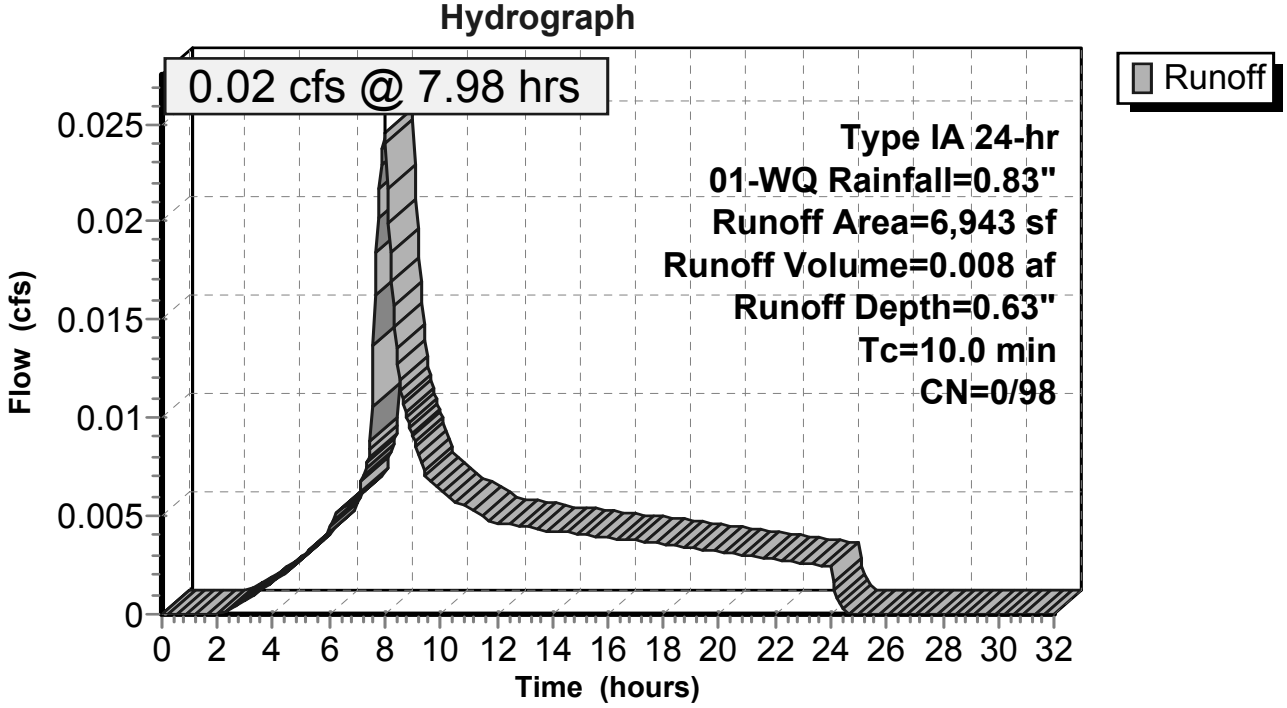
Runoff = 0.02 cfs @ 7.98 hrs, Volume= 0.008 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

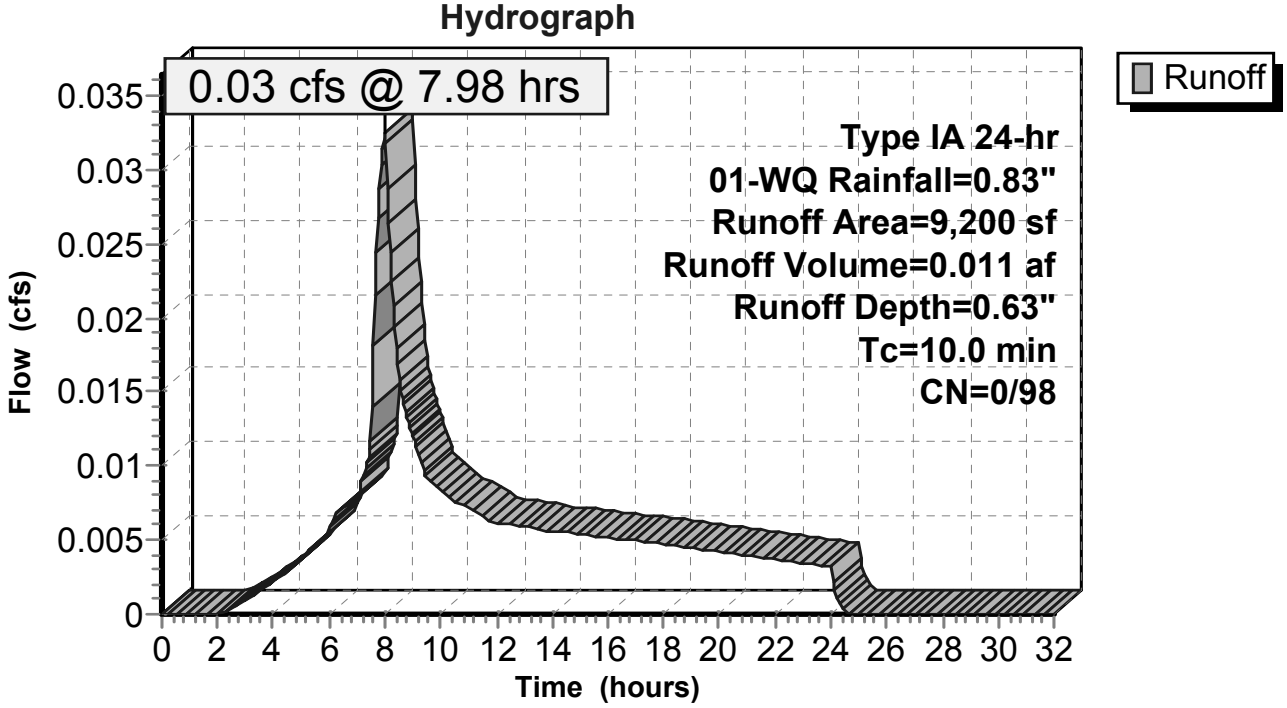
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.011 af, Depth= 0.63"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

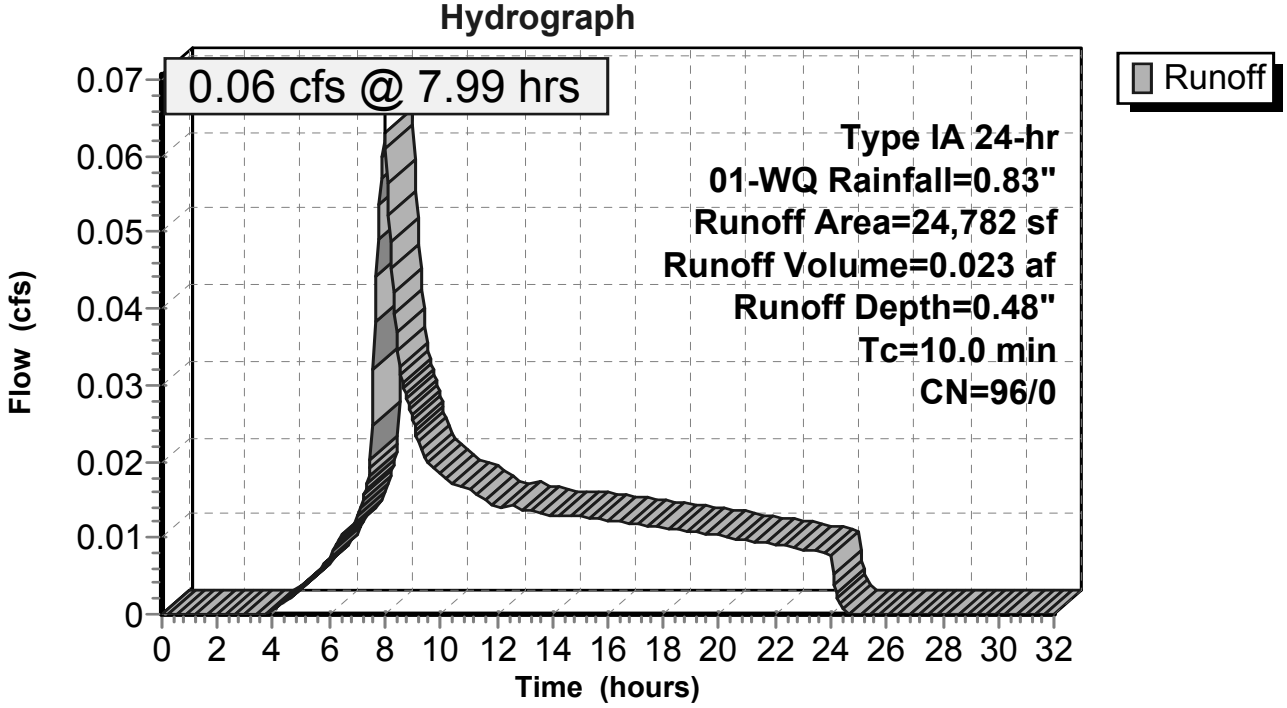
Runoff = 0.06 cfs @ 7.99 hrs, Volume= 0.023 af, Depth= 0.48"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 01-WQ Rainfall=0.83"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 0.63" for 01-WQ event
Inflow = 0.06 cfs @ 7.98 hrs, Volume= 0.021 af
Outflow = 0.05 cfs @ 7.85 hrs, Volume= 0.021 af, Atten= 18%, Lag= 0.0 min
Discarded = 0.05 cfs @ 7.85 hrs, Volume= 0.021 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 24.98' @ 8.14 hrs Surf.Area= 744 sf Storage= 65 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 43.7 min (773.6 - 729.9)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

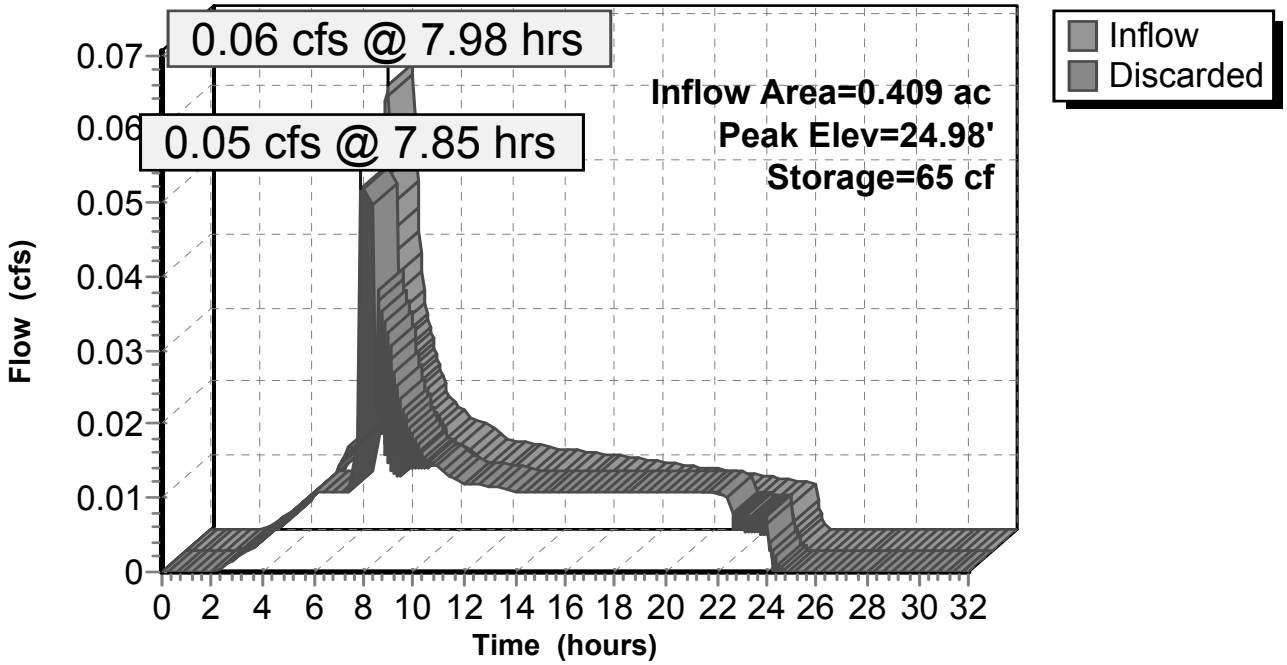
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.05 cfs @ 7.85 hrs HW=24.84' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.05 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.003 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.02 cfs 0.007 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.12 cfs 0.043 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=3.23"
Tc=10.0 min CN=0/98 Runoff=0.16 cfs 0.057 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=3.01"
Tc=10.0 min CN=96/0 Runoff=0.42 cfs 0.143 af

