

PC2007 PUD 01
PC2008 SUB 01
Florence Golf Links
35th & Rhody

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

- ☒ Preliminary Planned Unit Development (PUD) (Florence City Code Title 10, Ch-23)
☒ Tentative Subdivision Plan (Florence City Code Title 11, Ch-1, 3, 5 & 7)
☐ Modification to requirements (Title 10, Chapter 36 or Title 11)

Applicant Information

Name: 3J Consulting, C/O Mercedes Serra

Phone 1: [Redacted]

Signature: [Signature]

Date: 2/13/2020

Applicant's Representative (if any): _____

Property Owner Information

Name: APIC Florence Holdings, LLC

P: [Redacted]

E: asorber@apicincus.com

A: [Redacted]

Signature: [Signature]

Date: 2/11/20

Applicant's Representative (if any): Ashlee Sorber

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

FEB 14 2020

By: _____

Approved _____

Exhibit _____

Exhibit B

Property Description

Assessor's Map No.: _____ - _____ - _____ - _____

Tax lot(s): 1812153300700, 1812153403800, 1812222101900

Zoning District(s): RMH

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): The properties to the west are zoned SFR and are developed with single-family homes. The properties to the north, east and south are zoned RMH and are developed with single-family homes.

Project Description

Lot Size: 9.28 acres Number of single family lots proposed: 81

Proposed Building Coverage if a PUD: 33.28%

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

Timetable of proposed improvements: Begin - October 2020, End- November 2022

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

The proposed Planned Unit Development includes 31 single-family detached homes, 49 single-family attached homes and 46 multi-family homes. Access to the development is provided through private street and alley network. Recreation areas include a Central Green includes a children's play area, a pavilion, picnic areas, lawn, native grove and walking trails. Two pocket garden will provide native plantings, walking trails and seating areas for residents. A series of garden courts which include lawn, walking trails, a shelter and picnic area. A small fenced dog park with a seating area has been provided at the south end of the site.

For Office Use Only:

Date Submitted: _____ Fee: _____

Received by: _____

Paid

Other Information Required

Below is a check list of the required information to determine if an application is complete. The Florence City Code is available at City Hall or online at www.ci.florence.or.us (click on "City Code" which is located on the main page). You will also find the *Florence Transportation Plan*, *Downtown Architectural Guidelines*, *Highway 101 Access Management Plans*, *Stormwater Design Manual* and *Stormwater Management Plan* available on the City's Planning Department webpage or at the City Hall for review or purchase.

Note: Please submit an electronic copy of any plans submitted larger than 11" x 17"

☐ Tentative Subdivision Plan drawn to scale, showing the following:

- ☐ Name and block numbering of proposed subdivision
- ☐ Date, north point, scale of the drawing,
- ☐ Description of the location and boundaries of the proposed subdivision or major partition area
- ☐ Names of all recorded subdivisions contiguous to the area
- ☐ Names and addresses of the owner and engineer or surveyor
- ☐ Locations, names, widths of all existing and proposed public and private streets and roads (includes right-of-way and pavement widths) & all reservations/restrictions relating to private roads & streets
- ☐ Grades and radii of curves of proposed streets
- ☐ Elevations of all points used to determine contours (given to true elevation above mean sea level) with base date used shall be clearly indicated and shall be compatible to City datum, if bench marks are not adjacent. Contours shall be in the following intervals:

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

- ☐ Width and location of all proposed public utility easements
- ☐ Stormwater flows, location of existing storm lines, location of stormwater overflow and its impact down stream
- ☐ Location of sewer pipes, sizes, man holes, and elevations of existing and proposed pipes
- ☐ Water system proposed including source, pipe locations, sizes, meter locations & hydrants
- ☐ Width and location of all proposed sidewalks
- ☐ All public areas proposed to be dedicated by the partitioner and the proposed uses thereof such as reserve strips
- ☐ All public improvements proposed to be made or installed, and the time within which such improvements are envisioned to be completed
- ☐ A legal description of the boundaries of the entire area owned by the land owner of which the proposed land division is a part; provided, that where the proposed land division comprises all of such area, an affidavit of such fact shall accompany the application
- ☐ Dimensions of all proposed lots or/and parcels
- ☐ If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil

☐ PUD Preliminary Development Plan, including the following

- ☐ An explanation of the character of the planned unit development and the manner in which it has been planned to take advantage of the planned unit development regulations.

- ☐ Map showing street systems, lot or partition lines and other divisions of land for management, use or allocation purposes.
- ☐ Areas proposed to be conveyed, dedicated or reserved for public streets, parks, parkways, playgrounds, school sites, public buildings and similar public and semi-public uses.
- ☐ Open Space Plan . Refer to FCC 10-23-5-G for criteria
- ☐ Off-Street Parking and Loading Plan
- ☐ List of Design Team and Summary of Qualifications (FCC 10-23-7)
- ☐ A plot plan for each building site and common open space area, showing the approximate location of buildings, structures, and other improvements and indicating the open spaces around buildings and structures, excepting private single-family lots in a residential PUD.
- ☐ Elevation and perspective drawings of proposed structures.
- ☐ A development schedule indicating:
 - a. The approximate date when construction of the project can be expected to begin.
 - b. The stages in which the project will be built and the approximate date when construction of each stage can be expected to begin.
 - c. The anticipated rate of development.
 - d. The approximate dates when each stage in the development will be completed.
 - e. The area, location and degree of development of common open space that will be provided at each stage.
- ☐ Agreements, provisions or covenants which govern the use, maintenance and continued protection of the planned unit development and any of its common open space areas.
- ☐ The following plans and diagrams, insofar as the reviewing body finds that the planned unit development creates special problems of traffic, parking and landscaping.
 - a. An off-street parking and loading plan.
 - b. A circulation diagram indicating proposed movement of vehicles, goods and pedestrians within the planned unit development and to and from thoroughfares. Any special engineering features and traffic regulation devices needed to facilitate or insure the safety of this circulation pattern shall be shown.
 - c. A landscaping and tree plan.

Additional Submittals, if not provided in plan or plat:

- ☐ Site Investigation Report (per FCC 10-7-3)
- ☐ Fire flows- For fire flow information, contact the Fire Marshal, Sean Barrett at (541) 997-3212.
- ☐ Signs (per FCC 10-6-6-D)- If proposing signs, (new or existing) provide a drawing or sketch to scale which includes: size, location, materials, colors, and illumination if any
- ☐ Title Report from a Title Company (per FCC 10-4-3-C and 10-6-6-E)- indicating liens, access and/or utility easements, legal description

- ☐ Survey (for Old Town Zoning District) (per FCC 10-17A-4-K-1-a, 10-17B-4-K-1-a, and 10-17C-4-K-1-a) A recent survey map drawn to scale which shows property lines, easements, 2' contours, existing structures (including height of sea-wall, if appropriate), floodplain & highest observed tide.
- ☐ Access permit (for properties accessing State or County Roads) (see FCC 10-35-2-4) A State or County complete access permit application is required. For properties along Highway 101 located between Highway 126 and the bridge along Highway 101 please refer to the *Highway 101 Access Management Plan*.
- ☐ Stormwater Plan:
 - ☐ Preliminary Development Plan (per FCC 9-5-2-A-4): (projects which are adding 500 square feet or greater of impervious surface area or clearing vegetation from 10,000 square feet or greater (single family homes are excluded) and under 1 acre per FCC 9-5-2-2-C) Shall include a general description of the proposed project property and description of existing structures, buildings, and other fixed improvements located on the property and surrounding properties. The plan shall also include natural water flow of the existing property, soils, storm water drainage, flooding from high groundwater table. The Plan also shall identify the features outlined in FCC 9-5-2-A-4.
 - ☐ A Stormwater Management Plan (per FCC 9-5-2-3): Stormwater Management Plan is required for projects over 1 acre is required with construction drawings, please refer to FCC 9-5-2-3 for submittal requirements.
- ☐ Traffic Impact Study. Please refer to FCC 10-1-1-4-D to see if a Traffic Impact Study is required.

☐ Utility Plan:

List all utilities currently available to the site AND add this information to a utility plan map (See FCC 10-1-1-4-B-2).

Note: For help identifying the location of utilities, please call Dig Safely Oregon at 1-800-332-2344 or dial 811. Call Public Works (541-997-4106) to determine the size of utility lines. Call the Fire Marshal (541-997-3212) to determine fire flows.

Water Supply: 8 - inch line available from Rhododendron Drive (Street)
 Sanitary Sewer: 12 - inch line available from Rhododendron Drive (Street)
 Storm Sewer: 36 - inch line available from Rhododendron Drive (Street)

Check if available: ☒ Telephone ☒ Cable TV ☒ Electrical ☐ Other (Such as fiber optics)

Provide a plan drawn to common scale showing the location of existing and proposed buildings, existing and proposed utility services, location and size of water and sewer lines, drainage routes, manholes, meters, fire hydrants, fire flows, and 2' contours.

☐ Lighting Plan:

Show location of each light fixture, diagram illustrating foot-candle distribution, and elevation drawing of each light fixture in conformance to FCC 10-37.

- ☐ Location of areas of scenic value, wildlife habitat, potential hazard areas (floodplains, geologic instability), wetlands, riparian areas or areas of special significance or within an overlay zone.

☐ Erosion Control:

Projects of over 1 acre of land disturbance over a period of time (please see FCC 10-36-4) are required to obtain a National Pollution Discharge Elimination System permit from the Department of Environmental Quality prior to the issuance of a development permit or land use permit based on appropriate criteria.

Table of Contents

GENERAL INFORMATION	3
SITE INFORMATION	Error! Bookmark not defined.
INTRODUCTION	1
APPLICANT'S REQUEST	1
SITE DESCRIPTION/SURROUNDING LAND USE	1
PROPOSAL	1
NEIGHBORHOOD MEETING	2
APPLICABLE CRITERIA.....	3
Title 10 – Zoning Regulations	3
Chapter 3 – Off-Street Parking and Loading	3
Chapter 6 – Design Review	12
Chapter 10 – Residential Districts	19
Chapter 23 – Planned Unit Development (PUD).....	29
Chapter 34 – Landscaping	43
Chapter 35 – Access and Circulation	52
Chapter 36 – Public Facilities	60
Chapter 37 – Lighting	72
Title 11 – Subdivision Regulations	75
Chapter 3 – Subdivision Tentative Plan Procedure	75
SUMMARY AND CONCLUSION	76

Attachments

Appendix A – Land Use Application

Appendix B – Siuslaw Valley Fire and Rescue Memo

Appendix C – Neighborhood Meeting Materials (November 12, 2019)

Appendix D – Technical Reports

Exhibit 1: Preliminary Drainage Report

Exhibit 2: Traffic Impact Analysis

Appendix E – Land Use Plans

Civil Drawings:

C-0 Cover Sheet

C-1 Existing Conditions Plan

C-2 Tentative Plat

C-3 Site Plan

C-4 Typical Sections

C-5 Parking & Circulation Plan

C-6 Photometrics Plan

C-7 Grading & Erosion Control Plan

C-8 Composite Utility Plan

Landscape Drawings:

L-1 Tree Plan

L-2 Landscape Plan

L-3 Planting Plan

L-4 Landscape Element Precedents

Architectural Drawings:

A-1 Master Plan: Building Types

A-2 Master Plan: Open Space

A-3 Master Plan: Phase 1A

A-4 Master Plan Phase 1B

A-5 Master Plan: Overall

A-6 Establishing A Style

A-7 Establishing Materials: Board & Batten

A-8 Establishing Materials: Coastal Shingle

A-9 Establishing Materials: Cottage Lap

A-10 Establishing Materials: Mixed Combination

A-11 Multi-Family Housing: Concept A1 & A2 – 11-12 Units (Floor Plans)

A-12 Multi-Family Housing: Concept A1 & A2 – 11-12 Units (Elevations & Perspectives)

A-13 Attached Housing: Concept B2 – 2 Units (Floor Plans, Elevations & Perspectives)