Pond 9P: Stormwater Planter 1 Peak Elev=28.34' Storage=866 cf Inflow=0.31 cfs 0.110 af
Outflow=0.09 cfs 0.110 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.252 af Average Runoff Depth = 3.10"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

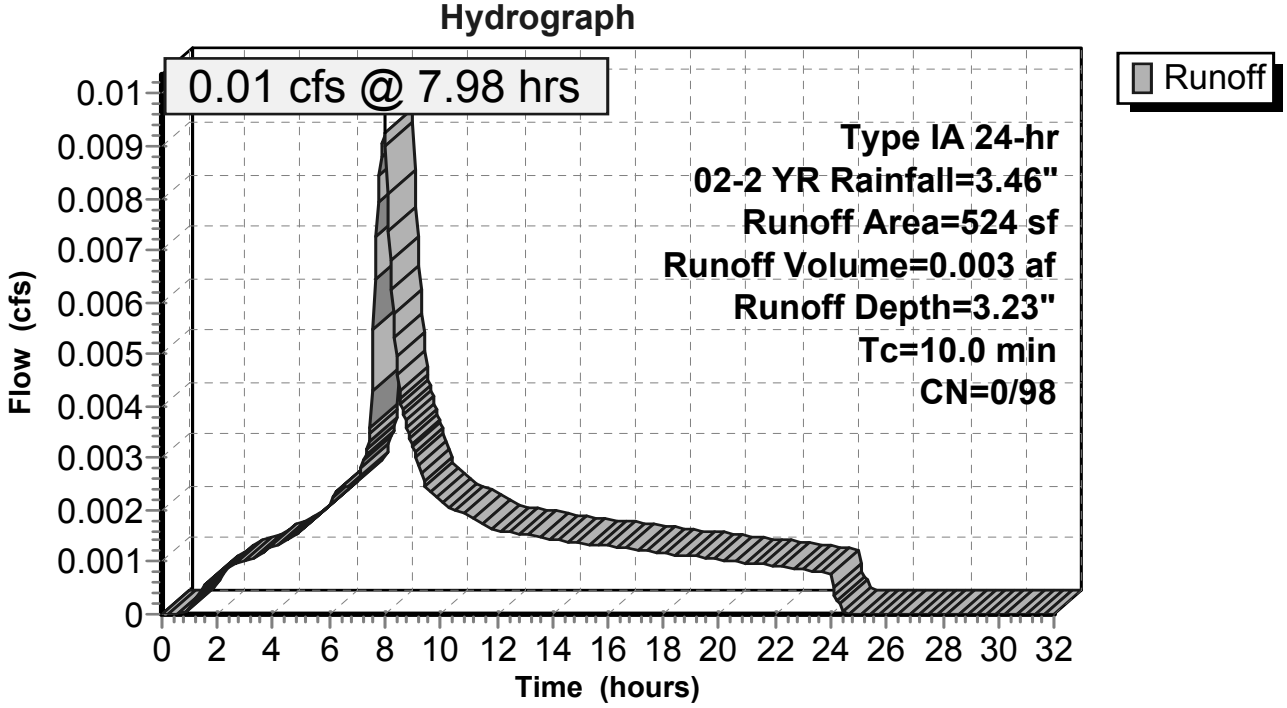
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.003 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

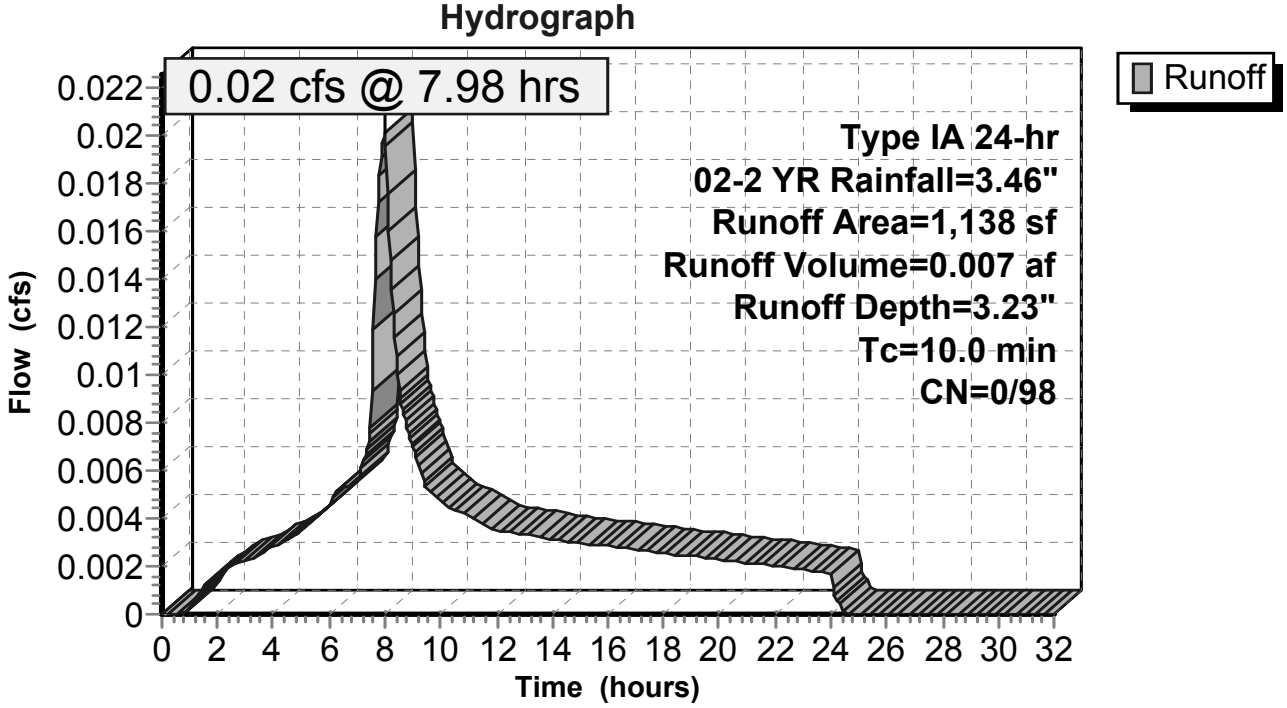
Runoff = 0.02 cfs @ 7.98 hrs, Volume= 0.007 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

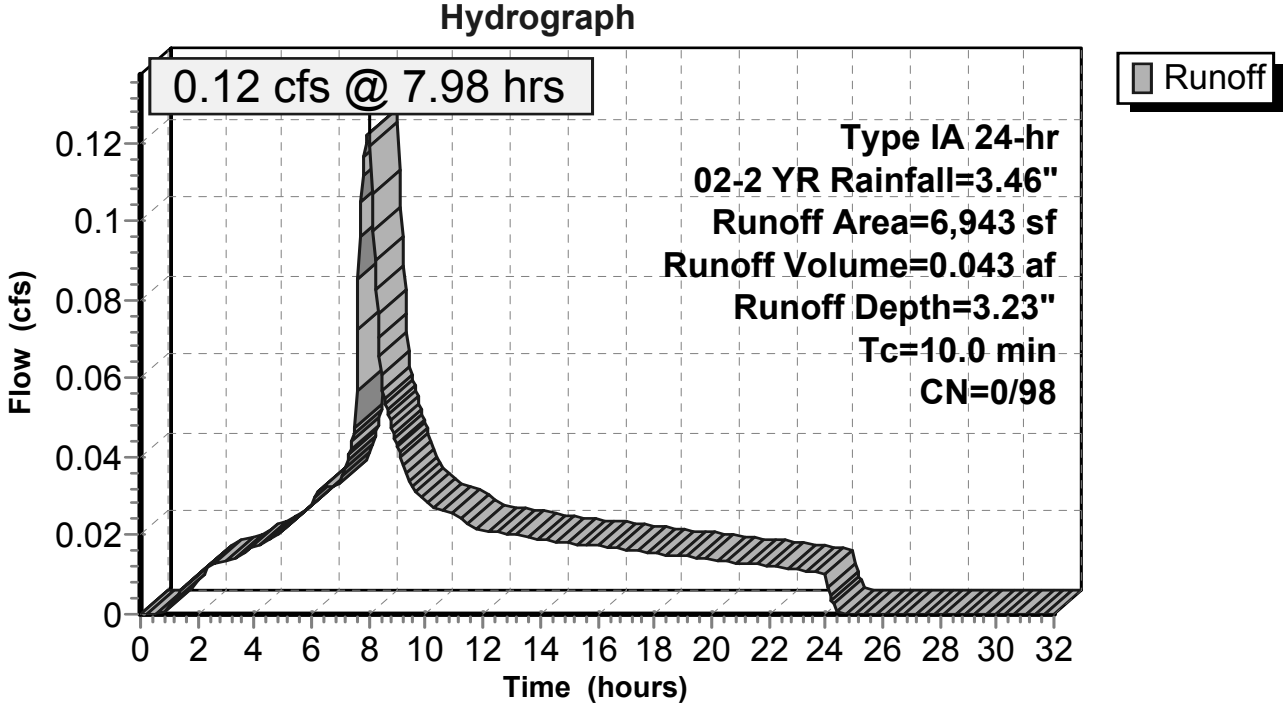
Runoff = 0.12 cfs @ 7.98 hrs, Volume= 0.043 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

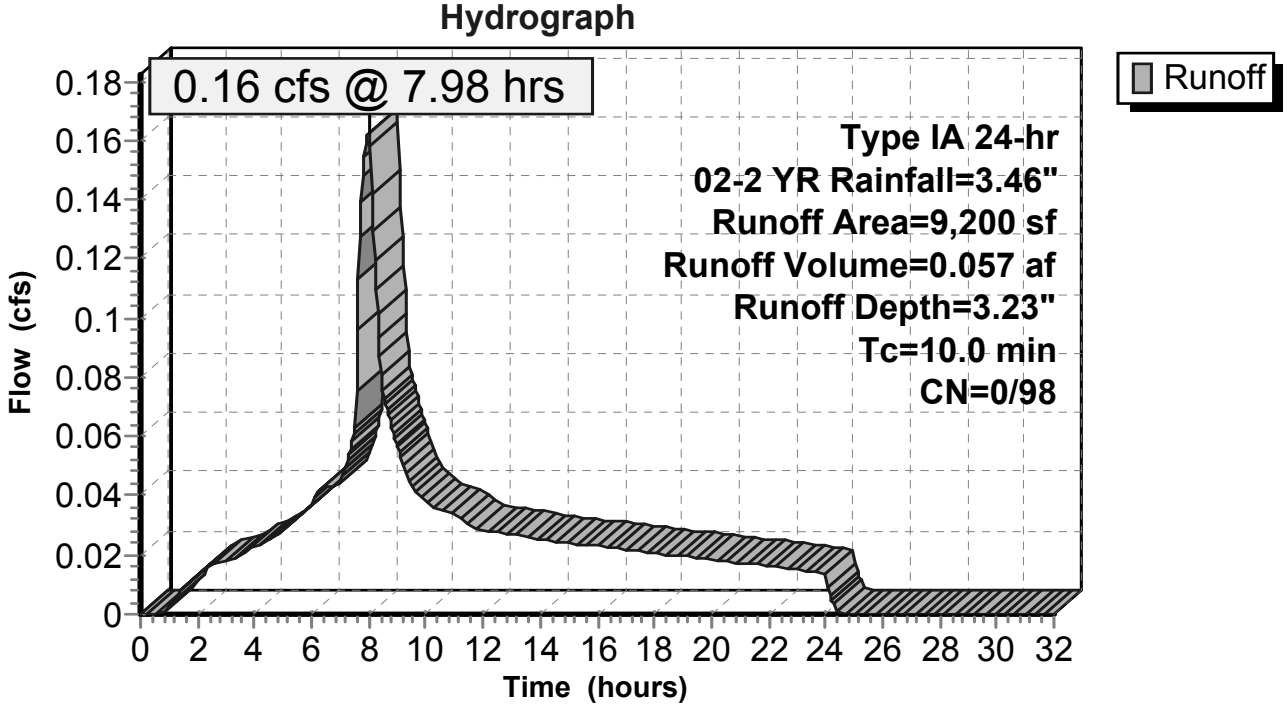
Runoff = 0.16 cfs @ 7.98 hrs, Volume= 0.057 af, Depth= 3.23"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