A-14 Attached Housing: Concept B3.1 – 3 Units (Floor Plans, Elevations, & Perspectives)

A-15 Attached Housing: Concept B3.2 – 3 Units (Floor Plans, Elevations, & Perspectives)

A-16 Attached Housing: Concept B4 – 4 Units (Floor Plans, Elevations, & Perspectives)

A-17 Detached Housing: Concept C1 (Floor Plans, Elevations, & Perspectives)

A-18 Detached Housing: Concept C2 (Floor Plans, Elevations, & Perspectives)

A-19 Massing Concept

GENERAL INFORMATION

Property Owner and Applicant:

APIC Florence Holdings, LLC

5 Thomas Mellon Cir, Suite 305
San Francisco, CA 94134
Contact: Ashlee Sorber
Phone: (503) 704-9934
Email: asorber@apicincus.com

Architect:

LRS Architects

720 NW Davis, Suite 300
Portland, Oregon 97209
Contact: Robert Boileau
Phone: (971) 242-8180
Email: rboileau@lrsarchitects.com

Planning Consultant:

3J Consulting, Inc.

9600 SW Nimbus Avenue, Suite 100
Beaverton, OR 97008
Contact: Mercedes Serra
Phone: (503) 946-9365 x211
Email: mercedes.serra@3j-consulting.com

Civil Engineer:

3J Consulting, Inc.

9600 SW Nimbus Avenue, Suite 100
Beaverton, OR 97008
Contact: Aaron Murphy
Phone: (503) 946-9365 x218
Email: aaron.murphy@3j-consulting.com

Landscape Architect:

PLACE Studio LLC

735 NW 18th Avenue
Portland, OR 97209
Contact: Charles Brucker
Phone: (503) 334-2083
Email: charles.brucker@PLACE.la

Surveyor:

S&F Land Services

1725 N Roosevelt Dr, Suite B
Seaside, OR 97138
Contact: Jack White
Phone: (503) 738-3425
Email: jack.white@sflands.com

SITE INFORMATION

Parcel Number:	18121533 00700, 18121534 03800, and 18122221 01900
Address:	No site address
Size:	9.28 acres
Zoning Designation:	Mobile Home/Manufactured Home Residential (RMH)
Comprehensive Plan Designation:	Medium Density Residential (MDR)
Existing Use:	Vacant
Surrounding Zoning:	The properties to the west are zoned Single-Family Residential. The properties to the north, east and south are zoned Mobile Home/Manufactured Home Residential.
Street Classification:	Rhododendron Drive is classified as a minor arterial. 35 th Street is classified as a collector.

INTRODUCTION

APPLICANT'S REQUEST

The Applicant proposes to construct a planned unit development and seeks the approval of concurrent applications for a Planned Unit Development (PUD) and Tentative Subdivision (SUB). This narrative describes the proposed development and demonstrates compliance with the relevant approval standards of the City of Florence's Zoning Code (Title 10) and Subdivision Code (Title 11).

A Planned Unit Development (PUD) application is evaluated under the Type III quasi-judicial decision process. The City's Planning Commission will render the Type III decision after a public hearing on the application is held.

SITE DESCRIPTION/SURROUNDING LAND USE

The subject site is 9.28 acres in size and is located on Rhododendron Drive, north of 35th Street. The property is located within the City and is zoned Mobile Home/Manufactured Home Residential (RMH). The site has generally flat topography, with a slight slope towards the western end of the property.

The properties to the north, south and east are zoned Mobile Home/Manufactured Home Residential (RMH). The properties to the west of Rhododendron Drive are zoned Low Density Residential (LDR). The site is abutted by single-family homes.

PROPOSAL

The proposed planned community will include a mixture of single-family detached homes, and single-family attached homes and multi-family homes. The proposed development includes 31 single-family homes, 49 single-family attached homes, and 46 multi-family homes with modifications to the base zone's dimensions as permitted through the PUD process.

The proposed design includes a network of open spaces, a thoughtfully linked pedestrian circulation system, and recreation facilities. The Central Green includes a children's play area, a pavilion, picnic areas, lawn, native grove and walking trails. Two pocket gardens will provide native plantings, walking trails and seating areas for residents. A series of garden courts which include lawn, walking trails, a shelter and picnic area. A small fenced dog park with a seating area has been provided at the south end of the site.

A private loop road will serve as access to the site, with two access points on Rhododendron Drive. A network of alleyways will provide for vehicle access to rear loaded garages in individual homes. On-street parking will be provided along the private loop road. Additional parking for residents has been provided on individual lots, or within surface level parking lots in the multi-family development areas. Sidewalks along each side of the private street will connect with an internal pedestrian pathways system which provides access to each building entrance and all open space recreation spaces provided on the site.

NEIGHBORHOOD MEETING

The Applicant held the required neighborhood meeting on November 12, 2019 with surrounding property owners to discuss the proposed development. The submitted materials include the signature sheet, meeting notes, and materials provided to the attendees of the meeting. No follow up comments on the proposal were received.

APPLICABLE CRITERIA

The following sections of Florence's Title 10 Zoning Code have been extracted as they have been deemed to be applicable to the proposal. Following each **bold** applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document, with absolute certainty, that the proposed development has satisfied the approval criteria for a Type III Planned Unit Development application.

Title 10 – Zoning Regulations

Chapter 3 – Off-Street Parking and Loading

10-3-2: GENERAL PROVISIONS

- A. **The provision for and maintenance of off-street parking and loading spaces are continuing obligations of the property owners. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space.**
- B. **At the time of new construction or enlargement or change in use of an existing structure within any district in the City, off-street parking spaces shall be provided as outlined in this Chapter, unless requirements are otherwise established by special review or City Council action. Additional parking spaces shall meet current code.**
- C. **If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by this Chapter.**
- D. **Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees, and shall not be used for storage of materials of any type.**
- E. **Ingress and egress for parking and loading shall not endanger or impede the flow of traffic.**
- F. **The required off-street parking for nonresidential uses shall not be used for loading and unloading operations during regular business hours.**
- G. **Parking and Loading standards that are listed under specific zoning districts supersede the general requirements of this chapter.**
- H. **Provisions of this Chapter shall not apply to any parking located in an organized parking district.**
- I. **The provisions of this Chapter shall be in addition to the provisions for parking design and construction in FCC Title 9 Chapter 5 and, where there are conflicts, Title 9 Chapter 5 shall prevail.**

Finding: Attached to this narrative is a Site Plan (Sheet C-3) which details the proposed parking for the site. It has been designed to accommodate proposed residential uses and allow for the safe and efficient flow of traffic with minimal conflicts with pedestrians.

10-3-3: MINIMUM STANDARDS BY USE: The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use

is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

- A. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, and shared parking. Parking in driveways does not count toward required minimum parking. For single family dwellings, duets and duplexes, one parking space per unit may be provided on a driveway if the criteria in FCC 10-3-8 are met.
- B. For non-residential uses where parking is available on-street, this parking shall count towards the minimum number of required parking spaces along all street frontages of the building where parking is available. Only useable spaces (i.e. those not blocking fire hydrants, mailboxes, etc.) shall count towards the minimum required number of parking spaces.
- C. The minimum number of parking spaces may also be determined through a parking demand analysis prepared by the applicant and approved by the Planning Commission. This parking demand analysis may include an acceptable proposal for alternate modes of transportation, including a description of existing and proposed facilities and assurances that the use of the alternate modes of transportation will continue to reduce the need for on-site parking on an on- going basis. Examples of alternate modes include but are not limited to:
 - 1. Transit-related parking reduction. The number of minimum parking spaces may be reduced by up to 10% if:
 - a. The proposal is located within a ¼ mile of an existing or planned transit route, and;
 - b. Transit-related amenities such as transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.

Finding: Parking will be provided with a combination of single and double car garages on the single-family lots, driveways on single-family lots, covered and uncovered surface parking, and on-street spaces within the private street loop in order to meet the estimated parking demand. As detailed below, the applicant proposes the provision of 259 total parking spaces to meet the anticipated demand.

10-3-4: MINIMUM REQUIRED PARKING BY USE: During the largest shift at peak season, fractional space requirements shall be counted as the next lower whole space (rounded down). Square footages will be taken from the gross floor area (measurements taken from exterior of building). Applicants may ask the Planning Commission for a reduction for parking spaces as part of their land use application. The applicant will have to provide the burden of evidence to justify the reduction proposed. The Planning Commission and/or staff may require the information be prepared by a registered traffic engineer. Table 10-3-1 lists the minimum parking spaces required by use, with a minimum no less than two (2) spaces for non-residential uses, plus additional space(s) as needed to meet the minimum accessible parking requirement.

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

A. Residential and Commercial Dwelling Types:

Single Family Dwelling Including attached and detached dwellings and manufactured homes	2 space per dwelling unit
Duplex/Duet	2 spaces per dwelling unit
Tri-plex or Quad-plex Cluster Housing Multiple-family dwelling Studio & one bedroom units Two-bedroom units Three-bedroom units or larger	1 space per unit 1.5 spaces per unit 2 spaces per unit

Finding: The proposed development will include 31 detached homes and 49 attached homes (five of which are one-bedroom units) requiring 160 parking spaces. The proposed apartments will provide 24 studio/one-bedrooms and 22 two-bedrooms, requiring 57 parking spaces. A total of 217 parking spaces are required on-site.

The detached and attached homes will provide parking within single or double car garages. Additional parking for the single-family detached homes will be provided on individual lots on parking pads located to the side of the homes. The multi-family apartments will provide a mix of covered and uncovered parking adjacent to each of the buildings in surface parking lots. On-street parking provided on the private street loop will provide additional parking. In total, 262 parking spaces will be provided on site, exceeding the minimum requirement.

	Number of Parking Spaces
SFA Garage Spaces	93
SFD Garage Spaces	37
SFD Driveway Parking Spaces	25
Multi-Family Surface Parking	61
On-Street Parking (Private)	46
Total	262

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

- A. Accessible parking shall be provided for all uses in accordance the standards in Table 10-3-2; parking spaces used to meet the standards in Table 10-3-2 shall be counted toward meeting off- street parking requirements in Table 10-3-1;**
- B. Such parking shall be located in close proximityto building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;**
- C. Accessible spaces shall be grouped in pairs where possible;**
- D. Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;**

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

Finding: The multi-family development on site is divided into two areas, each with 23 apartment units. Accessible parking has been provided on each site at the entrance of each building. The amount of accessible parking required and provided has been detailed in the table below.

	Site A	Site B
Surface Parking Stalls	26	35
Required Accessible Stalls (Table 10-3-2)	1	2
Provided Accessible Stalls	2	2

All accessible parking will be covered and will be identified with signs and pavement markings consistent with the requirements of this section. This standard is met.

10-3-8 PARKING AREA IMPROVEMENT STANDARDS: All public or private parking areas, loading areas and outdoor vehicle sales areas shall be improved according to the following: All required parking areas shall have a durable, dust free surfacing of asphaltic concrete, cement concrete, porous concrete, porous asphalt, permeable pavers such as turf, concrete, brick pavers or other materials approved by the City. Driveways aprons shall be paved for the first fifty feet (50') from the street.

- A. Parking for new single family attached and detached dwellings, duets and duplexes shall be provided as follows:
1. A carport or garage, unless the majority of existing dwellings within 100 feet of the property boundary of the proposed development do not have such covered parking facilities. The number of required covered parking spaces shall be based on the predominant number of covered spaces on the majority of lots within the 100 foot radius. Parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long. No encroachments (such as water heaters, steps, door swings) are allowed into the required parking spaces.
 2. One parking space per unit may be provided on a driveway if the following criteria are met:
 - a. Driveway spaces shall measure at least nine (9) feet and six (6) inches wide by nineteen (19) feet long. No encroachments are allowed into the required parking spaces.
 - b. Driveway spaces shall not extend into the public right-of-way.
 - c. The number of parking spaces provided as a carport or garage shall not fall below one (1) space per unit.

Finding: Parking for the single-family homes will be provided in either two-car garages or as single-car garage with an uncovered driveway space measuring at least nine feet six

inches wide by nineteen feet long. The proposed driveway spaces do not extend into the public right-of-way. The requirements of this section are met.