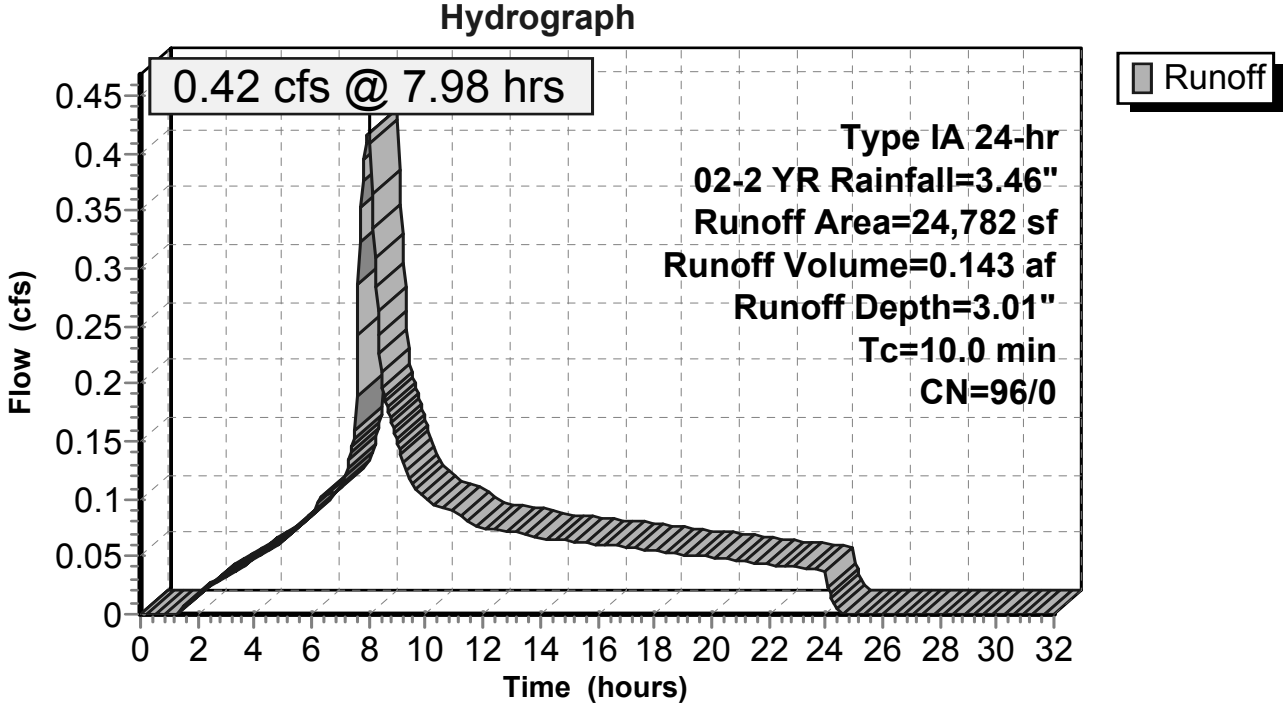
Runoff = 0.42 cfs @ 7.98 hrs, Volume= 0.143 af, Depth= 3.01"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 02-2 YR Rainfall=3.46"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 3.23" for 02-2 YR event
Inflow = 0.31 cfs @ 7.98 hrs, Volume= 0.110 af
Outflow = 0.09 cfs @ 8.85 hrs, Volume= 0.110 af, Atten= 71%, Lag= 52.4 min
Discarded = 0.09 cfs @ 8.85 hrs, Volume= 0.110 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 28.34' @ 9.27 hrs Surf.Area= 1,334 sf Storage= 866 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 79.0 min calculated for 0.110 af (100% of inflow)
Center-of-Mass det. time= 79.0 min (748.4 - 669.3)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

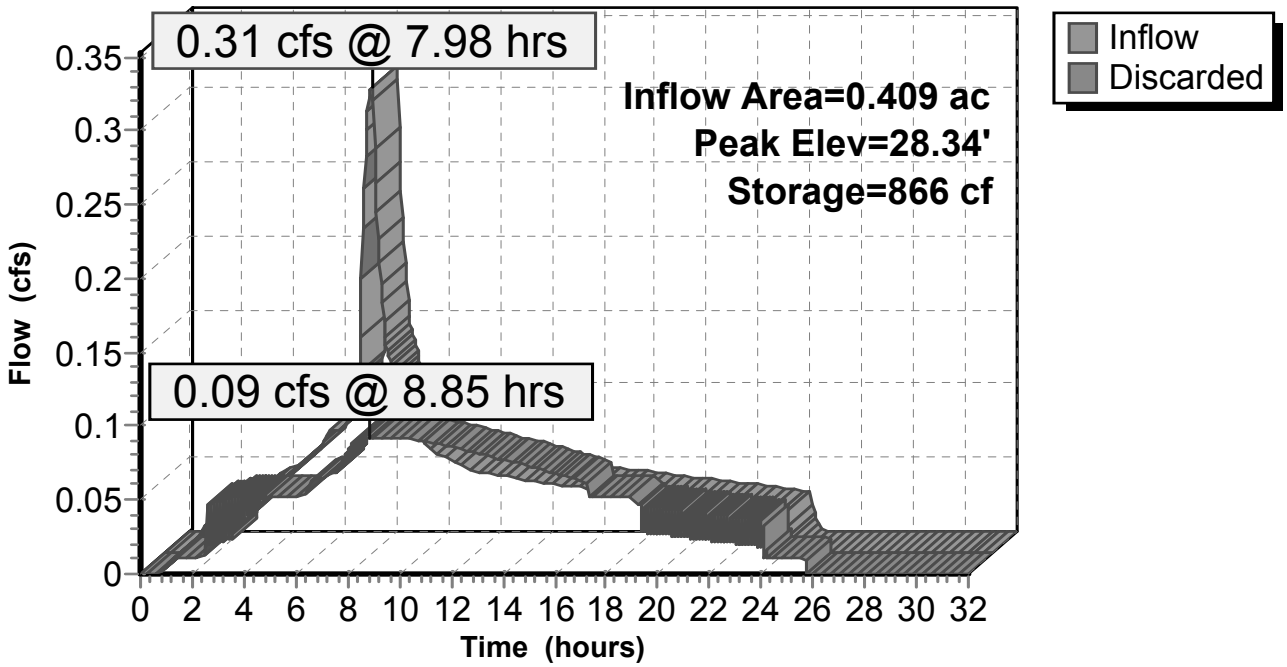
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 8.85 hrs HW=28.31' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.004 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.009 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.16 cfs 0.056 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=4.24"
Tc=10.0 min CN=0/98 Runoff=0.21 cfs 0.075 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=4.02"
Tc=10.0 min CN=96/0 Runoff=0.55 cfs 0.190 af

Pond 9P: Stormwater Planter 1 Peak Elev=29.29' Storage=1,428 cf Inflow=0.41 cfs 0.145 af
Outflow=0.09 cfs 0.145 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.335 af Average Runoff Depth = 4.11"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

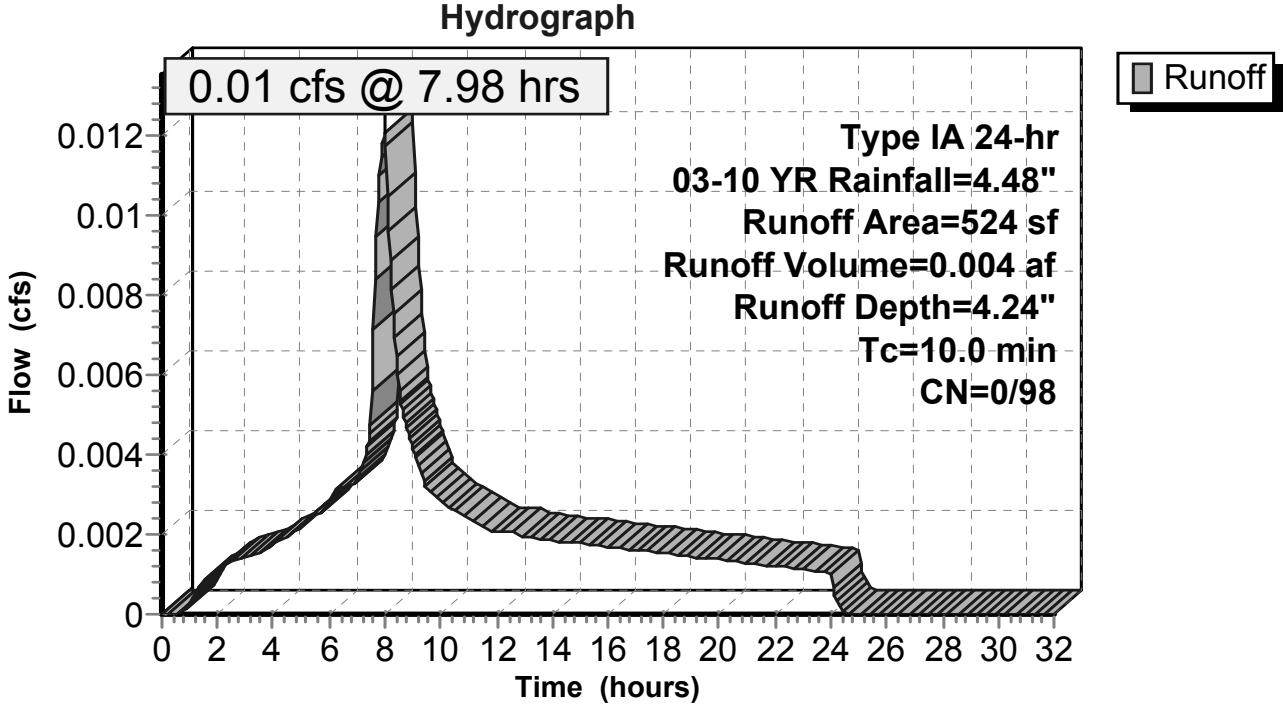
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.004 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

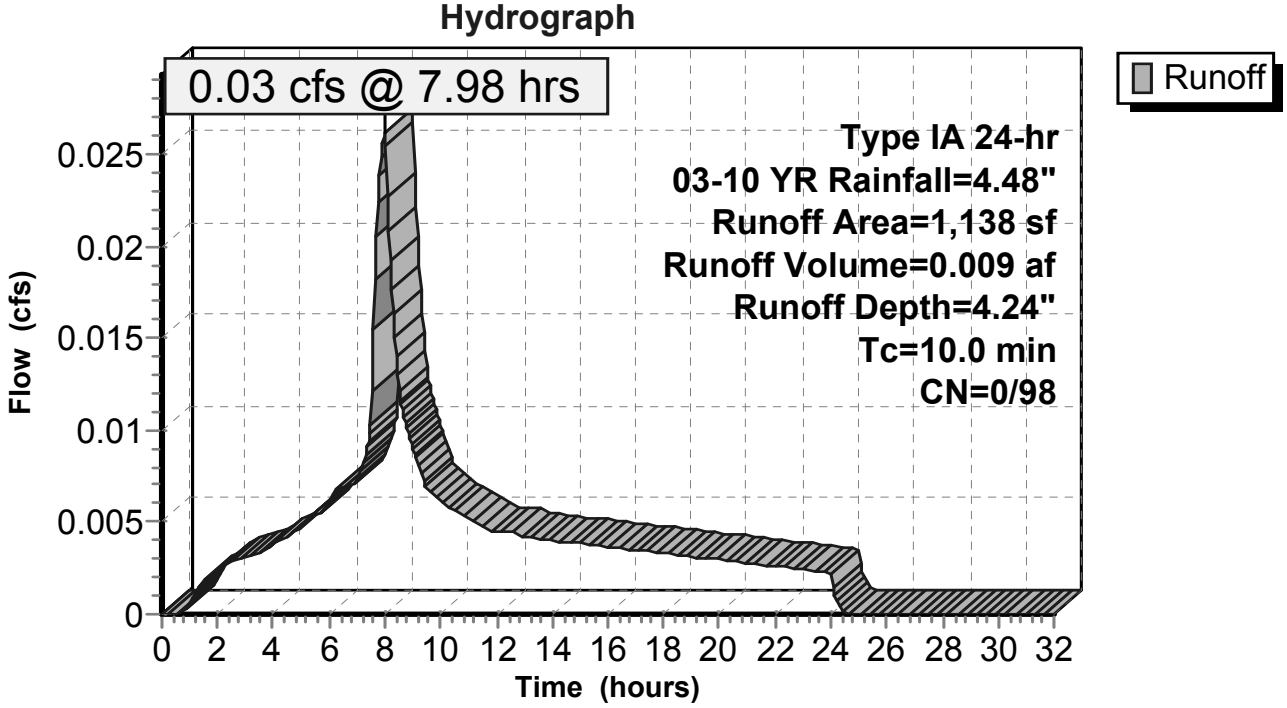
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.009 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

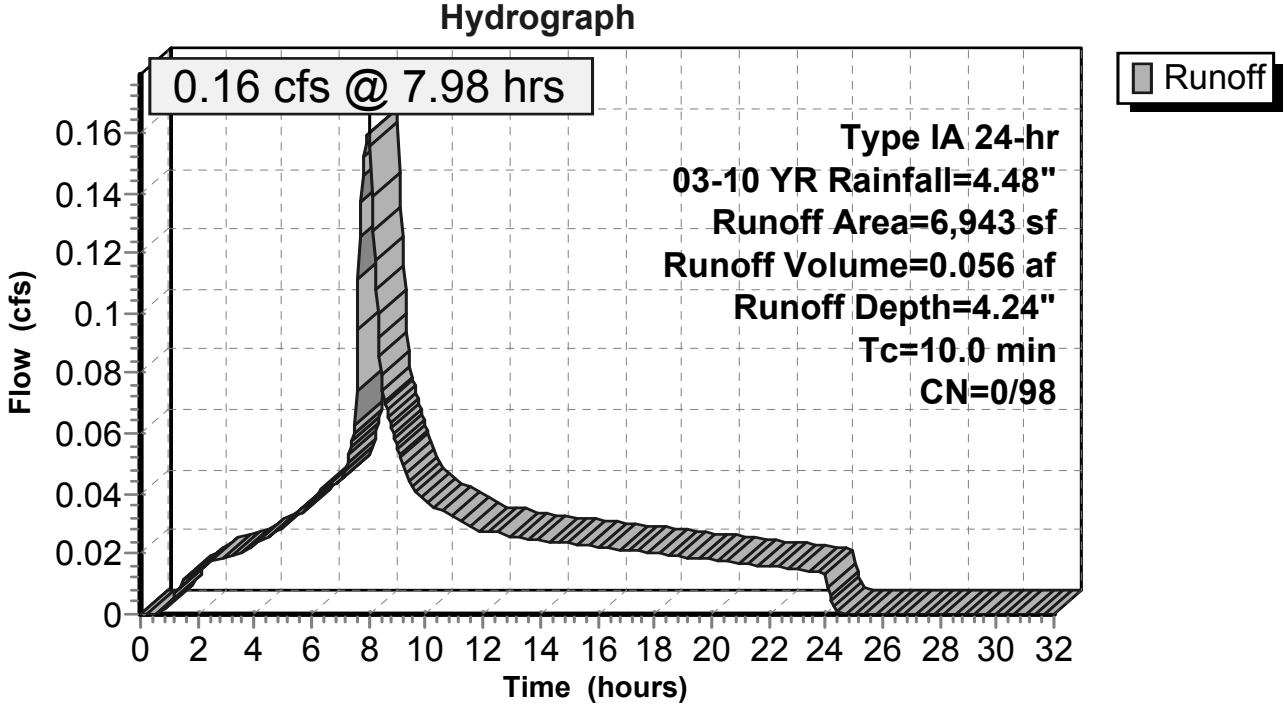
Runoff = 0.16 cfs @ 7.98 hrs, Volume= 0.056 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

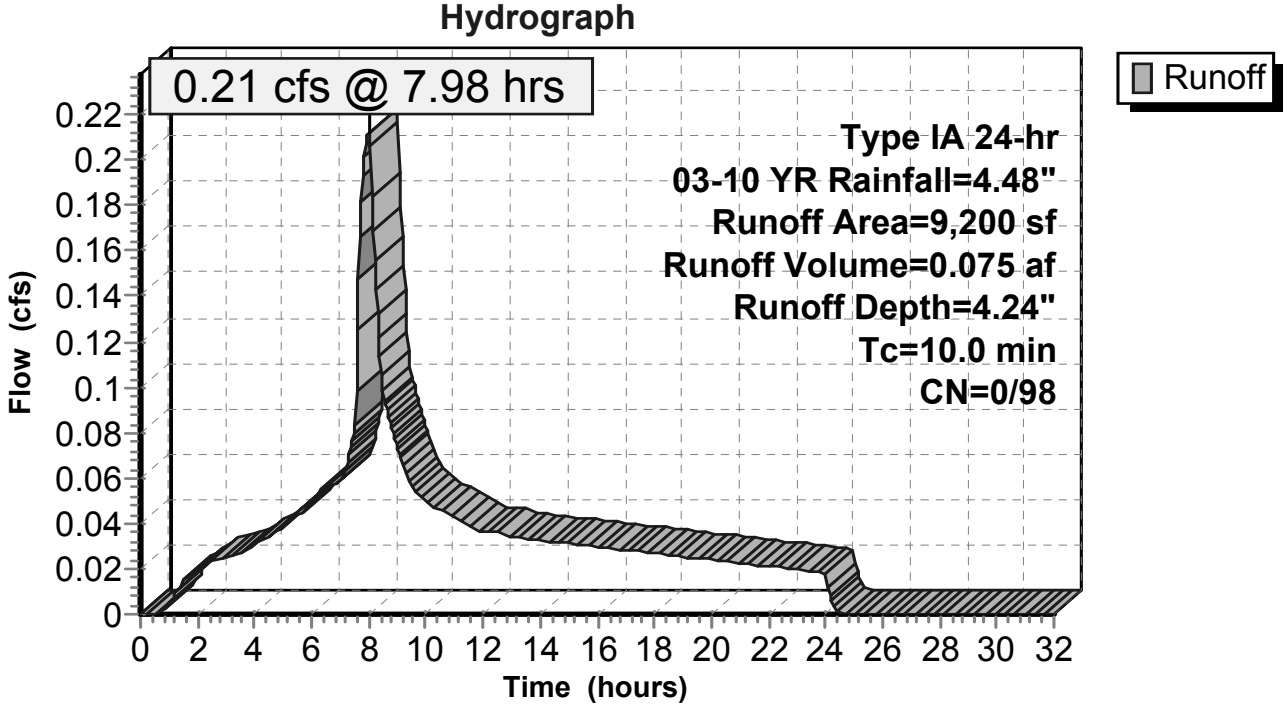
Runoff = 0.21 cfs @ 7.98 hrs, Volume= 0.075 af, Depth= 4.24"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

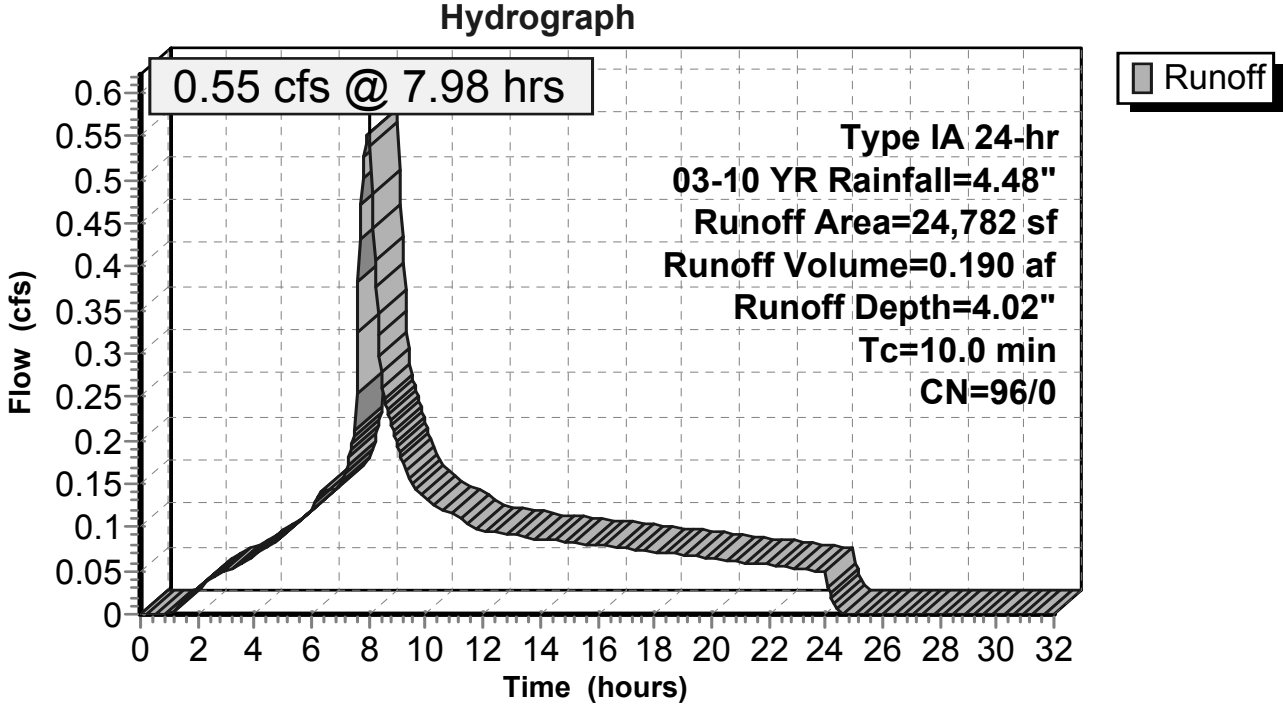
Runoff = 0.55 cfs @ 7.98 hrs, Volume= 0.190 af, Depth= 4.02"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 03-10 YR Rainfall=4.48"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 4.24" for 03-10 YR event
Inflow = 0.41 cfs @ 7.98 hrs, Volume= 0.145 af
Outflow = 0.09 cfs @ 8.00 hrs, Volume= 0.145 af, Atten= 77%, Lag= 1.4 min
Discarded = 0.09 cfs @ 8.00 hrs, Volume= 0.145 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 29.29' @ 10.21 hrs Surf.Area= 1,334 sf Storage= 1,428 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 142.3 min calculated for 0.144 af (100% of inflow)
Center-of-Mass det. time= 142.2 min (805.4 - 663.2)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