3. **Off-street parking for single-family attached dwellings on the front of the building and driveway accesses in front of a dwelling are permitted in compliance with the following standards:**
 - a. **Outdoor on-site parking and maneuvering areas shall not exceed twelve feet (12') wide on any lot.**
 - b. **The garage width shall not exceed twelve feet (12'). Garage width shall be measured based on the foremost four feet of the interior garage walls.**

Finding: Access to the proposed single-family attached dwellings has been provided through a rear alley. The requirements of this section are not applicable to the proposed development.

4. **Off-street parking for single-family attached dwellings not on the front of the building are permitted in compliance with the following standards:**
 - a. **Development abutting a rear alley shall take access from the alley.**
 - b. **Development that includes a corner lot without a rear alley shall take access from a single driveway on the side of the corner lot. Street classifications, access spacing, or other provisions may require adjustment or variance process. See Figure 10-3-8-A.2.b**
 - c. **Development that does not include a corner lot and does not abut a rear alley shall consolidate access for all lots into a single driveway. The access and driveway are not allowed in the area directly between the front of the building and front lot line of any of the single-family attached dwellings. See Figure 10-3-8-A.2.c.**

Finding: Access to the proposed single-family attached dwellings has been provided from a rear alleyway. The requirements of this section are met.

- B. **Parking for tri-plexes, quad-plexes or cluster housing may be provided either as a carport or garage or as a parking lot meeting the standards listed in FCC 10-3-9. Spaces shall be located on the rear of the lot and meet the following requirements:**

Finding: The proposed development features a mix of single-family detached, single-family attached and multi-family housing. The requirements of this section are not applicable.

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

Finding: As shown on the Grading Plan and Erosion Control (Sheet C-7), all parking areas provided for the multi-family dwellings will be graded so as not to drain storm water

over public sidewalks. The proposed parking lot surfacing does not encroach upon a public right of way. The requirements of this section have been met.

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

Finding: The majority of the parking on site has been located within garages or in tuck under parking. Parking located within driveways and within the surface parking lots will be screened with landscaping, as shown on the Planting Plan (Sheet L-3). Parking located along the private street will be parallel to the street and will not shine into adjacent residential uses. This standard is met.

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

- 1. A curb of not less than six inches (6") in height near abutting streets and interior lot lines. This curb shall be placed to prevent a motor vehicle from encroaching on adjacent private property, public walkways or sidewalks or the minimum landscaped area required in paragraph E2 of this subsection.**
- 2. Except for places of ingress and egress, a five foot (5') wide landscaped area wherever it abuts street right-of-way. In areas of extensive pedestrian traffic or when design of an existing parking lot makes the requirements of this paragraph unfeasible, the Planning Commission may approve other landscaped areas on the property in lieu of the required five foot (5') landscaped area. See also FCC 10-34-3-6 and -7 for parking lot landscaping standards.**

Finding: Parking for the proposed multi-family dwellings has been provided in surface parking lots. Parking has not been located abutting streets or right-of-way. A six-inch curb has been provided around the perimeter of each of the parking lots. This standard is met.

F. No parking area shall extend into the public way except by agreement with the City.

Finding: Parking has not been located in the public way. This standard is met.

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

Finding: All proposed parking has been provided in connection with dwellings. The requirements of this section are not applicable to this development.

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

Finding: Section 10-37 has been addressed within this narrative.

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

Finding: Section 10-37 has been addressed within this narrative.

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

Finding: As shown on the Site Plan (Sheet C-3), required parking has not been located in the front or side yard, except for parking located within driveways on the single-family lots as provided by Section 10-3-8.A.2. This standard is met.

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

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

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

Finding: A Site Plan (Sheet C-3), Grading and Erosion Control Plan (Sheet C-7), Landscaping (Sheet L-2 and L-3) and Photometrics Plan (Sheet C-6) illustrating the requirements listed in subsection 1-9 above have been provided with this land use application.

- M. **In addition to other penalties and remedies, the failure to provide, maintain and care for a parking area as required by this Section:**

1. **Is declared a public nuisance which may be abated under subsection 6-1-8-5 of this Code.**
2. **May be the basis for denying any business license required or permit issued by the City.**

Finding: The applicant acknowledges that the maintenance of the parking areas is the ongoing responsibility of the property owner.

- N. **Parking provided for Accessory Dwelling Units:**

Finding: The proposed development does not include Accessory Dwelling Units. The requirements of this section are not applicable.

10-3-9: PARKING STALL DESIGN AND MINIMUM DIMENSIONS: All off-street parking spaces (except those provided for a single-family; duet, duplex dwelling; or tri-plex, quad-plex, or

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

- A. Motor vehicle parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long.
- B. Each space shall have double line striping with two feet (2') wide on center.
- C. The width of any striping line used in an approved parking area shall be a minimum of 4" wide.
- D. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;
- E. Parking area layout shall conform to the dimensions in Figure 10-3(1), and Table 10-3-3, below;
- F. Parking areas shall conform to Americans With Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines.

Finding: As shown on the submitted Site Plan (Sheet C-3), the off-street parking spaces provided within the surface lots for the multi-family dwellings and the parking provided along the private street will conform to the City standards for surfacing, stormwater management, and striping. The standard parking spaces will conform to the minimum dimensions specified above and within Figure 10-3(1) and Table 10-3-3. This standard is met.

10-3-10: BICYCLE PARKING REQUIREMENTS: All new development that is subject to Site Design Review, shall provide bicycle parking, in conformance with the standards and subsections A-H, below.

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

Finding: The provided bicycle parking will be two feet by six feet minimum. This standard is met.

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

Finding: The proposed development is residential. The requirements of this section are not applicable to this development.

- C. **Long Term Parking.** Long term bicycle parking requirements are only for new development of group living and residential uses of three or more units. The long term parking spaces shall be covered and secured and can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of

the building; Tri-plex, Quad-plex, Cluster Housing or Multi-family = 1 per 3 units/ Group Living = 1 per 20 bedrooms/ Dormitory = 1 per 8 bedrooms.