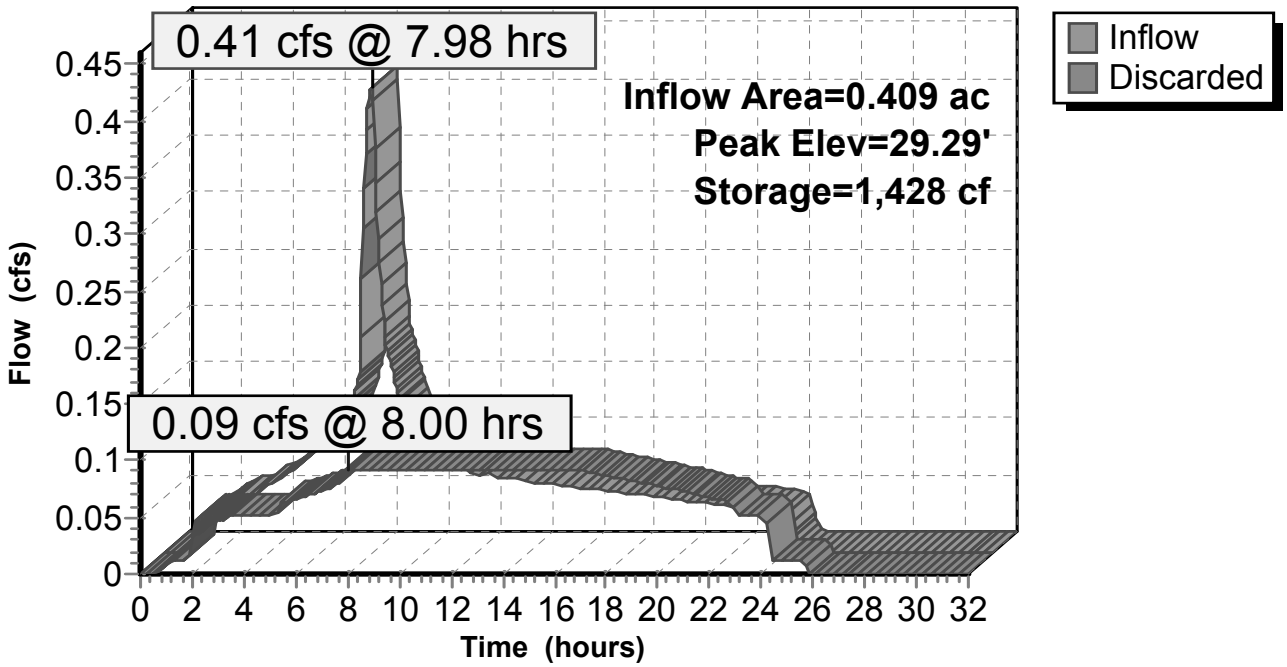
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 8.00 hrs HW=28.36' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



Time span=0.00-32.00 hrs, dt=0.05 hrs, 641 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 3S: THB Coffee Shop Runoff Area=524 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.01 cfs 0.005 af

Subcatchment 4S: Car Wash Roof Runoff Area=1,138 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.03 cfs 0.011 af

Subcatchment 5S: North Property Runoff Area=6,943 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.18 cfs 0.064 af

Subcatchment 6S: Southern Property Runoff Area=9,200 sf 100.00% Impervious Runoff Depth=4.82"
Tc=10.0 min CN=0/98 Runoff=0.24 cfs 0.085 af

Subcatchment 11S: Existing Site Runoff Area=24,782 sf 0.00% Impervious Runoff Depth=4.59"
Tc=10.0 min CN=96/0 Runoff=0.63 cfs 0.218 af

Pond 9P: Stormwater Planter 1 Peak Elev=29.95' Storage=1,817 cf Inflow=0.47 cfs 0.164 af
Outflow=0.09 cfs 0.164 af

Total Runoff Area = 0.978 ac Runoff Volume = 0.382 af Average Runoff Depth = 4.69"
58.19% Pervious = 0.569 ac 41.81% Impervious = 0.409 ac

Summary for Subcatchment 3S: THB Coffee Shop

Runoff from THB Coffee Shop Roof. To be collected via roof drains and routed to planter via underground piping.

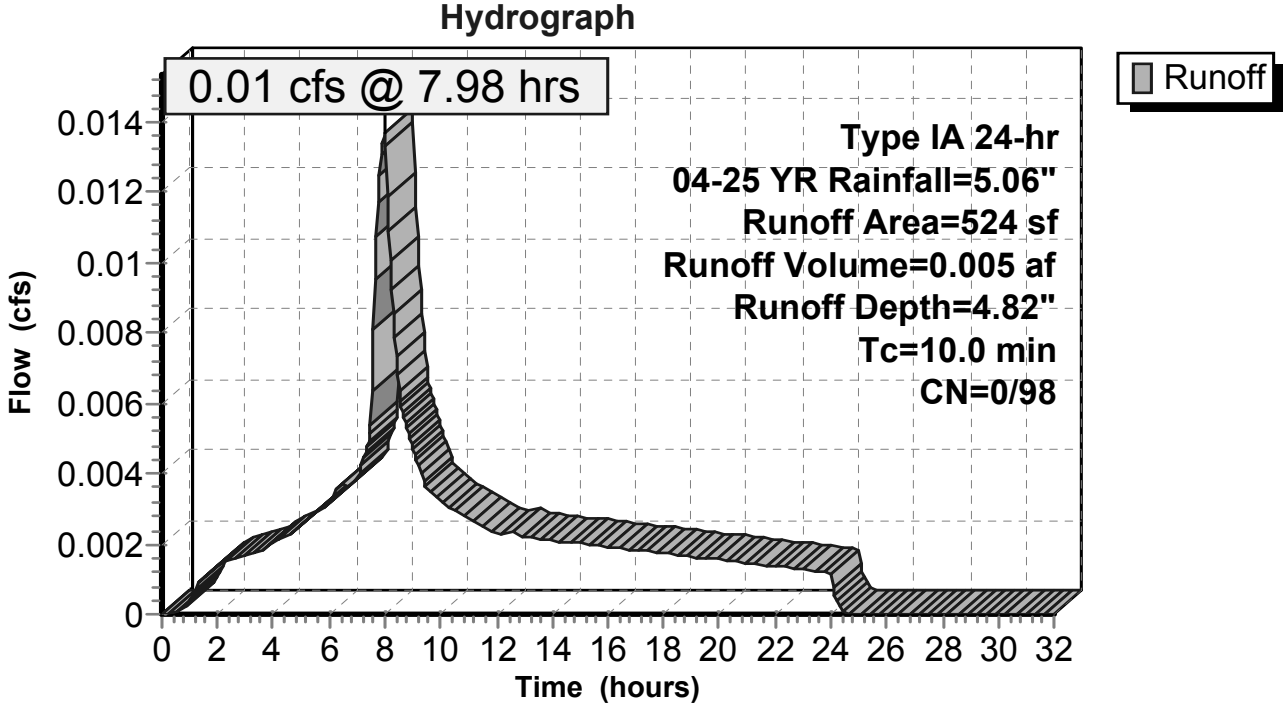
Runoff = 0.01 cfs @ 7.98 hrs, Volume= 0.005 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	524	98	Impervious Roof
	524	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 3S: THB Coffee Shop



Summary for Subcatchment 4S: Car Wash Roof

Runoff from Car Wash roof. Runoff to be collected via roof drains and routed to planter via underground piping.

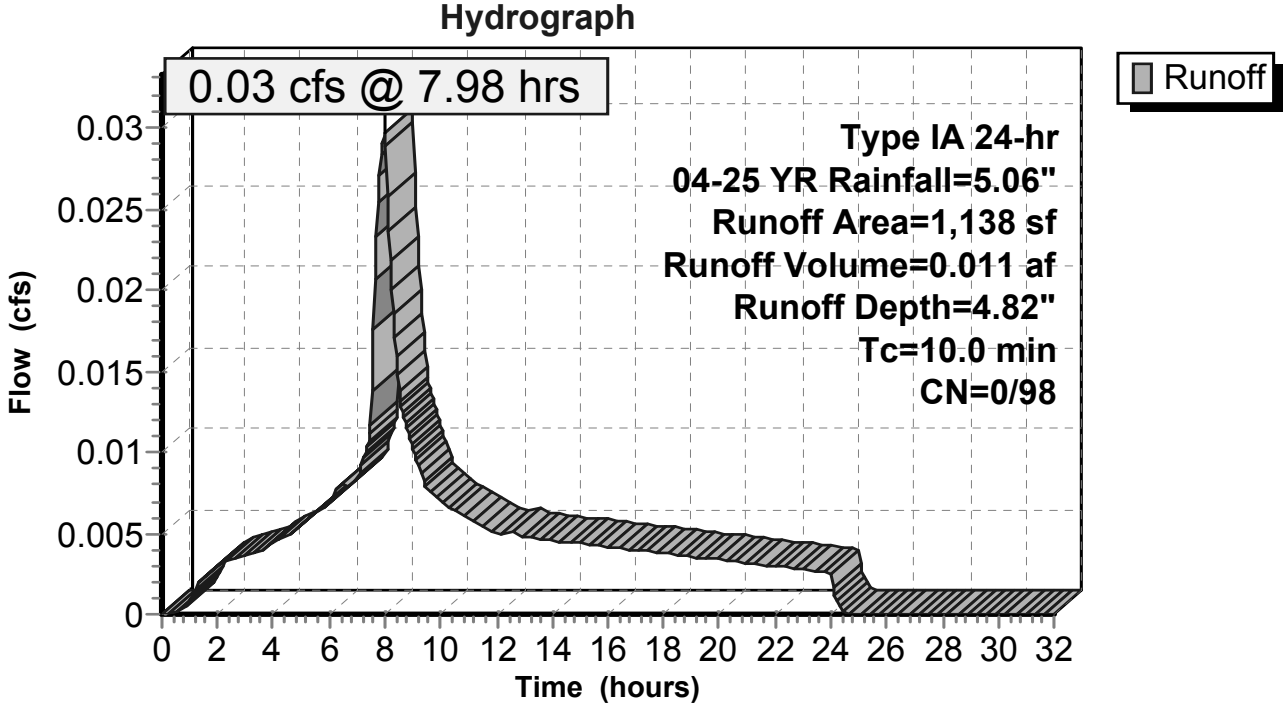
Runoff = 0.03 cfs @ 7.98 hrs, Volume= 0.011 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	1,138	98	Impervious Roof
	1,138	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 4S: Car Wash Roof



Summary for Subcatchment 5S: North Property Impervious Surface

Runoff from Impervious pavement on northern property. To be collected via catch basins and routed underground to planter for treatment.

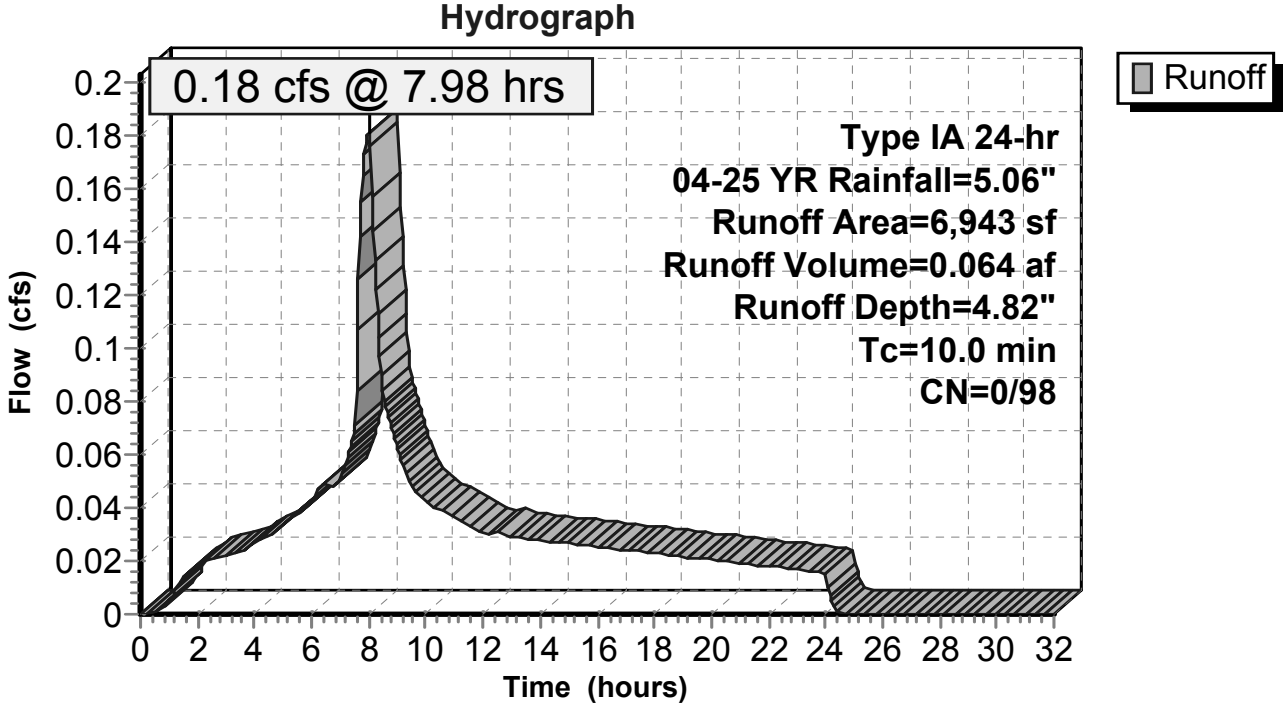
Runoff = 0.18 cfs @ 7.98 hrs, Volume= 0.064 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	6,943	98	Impervious Pavement
	6,943	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 5S: North Property Impervious Surface



Summary for Subcatchment 6S: Southern Property Impervious Surface

Runoff from impervious surface on southern property. To be collected via catch basins and routed via underground piping to planter for treatment.

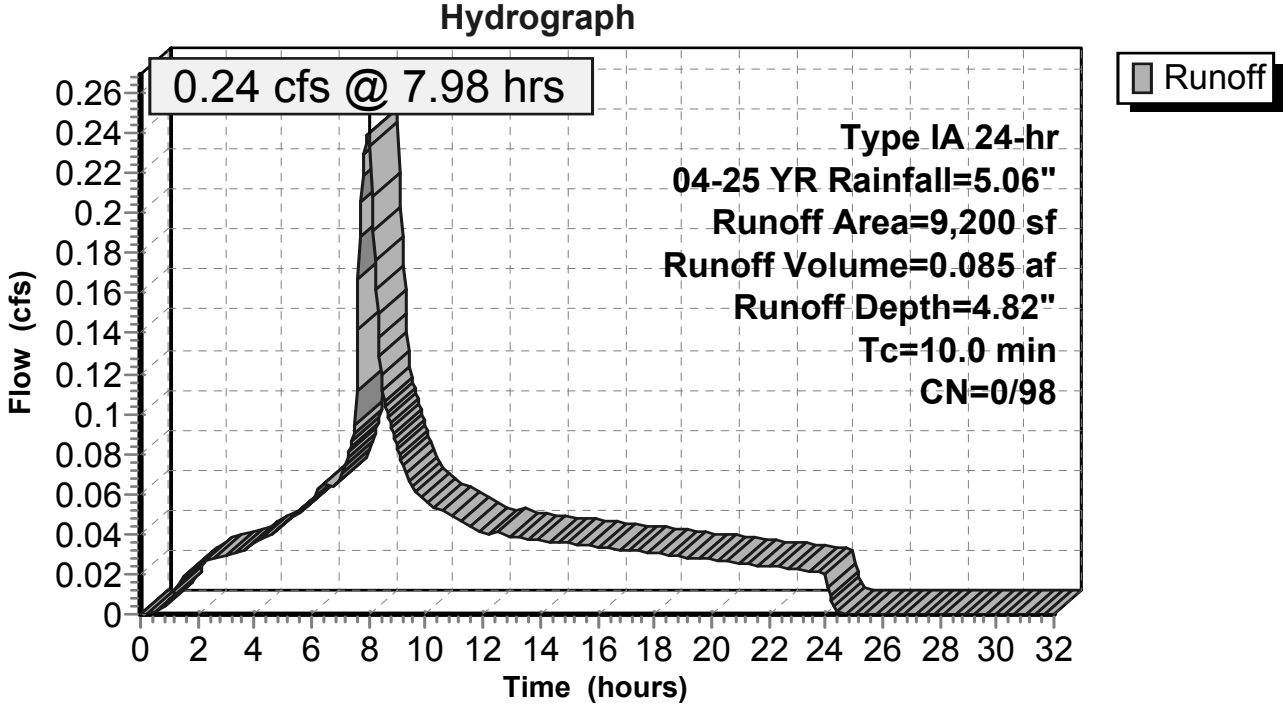
Runoff = 0.24 cfs @ 7.98 hrs, Volume= 0.085 af, Depth= 4.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

	Area (sf)	CN	Description
*	9,200	98	Impervious Pavement
	9,200	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 6S: Southern Property Impervious Surface



Summary for Subcatchment 11S: Existing Site Stormwater Runoff

Existing site consists of impervious pavement and gravel. Site slopes to south with stormwater flowing into existing catch basin in Rhododendron Drive.

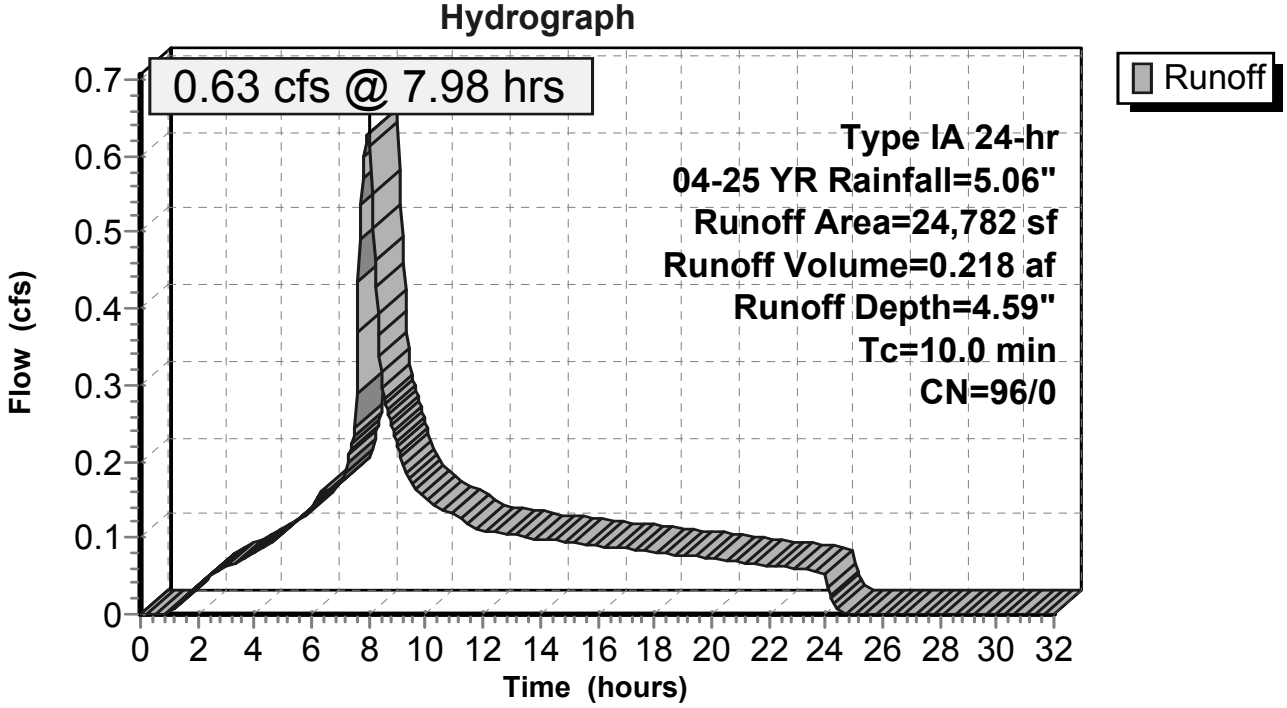
Runoff = 0.63 cfs @ 7.98 hrs, Volume= 0.218 af, Depth= 4.59"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Type IA 24-hr 04-25 YR Rainfall=5.06"

Area (sf)	CN	Description
24,782	96	Gravel surface, HSG A
24,782	96	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry,**

Subcatchment 11S: Existing Site Stormwater Runoff



Summary for Pond 9P: Stormwater Planter 1

Inflow Area = 0.409 ac,100.00% Impervious, Inflow Depth = 4.82" for 04-25 YR event
Inflow = 0.47 cfs @ 7.98 hrs, Volume= 0.164 af
Outflow = 0.09 cfs @ 7.85 hrs, Volume= 0.164 af, Atten= 80%, Lag= 0.0 min
Discarded = 0.09 cfs @ 7.85 hrs, Volume= 0.164 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-32.00 hrs, dt= 0.05 hrs
Peak Elev= 29.95' @ 11.11 hrs Surf.Area= 1,334 sf Storage= 1,817 cf
Flood Elev= 30.30' Surf.Area= 1,334 sf Storage= 2,023 cf

Plug-Flow detention time= 195.1 min calculated for 0.164 af (100% of inflow)
Center-of-Mass det. time= 195.1 min (855.7 - 660.7)

Volume	Invert	Avail.Storage	Storage Description
#1	26.30'	1,880 cf	**Open Storage (Conic)**Listed below (Recalc)
#2	24.80'	89 cf	**Growing Media (Conic)**Listed below (Recalc) 885 cf Overall x 10.0% Voids
#3	23.80'	54 cf	**Rock Chamber (Conic)**Listed below (Recalc) 154 cf Overall x 35.0% Voids
		2,023 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
26.30	154	0	0	154
27.30	340	241	241	348
28.30	590	459	700	609
30.30	590	1,180	1,880	781

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
24.80	590	0	0	590
26.30	590	885	885	719

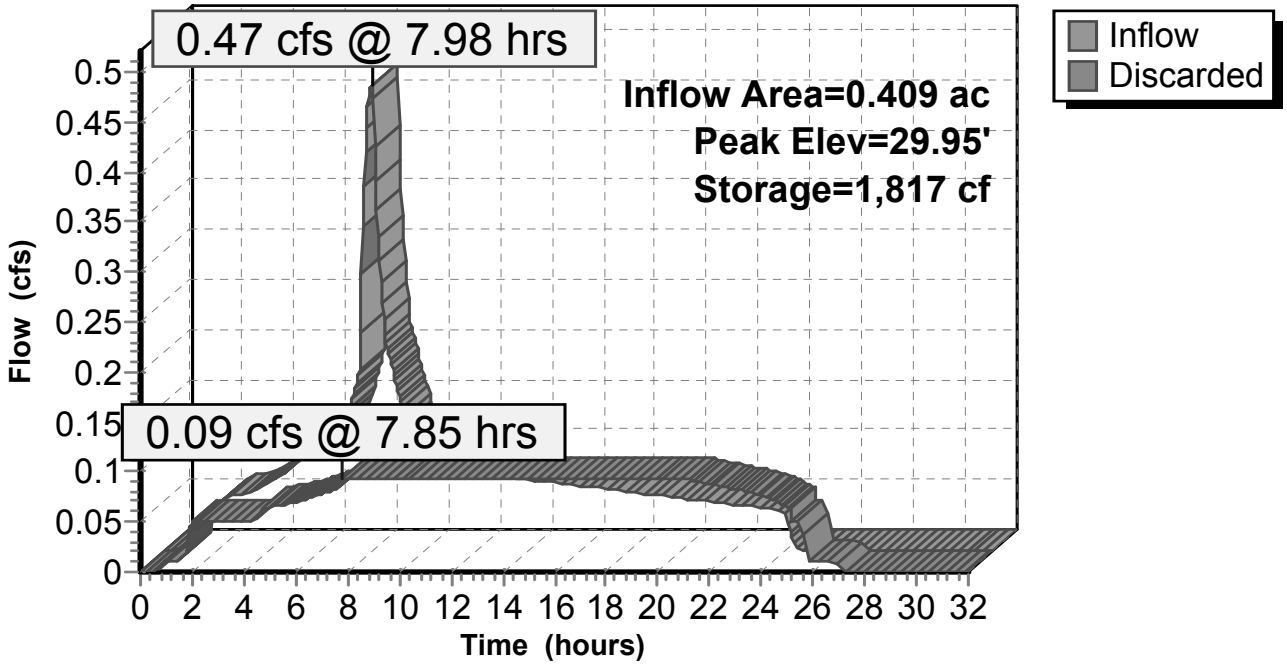
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.80	154	0	0	154
24.80	154	154	154	198