1. **For residential developments that provide parking through a garage, bicycle parking may be provided as a wall-mounted rack located inside the garage. The minimum clearance distance from the wall to the automobile parking space shall be four feet (4').**

Finding: Long-term bicycle parking for the single-family attached and detached units will be provided within the individual garage spaces in the form of a hanging bike rack. Each multi-family apartment site will have a total of 23 residential units, requiring eight bicycle parking stalls. A covered storage area located within the ground floor of one of the buildings on each multi-family site will provide a total of eight bicycle parking stalls. This standard is met.

- D. **Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space other than handicap parking, or fifty (50) feet, whichever is less and shall be easily accessible to bicyclists entering the property from the public street or multi-use path.**
- E. **Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;**
- F. **Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking. Refer to Section 10-37 of this Title for requirements.**
- G. **Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.**

Finding: Each multi-family apartment site will have a covered storage area located within the ground floor of one of the buildings. The storage area is located closer to the building than the parking area and will be easily be accessible and to bicyclists entering the property from the street. The proposed bicycle parking will be secure within the building and well lit. This standard is met.

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

Finding: The proposed bicycle parking has not been located in an area that will impede or create a hazard for pedestrians or conflict with vision clearance standards. This standard is met.

10-3-11: LOADING AREAS:

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

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

Finding: The proposed planned development will have a total of 80 single-family homes located on individual lots and 46 multifamily homes divided between two parcels. The provisions for a loading zone are not applicable to the proposed development.

Chapter 6 – Design Review

10-6-6: DOWNTOWN ARCHITECTURAL DESIGN: The Architectural Design criteria are designed to address and implement the Florence Downtown Architectural Guidelines. Where applicable, the following criteria consider the historical character of Florence through proper building massing, siting, and materials which reflect important aspects of Oregon's traditional Northwest architecture. The type of building to which this code may apply may differ by district. The following requirements are intended to create and maintain a built environment that is conducive to walking; reduces dependency on the automobile for short trips; provides natural surveillance of public spaces; creates a human-scale design, e.g., with buildings placed close to streets or other public ways and large building walls divided into smaller planes with detailing; and maintains the historic integrity of the community

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

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

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

- A. Residential Type, single-family, duplex (attached & detached), or multi-family**
- B. Commercial Storefront Type**
- C. Mixed-Use House Type**
- D. Community Building Type**

Finding: The proposed development will include a mix of single-family detached, single-family attached and multi-family development. This standard is met.

10-6-6-2: BUILDING STYLE:

- A. **Context:** Each building or addition shall be designed within the context of its larger surroundings and environment in terms of overall street massing, scale and configuration.
- B. **Historic Style Compatibility:** New and existing building design shall be consistent with the regional and local historical traditions. Where historic ornament and detail is not feasible, historic compatibility shall be achieved through the relation of vertical proportions of historic façades, windows and doors, and the simple vertical massing of historical buildings. Some examples of architectural styles currently or historically present in the Florence area are: Queen Anne, Shingle Style, Second Empire, Victorian, Italianate, Tudor Style, Craftsman Bungalow, American Foursquare, and Vernacular.

- 1. **Existing buildings:** Maintain and restore significant historic details.
- 2. **New Buildings:** Design shall be compatible with adjacent historic buildings

Finding: The proposed development will use a combination of three architectural design styles; board and batten, coastal shingle and cottage lap. The proposed development is not located adjacent to historic buildings. This standard is met.

10-6-6-3: BUILDING FAÇADES:

- A. **Horizontal Design Elements:** Multi-story commercial storefront buildings shall have a distinctive horizontal base; second floor; and eave, cornice and/or parapet line; creating visual interest and relief. Horizontal articulations shall be made with features such as awnings, overhanging eaves, symmetrical gable roofs, material changes, or applied fascia detail. New buildings and exterior remodels shall generally follow the prominent horizontal lines existing on adjacent buildings at similar levels along the street frontage. Examples of such horizontal lines include but are not limited to: the base below a series of storefront windows; an existing awning or canopy line, or belt course between building stories; and/or an existing cornice or parapet line. Where existing adjacent buildings do not meet the City's current building design standards, a new building may establish new horizontal lines.

Finding: The proposed development does not include commercial development. The requirements of this section are not applicable to this development.

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

Finding: The proposed development does not include commercial development. The requirements of this section are not applicable to this development.

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

1. **Plans shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of 30-40 feet. In addition, each floor shall contain at least two elements meeting the following criteria:**
 - a. **Recess (e.g., porch, courtyard, entrance balcony, or similar feature) that has a minimum depth of 4 feet;**
 - b. **Extension (e.g., floor area, porch, entrance, balcony, overhang, or similar feature) that projects a minimum of 2 feet and runs horizontally for a minimum length of 4 feet; and/or**
 - c. **Offsets or breaks in roof elevation of 2 feet or greater in height.**
 - d. **A “break,” for the purposes of this subsection, is a change in wall plane of not less than 24 inches in depth. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.**
2. **The Planning Commission, through Design Review, may approve detailing that does not meet the 24-inch break-in-wall-plan standard where it finds that proposed detailing is more consistent with the architecture of historically significant or historically-contributing buildings existing in the vicinity.**
3. **Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall plane standard.**
4. **Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plan standard but should complement the overall building design.**

Finding: Conceptual elevations have been submitted for the proposed multi-family, attached and detached housing proposed on site. All proposed elevations feature articulation including recesses, extensions, and offsets or breaks in roof elevations. The spacing standard of the articulation does not exceed 30 feet along the elevations.

The multi-family elevations are illustrated on Sheet A-12 Multi-Family Housing: Concept A1 & A2. The conceptual elevations for the attached housing are shown on sheets A-13 Attached Housing: Concept B2, A-14 Attached Housing: Concept B3.1, A-15 Attached Housing: Concept B3.2 and A-16 Attached Housing: Concept B4. The conceptual elevations for the detached housing are shown on sheets A-17 Detached Housing: Concept C1 and A-18 Detached Housing: Concept C2. This standard is met.