Device	Routing	Invert	Outlet Devices
#1	Discarded	23.80'	**3.000 in/hr Infiltration over Horizontal area**

Discarded OutFlow Max=0.09 cfs @ 7.85 hrs HW=28.36' (Free Discharge)
1=Infiltration (Exfiltration Controls 0.09 cfs)

Pond 9P: Stormwater Planter 1

Hydrograph



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

October 8, 2019 ODOT #9323

ODOT Response

Project Name: Coffee Drive Through / Car Wash	**Applicant:** Sean Randle
Jurisdiction: City of Florence	**Jurisdiction Case #:** PC 19 08 VAR01/PC 19 10 CUP 03
Site Address: Florence, OR	**Legal Description:** 18S 12W 2744 **Tax Lot(s):** 06600, 06601
State Highway: US 101	**Mileposts:** ___190.50___

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

The site plan for the proposed coffee drive through and car wash development does not include an approach to US101 and therefore ODOT access permits would not be necessary. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way.

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.	Douglas.G.BAUMGARTNER@odot.state.or.us
District 5 Contact: April Jones	541-726-2577

Exhibit I

From:	Hailey Sheldon
To:	Hailey Sheldon
Subject:	FW: Human Bean & Car Wash
Date:	Tuesday, October 15, 2019 11:23:35 AM

From: Mike Miller <mike.miller@ci.florence.or.us>
Sent: Monday, October 14, 2019 9:12 AM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Subject: RE: Human Bean & Car Wash

Hi Wendy,

The Trip breakdown is as follows:

Car Wash generates 39.54 trips
Coffee shop generates 560 trips

Total trips 599.54 trips

Credit breakdown:
Restaurant 176.38 trips
Fueling station 292 trips

Total trip credits 468.38 trips

Net new trips is only 131.16 for entire project

It gets a bit messy breaking up the project into two applications due to the credits (see below)

Water SDCs
Landscaping 1 EDU per 4,000 SF with 5,629 SF of landscaping = 1.4 EDUs
Coffee Shop 1 EDU per 1,000 SF with 400 SF building = 0.4 EDUs
Car Wash 0.2 EDU's per 1,000 SF with 1,400 SF building = 0.28 EDU's

Water and sewer credits:
Restaurant 0.9 EDUs
Service Station 0.5 EDUs

Net new Water EDUs = 0.68 EDUs
Net new Sewer EDUs = 0.0 EDUs

Stormwater was calculated for entire site with 17,027 square feet of existing impervious area and proposed impervious area at 17,683 square feet. The net increase of impervious area is 656 square feet.

Exhibit J

We have two 2-inch water services for the site (I will provide a map later this morning). The fire hydrant on Hwy 101 in the middle of the frontage is served by an 8-inch line off the 12-inch water main and is set up in order to provide fire service or other large volume service.

There are two sanitary sewer services to service the site from 5th Street (Rhododendron). I will provide a map showing the location.

The City has plenty of water and sewer capacity within the project area.

Stormwater is only available from 5th Street. While there is capacity, only emergency overflows and historic flows will be allowed.

Mike

From:	Hailey Sheldon
To:	Hailey Sheldon
Subject:	FW: Coffee Kiosk and Car Wash Development Plan Check
Date:	Tuesday, October 15, 2019 11:41:00 AM
Attachments:	Florence - Coffee Kiosk & Car Wash Development - Reviwed Plans.pdf Plan Check - Coffee Kiosk & Car Wash Development.pdf 586 Hwy 101 - utility locations.pdf

---

From: Mike Miller <mike.miller@ci.florence.or.us>
Sent: Monday, October 14, 2019 4:43 PM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Cc: Hailey Sheldon <hailey.sheldon@ci.florence.or.us>; August Murphy <august.murphy@ci.florence.or.us>; Stephan Stys <sstys@civilwest.net>
Subject: FW: Coffee Kiosk and Car Wash Development Plan Check

Hi Wendy,

Attached are the preliminary comments, based on available information from the applicant.

In addition to the comments provided by Stephan Stys with Civil West Engineering, I would like to include the following:

- Grease inceptor (grease trap) is required for the coffee kiosk. We understand that no food preparation will be undertaken, however with coffee drinks fats and oils are used/produced which get washed down the sink.
- For the car wash they will need a oil water separator as well as an onsite 'grit' separator/distilling basin. Due to the nature of car washes and the amount of sand/dirt there needs to be a vault or manhole to separate the grease/oil and allow the heavier material to settle before flowing to the City sanitary sewer system.
- Due to the increase amount of traffic on 5th Street the roadway will need to be reconstructed in order to handle the increased traffic.
- Water service is available on Hwy 101. There are two 2-inch water services plus a fire hydrant mid-block to serve the property (see attached utility map)
- Sanitary sewer is stubbed to the property at the south end (5th Street) at two locations (see attached utility map)
- Stormwater at the SE corner of property. Need to integrate existing stormwater infrastructure. Appears that the proposal is to tie a proposed catch basin (CB #1260) which will need to be a curb inlet instead of a catch basin (we do not allow flow through catch basins) and that the 8-inch storm line is tying into the proposed 10-inch at a 90 degree bend with clean out. Developer will need to provide manhole connection to transition from public to private drainage facilities. Please note that our records show that the storm line in 5th Street is only 8-inch. This storm line is connected to the State system.
- We understand that the developer owns both properties, however a private utility easement for the sewer line to service the car wash will be necessary as the line crosses one property to serve the other (if sewer service for the car wash comes from 5th Street). If sewer service for

the car wash is preferred from 6th Street, please note that cutting of the new pavement that is installed as part of ReVision Florence will not be allowed without a significant paving patch (full street width to match what was completed by the ReVision Florence project).

- Public Works reserves the right to provide additional comments/conditions as full civil plans are provided for comment and review by the City.

Thank you,

Mike

STORMWATER AND GRADING PLAN
FOR
FLORENCE COFFEE KIOSK & CAR WASH DEVELOPMENT
TAX MAP 18-12-27-44
TAX LOTS 6600 AND 6601
FLORENCE, LANE COUNTY, OREGON

STORMWATER NOTES:
1. ALL STORMWATER RUNOFF FROM NEW IMPERVIOUS SURFACES ON SUBJECT PROPERTIES TO BE TREATED VIA STORMWATER PLANTERS AS SHOWN ON PLAN.

2. SOILS ON SITE ARE WALDPORT-URBAN LAND COMPLEX WITH 0-12% SLOPES AND ARE CLASSIFIED AS HYDROLOGIC SOIL GROUP A PER WEB SOIL SURVEY.

3. INFILTRATION RATES ARE ESTIMATED TO BE GREATER THAN 20 IN/HR AT A DEPTH OF 5'-60" BELOW GROUND SURFACE PER WEB SOIL SURVEY.

4. AN INFILTRATION TEST WILL BE PERFORMED ON-SITE AT BEGINNING OF CONSTRUCTION WHEN EQUIPMENT IS ON-SITE TO VERIFY ASSUMED INFILTRATION RATES. FACILITY SIZES WILL BE ADJUSTED AT THIS TIME IF NEEDED.

5. ALL STORMWATER RUNOFF TO STORMWATER PLANTER 1 WILL BE PROCESSED VIA INFILTRATION.

6. STORMWATER PLANTER 2 WILL HAVE IMPERMEABLE LINER SURROUNDING IT DUE TO CLOSE PROXIMITY TO FUTURE BUILDING.

7. STORMWATER FROM PROPERTY TO EAST OF SITE IS PROPOSED TO BE COLLECTED AND ROUTED VIA CATCH BASINS EAST OF EASTERN PROPERTY LINE.

8. ALL CATCH BASINS TO HAVE A MINIMUM 18" SUMP.

GENERAL NOTES:
1. THESE PLANS ARE PRELIMINARY AND ARE NOT TO BE USED FOR CONSTRUCTION IN THE FIELD.

2. SURVEY AND TOPO INFORMATION SHOWN WERE GATHERED BY OLSON & MORRIS. ELEVATIONS ARE BASED UPON LANE COUNTY BENCHMARK NO. 498 BRASS DISK AT THE INTERSECTION OF AIRPORT ROAD AND KINGWOOD STREET WITH A PUBLISHED ELEVATION 42.43' (NAVD88).

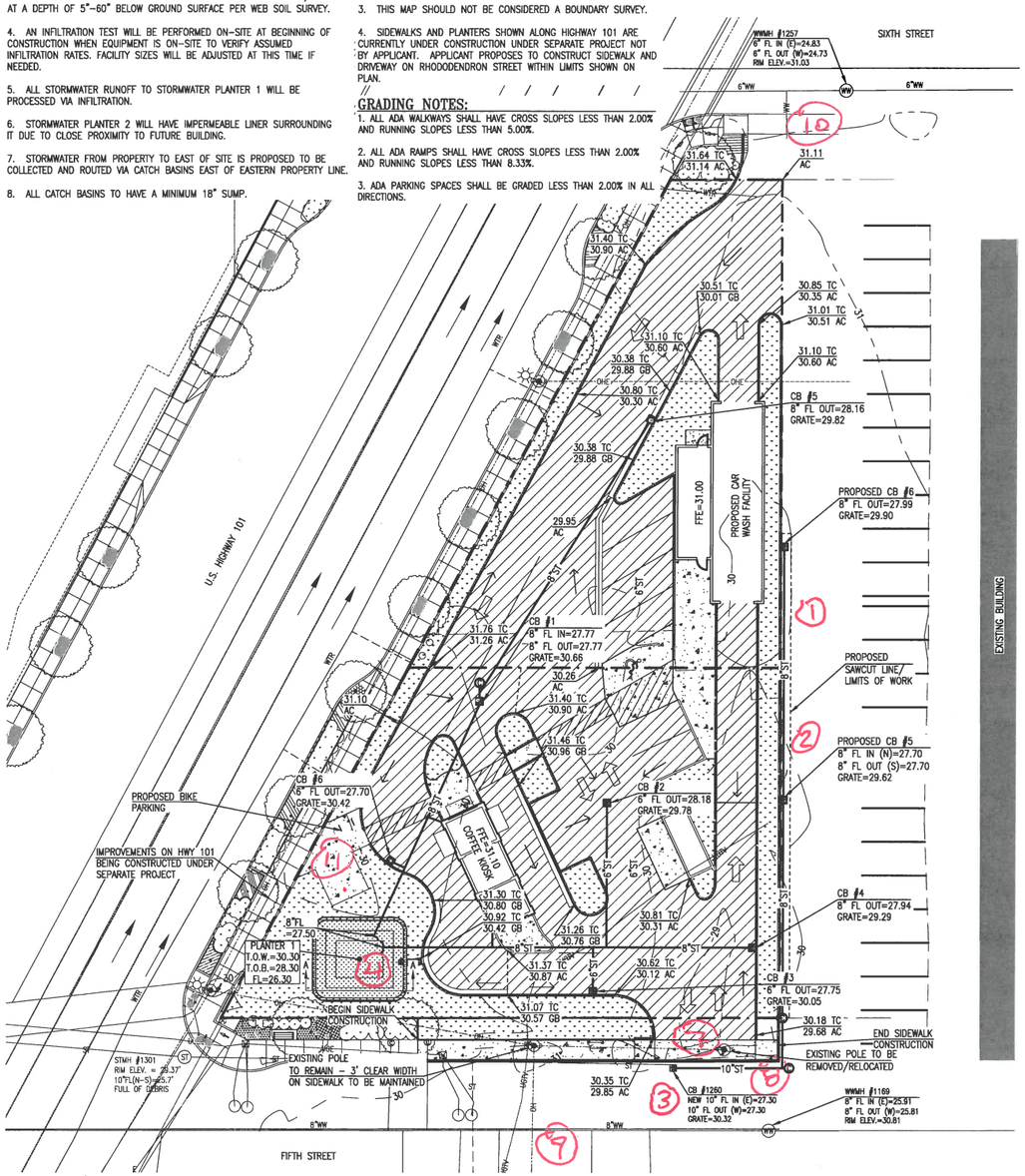
3. THIS MAP SHOULD NOT BE CONSIDERED A BOUNDARY SURVEY.