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

A. Exterior Building Walls:

1. Lap siding, board and batten siding, shingles and shakes. Metal siding and vinyl siding shall not be permitted.
2. Brick or stone masonry with a minimum 2 ½" deep solid veneer material.
3. Cement-based stucco.
4. Secondary materials: Any of the materials listed above as permitted may also be used as secondary materials or accents. In addition, the materials listed above are allowed as secondary materials, trims, or accents (e.g., flashing, wainscoting, awnings, canopies, ornamentation) when non-reflective and compatible with the overall building design, subject to approval. Secondary materials may be used on up to 30% of the façade.

Finding: The proposed materials will include board and batten siding, coastal shingle, and cottage lap siding, which will be used in combination throughout the development. This standard is met.

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

- a. Composition shingles, concrete, slate or cedar shingles, or concrete or clay tiles. Red composition shingle similar to the Kyle Building are encouraged.
- b. Standing seam roofing: copper, terne metal or coated metal.
- c. Gutters and downspouts: copper, terne metal, or coated metal.
- d. Single or multi-ply roofing, where visibly concealed.
- e. Glass, steel, wood or canvas fabric awnings.
- f. Skylights: metal and wood framed glass and translucent polymer.

Finding: The primary roofing material will be asphalt shingles, with standing-seam metal roofing used as a secondary material for sheds and breezeways. This standard is met.

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

Finding: Chimney enclosures are not proposed. The requirements of this section are not applicable to the proposed development.

D. Windows, Entrances, and Accessories:

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

Finding: All windows will be vinyl. Exterior doors will be wood or fiberglass. All proposed trim will be cementitious wood-looking material. This standard is met.

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

1. Architectural concrete, brick and stone masonry, solid wood or fiberglass columns, posts, piers and arches.
2. Wood, brick, concrete and stone masonry decks, stoops, stairs, porches, and balconies.
3. Solid wood, painted welded steel or iron trellises.
4. Railings, balustrades, and related components shall be solid wood, painted welded steel or iron.

Finding: Balconies will be constructed of composite wood decking with anodized aluminum railings. This standard is met.

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

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

Finding: The development perimeter will have a continuous six-foot tall cedar fence along all abutting property. The internal fencing at the dog park will be welded wire panels with wood framing. All proposed walls on site will be architecturally finished exposed concrete. This standard is met.

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

Finding: The proposed development will utilize a Pacific Northwest palette. This standard is met.

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

A. Building Walls:

1. For each building, there shall be one single, clearly dominant exterior wall material and finish.
2. Brick and stone front façades shall return at least 18" around side walls.
3. Building walls of more than one material shall change along horizontal lines only, with a maximum of three materials permitted per façade.
4. Heavier materials, such as stone, shall only be used below lighter materials, such as siding.
5. Siding and shingles shall have a maximum 6" to the weather.
6. 4" minimum width corner, skirt, rake and eave trim shall run the full height of each façade, flush, or protrude beyond the surrounding wall surface.

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

Finding: All buildings will have a single dominant exterior wall material and finish. Building material changes occur on horizontal lines only with a maximum of three materials per façade. the dimensional requirements of this section will be met.

B. Roofs, Awnings, Gutters and Roofing Accessories:

- 1. Visibly sloped roofs shall pitch a minimum of 5:12 to a maximum 12:12 with symmetrical gable or hip configuration.**
- 2. Eaves shall be continuous except at sheds and dormers.**
- 3. Shed roofs shall attach to the main building wall or roof ridge with minimum 3:1 slope.**
- 4. Flat roofs shall be concealed by cornices or parapets.**
- 5. Gutters shall be round or ogee profile. Leaders shall be round or square.**
- 6. All roof-mounted components such as mechanical equipment shall not be visible from street-level public rights-of-way.**
- 7. Sloped roof eaves shall overhang exterior wall planes at least 12" and shall be visibly supported by exposed rafter ends or other compatible architectural detailing.**

Finding: All visibly sloped roofs will have a minimum pitch of 5:12 and a maximum pitch of 12:12. This standard is met.

C. Towers:

- 1. Slender towers of a maximum 400 square feet in area are permitted to exceed the building height limit.**
- 2. Towers on residential and commercial buildings shall be occupiable with windows. Community buildings may feature unoccupiable towers.**
- 3. Commercial signage may not be placed on towers.**
- 4. Tower separation shall be minimum of 100 feet.**

Finding: The proposed building designs do not include towers. This standard is not applicable to this development.

D. Visible Windows, Glazing, and Entrances:

- 1. Windows shall be square and/or vertical rectangular shape with straight, bow, or arch tops.**
- 2. 10% of total windows maximum on the public façade may be circular, hexagonal, octagonal or other window configurations.**
- 3. Bay windows shall have visible bracket support.**
- 4. Overhead doors shall not face the building's primary street façade or a major public right-of-way.**
- 5. Door and window shutters shall be sized to cover the entire window.**
- 6. Exterior shutters shall be solid wood or fiberglass.**
- 7. No single lite or glass panel visible from the street shall be greater than 24 square feet in area except in storefront glazing systems.**

8. Multiple vertical windows may be grouped in the same horizontal opening provided they are separated by 4" minimum width vertical trim.
9. Windows and doors in exterior walls shall be surrounded with 2 ½" minimum width trim applied flush or projecting beyond the finished wall surface.
10. Profiles of window mullions shall extend out beyond the exterior glass surface. Windows shall have muntins which create True Divided Lights or a similar simulated appearance.

Finding: As shown on the attached elevations, all proposed windows will comply with the requirements of this section.

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

Finding: The proposed multi-family building design features visible balconies which will be recessed into the façade, with visible support above and below. This standard is met.

F. Visible Landscape/Retaining Walls and Fences:

1. Freestanding concrete and masonry walls shall be minimum 8" nominal thickness with a finished top course, cap, or other compatible termination.
2. Site wall materials should generally match or provide compatibility with the adjoining building materials.
3. Metal and iron fencing shall be configured in predominately vertical elements.

Finding: All proposed walls on site will be architecturally finished exposed concrete with a minimum 8-inch nominal thickness. All metal fencing will be configured in predominately vertical elements. This standard is met.