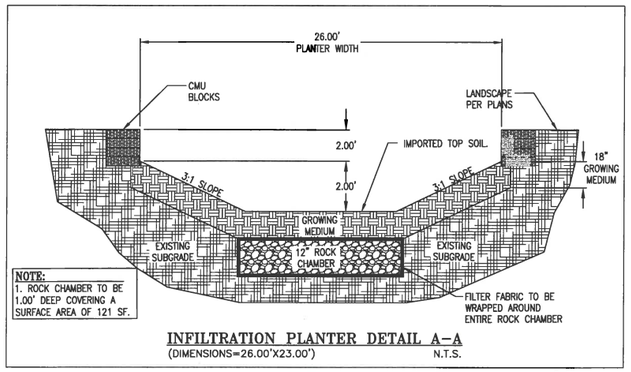
4. SIDEWALKS AND PLANTERS SHOWN ALONG HIGHWAY 101 ARE CURRENTLY UNDER CONSTRUCTION UNDER SEPARATE PROJECT NOT BY APPLICANT. APPLICANT PROPOSES TO CONSTRUCT SIDEWALK AND DRIVEWAY ON RHODODENDRON STREET WITHIN LIMITS SHOWN ON PLAN.

GRADING NOTES:
1. ALL ADA WALKWAYS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 5.00%.

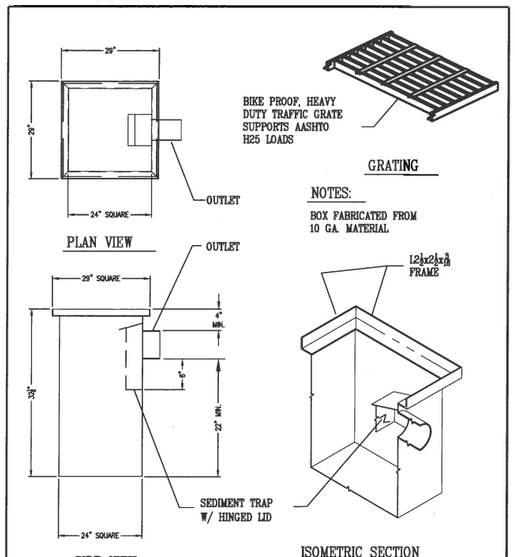
2. ALL ADA RAMPS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 8.33%.

3. ADA PARKING SPACES SHALL BE GRADED LESS THAN 2.00% IN ALL DIRECTIONS.





INFILTRATION PLANTER DETAIL A-A
(DIMENSIONS=26.00'X23.00') N.T.S.



STATE APPROVED - ASPHALT DIPPED

Gibson Steel Basins SINCE 1972
247 Washington St. Eugene, Or. 97401 ph:(541) 687 - 8672 fax:344-0207

24" SQUARE - 4"ø OR 6"ø OUTLET

STORM WATER CATCH BASIN

PROJ. MAN. DOUG P. | DWN. PAUL G. | SCALE NONE
DATE: JAN. 23, 06 | MODEL: GCB10-30HB-486

DWG # S1

SCALE: 1"=20'
20' 0 20' 40'

GRADING LEGEND
AC	ASPHALT/CONCRETE
CB	CATCH BASIN
CONC	CONCRETE
EG	EXISTING GROUND
FFE	FINISH FLOOR ELEVATION
FL	FLOWLINE
GB	GUTTER BAR
TC	TOP OF CURB
TOB	TOP OF BANK
VG	VALLEY GUTTER
←	DRAINAGE ARROWS

LEGEND
- EXISTING BOUNDARY
- ADJACENT PROPERTIES
- EXISTING CURB LINE
- x x EXISTING FENCE
- 8"W EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- WW 8"WW EXISTING WASTEWATER SYSTEM
- C EXISTING CLEANOUT
- ST 24"SD EXISTING STORM DRAINAGE SYSTEM
- EXISTING CATCH BASIN
- EXISTING CURB INLET
- EXISTING STREET LIGHT
- UGE EXISTING UNDERGROUND ELECTRIC
- EXISTING TRANSFORMER
- P EXISTING TELEPHONE PEDESTAL
- PHN EXISTING TELEPHONE LINE
- 2"G EXISTING GAS MAIN
- EXISTING GAS VALVE
- EXISTING WATER METER
- 8"WW PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE
- PROPOSED WASTEWATER CLEANOUT
- 12"ST PROPOSED STORM LINE
- PROPOSED STORM MANHOLE
- PROPOSED STORM CLEANOUT
- PROPOSED CURB INLET
- PROPOSED PAVED AREA
- PROPOSED SIDEWALK

Scott Morris, PE
Digitally signed by Scott Morris, PE
Date: 2019.07.24 11:49:34 -07'00'

Olson & Morris DBA of A & O Engineering LLC
Civil Engineering
Land Surveying
& Site Planning
380 Q ST. SUITE 200
SPRINGFIELD, OR. 97477
PHONE: (541) 302-9790

REGISTERED PROFESSIONAL ENGINEER
OREGON
18,665
SCOTT MORRIS
EXPIRES 12/20

Storm Drainage & Grading Plan
For
Coffee Kiosk & Car Wash Dev.
Florence Lane County Oregon.

DATE: 4-2-19
PROJECT No. 5168
SCALE: HORIZ.
VERT.
DRAWN BY: ACH
DESIGNED BY: KDM
REVIEWED BY: SDM

SUBMITTALS:
1. 6/28/19

REVISIONS:

SHEET C-1.0
1 OF 1

October 8, 2019

RE: Coffee Kiosk and Car Wash Development Plan Check
Florence, Lane County, Oregon

Mike:

On behalf of the City of Florence, Civil West Engineering has reviewed the documents provided to us regarding the proposed Coffee Kiosk and Car Wash Development immediately east of Highway 101 between Rhododendron Drive and 6th Street in Florence. These documents, which were submitted to us on Wednesday, October 2nd, 2019, include the following:

- Final Construction Drawing (1 sheets)
    - Sheet C-1.0 – Storm Drainage and Grading Plan
- Stormwater Management Plan

The following documents were missing:

- Erosion, Sediment and Pollution Control Plans (ESPCPS)
- Operations and Maintenance Form
- Operations and Maintenance Plan
- Stormwater Management Facility Operation and Maintenance Agreement
- Right of Way Permit
- Connection to Water Service
- Connection to Sanitary Sewer Service
- Car Wash Pretreatment Plan
- Verification of existing water service mains and hydrant flow support the development site.
- Landscaping Plan

At a minimum the missing documents should be supplied and reviewed before permitting development on behalf of the Florence Public Works Department.

Final Construction Drawing Review

1. The water flowing off the property to the east is currently being infiltrated on the properties being developed. This water should be handled onsite in the vegetated infiltration basin.
2. Is there an easement in place to install the piping and catch basins? Who will own and maintain the piping and catch basins?
3. The catch basin should be replaced and moved to the east so that it is no in the traffic lane. The new catch basin should follow Florence standard drawings.
4. The overflow should be graded to be in conformance with the Stormwater Management Plan. Also, with the current arrangement, the basin will be never overflow because the top of wall is above the catch basin grates.
5. The linetype scale in the legend should match that of the drawing.
6. The “PROPOSED PAVED AREA” hatch does not match that of the drawing.
7. The southern driveway needs to be detailed.
8. There should be a ramp installed at the southeast corner and a ramp on the other side of the road to receive pedestrians crossing.

Exhibit K

9. Rhododendron Drive east of Highway 101 is intended for very low use traffic. Construction activities will severely harm the road and, it is not intended for the significantly increased traffic with the new businesses. This road should be replaced with a suitable road east of Highway 101 to the farther of eastern property line or an existing sawcut line.
10. The northern driveway should be replaced with an ADA compliant driveway and resized.
11. Grades for bike parking area should be shown.
12. Is note 6 applicable?
13. These should be final construction plans.

Additional comments to conform with "City of Florence Presumptive Approach Submittal Guide":

- The lot areas and setbacks should be shown.
- Easements should to be shown. There should at least be an easement for the southern driveway, eastern storm drain system and northern driveway.
- Width of right of ways and curb heights should be shown.
- Profiles and details should be shown for all pipelines and catch basins. A cut sheet is not a detail. There needs to be more information as to how the materials are being installed.
- Stormwater system should be dimensioned.
- Plantings should be detailed to show requirements of *City of Florence – Stormwater Management Design Manual – Revised September 2011.*

Stormwater Management Plan Review

- All pages should be numbered
- Owner(s) name should be shown on cover sheet
- Permit numbers associated with project should be shown on cover sheet
- Designers certification and statement should be included. Follow *City of Florence – Stormwater Management Design Manual – Revised September 2011.*
- Include table of contents
- Site zoning
- Federal, state and local permits required

Respectfully,
Civil West Engineering Services, Inc.

Prepared By:
Stephan Stys, Oregon PE #86454PE

October 11, 2019

City of Florence
Planning Department
250 HWY 101
Florence, OR 97439

To Whom It May Concern:

After review of the Notice of Public Hearing item/s PC 19 08 VAR 01 - Drive-Thru Car Wash, PC 19 09 VAR 02 - Drive-Thru Coffee Kiosk Variance, PC 19 10 CUP 03 - Drive-Thru Car Wash, PC 19 11 CUP 04 - Drive-Thru Coffee Kiosk CUP, we would like to submit testimony and/or evidence.

Our concerns are with Chapter 35: Access and Circulation.

Before the city grants a variance, our concerns are with what we see on the site design. Until we have a better idea on the congestion this could cause on 5th Street (Rhododendron Drive) east of HWY 101.

It appears that vehicles wanting to enter the property at 5th Street have multiple directions to go and vehicles leaving from the same entrance from different directions are all trying to get through a small area where the applicant is anticipating a lineup of vehicles to the car wash and coffee kiosk and would cause a backup of traffic onto 5th Street (Rhododendron Drive) east of HWY 101. That combined with the many vehicles that already use 5th Street (Rhododendron Drive) to access HWY 101 seems like there would be a problem with congestion.

Does the site design provide adequate access to the businesses without causing backup onto 5th Street (Rhododendron Drive)?

Does the site provide adequate parking for employees and patrons, so that overflow parking will not go onto Old School Furniture private parking lot, taking in consideration that I am not seeing vacuum spaces identified on the site design?

Thank you for your consideration in this matter.

Sincerely,
Mike Lemhouse

Florence Coastal Hardware
PO Box R
Florence, OR 97439

Exhibit L