G. Mechanical Equipment:

1. Building walls. Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, are permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant with FCC 10-34. Standpipes, meters, vaults, and similar equipment need not be screened, but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.
2. Rooftops. Except as provided below, rooftop mechanical units shall be setback and/or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the City decision body may approve painting of the mechanical units in lieu of screening; such painting shall meet the standards of FCC 10-6-6-4-G above and shall make the equipment visually subordinate to the building and adjacent buildings, if any. These regulations do not apply to solar photovoltaic and solar thermal energy

systems as allowed by HB 3516 on properties not listed in the Comprehensive Plan's Historic Inventory.

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

Finding: All mechanical equipment will be located within the buildings. This standard is met.

Chapter 10 – Residential Districts

10-10-2: RESIDENTIAL USES:

- A. **Table 10-10-2-A.** The following table indicates which uses are permitted in each residential zone.

Uses	RMH
Planned Unit Development	Type III Planning Commission Review

Finding: A Planned Unit Development is allowed in the RMH zone as a Type III land use decision with a Planning Commission Review.

10-10-3: NON-RESIDENTIAL USES

- A. **Table 10-10-3-A.** The following table indicates which uses are permitted in each residential zone.

Uses	RMH
Recreation facilities for use of residents or guests as part of an approved PUD	Permitted

Finding: The proposed recreation facilities for use of residents and guests as part of the proposed PUD are allowed with Site Review.

10-10-4: LOT AND YARD PROVISIONS:

- A. **Minimum Lot Dimensions:** To be designated a building site, a lot must meet the following minimum lot dimensions:

Type	RMH	
	Width	Depth
All development types including single-family detached ² , except:	50 ft.	80 ft.
Single-family attached dwelling or duet (single unit)	25 ft.	80 ft.

Finding: A modification to the minimum lot dimensions has been requested through the Planned Unit Development Section 10-23-5.H, which allows for the modification of the underlying zoning requirements, including lot width and depth. The proposed lot dimensions have been listed in the table below.

Development Type	Width	Depth
------------------	-------	-------

Single-family detached	36 ft.	62 ft.
Single-family attached	24 ft.	60 ft.
Multi-family	132 ft.	93 ft.

The modification requirements have been addressed within this narrative under FCC Chapter 10-23.

B. Minimum Lot Area: To be designated a building site, a lot must meet the following minimum lot area:

Development Type	RMH
Single-family detached dwelling	5,000 sq. ft.
Single-family attached dwelling	3,000 sq. ft.
All other development types ²	5,000 sq. ft.

Finding: A modification to the minimum lot area has been requested through the Planned Unit Development Section 10-23-5.H, which allows for the modification of the underlying zoning requirements, including lot area. The proposed setbacks have been listed in the table below.

Development Type	Minimum Lot Area
Single-family detached	2,232 sq. ft.
Single-family attached	1,464 sq. ft.
Multi-family	30,146 sq. ft.

The modification requirements have been addressed within this narrative under FCC Chapter 10-23.

C. Lot Coverage: The maximum coverage shall not exceed the following:

	RMH
Maximum building coverage	50%
Maximum coverage by all impervious surfaces	75%

Finding: The subject site is approximately 404,026 square feet in size. The total building coverage of the proposed site is 134,516 square feet or 33.3 percent. The proposed impervious surface area on site is 229,072 square feet, or 56.7 percent. This standard is met.

D. Yard Regulations: Unless an adjustment or variance is granted in accordance with Chapter 5 of this Title, minimum setbacks and yard regulations shall be as indicated below:

	RMH
Front	
• Primary	10 ft.
• Garage or Carport vehicular entrance wall	20 ft.
Side	
• Primary ²	5 ft.

<ul style="list-style-type: none"> • Parking lot, Garage or Carport • Garage or Carport vehicular entrance wall 	5 ft. 20 ft.
Rear¹ <ul style="list-style-type: none"> • Primary • Parking Lot, Garage or Carport • Garage or Carport vehicular entrance wall 	5 ft. 10 ft. 20 ft.
¹ Single-family detached and duplex dwellings in the HDR District shall have the same front, side and rear yard regulations as the MDR District. ² Minimum side setbacks may be reduced to zero feet (0') for attached primary structures where they share a common wall with a structure on an adjacent lot. ³ For a corner lot or parcel which adjoins the point of intersections of two streets as defined in "Lot Type Corner" both lot or parcel lines are the front line. The sum of these setbacks shall not fall below the sum of the minimum front and side yard requirements for primary building and no setback shall be below the minimum primary side yard requirement for the district.	

1. The required front and side yards shall not be used for clotheslines, incinerators, storage of trailers, boats and recreational vehicles or of any materials, nor shall said yards be used for the regular or constant parking of automobiles or other vehicles, except as permitted under 10-3-8-A.
2. All patio and playground equipment structures and swimming pools shall be a minimum of five feet (5') from any side or rear property line.
3. When a multi-family use adjoins a single-family detached use, the multi-family use shall be set back from shared lot lines one additional foot for each foot of height over twenty-eight feet (28'), except that the required setback shall not exceed twenty feet (20') from any lot line.

Finding: A modification to the minimum setbacks and yard regulation has been requested through the Planned Unit Development section 10-23-5.H, which allows for the modification of the underlying zoning requirements, including setbacks. The proposed setbacks have been listed in the table below. A perimeter setback of 10 feet has been provided along all property lines with adjacent residential development. The proposed multi-family use has a maximum height of 32 feet and has been set back 10 feet from neighboring single-family residential development.

	Proposed Setback
Front:	5 feet
Side:	
- Street	5 feet
- Detached Single-family	3 feet
- Attached Single-family	0 feet and 3 feet
Rear:	
- Primary	3 feet
- Garage (alley-loaded)	3 feet

A modification has also been requested to allow parking within a side yard setback to allow for a parking pad on the single-family detached lots. The detached lots will

have a 3-foot wide side yard setback on one side and an 11-foot wide setback on the adjacent side where parking is proposed to allow for a 9.5-foot wide parking pad.

The modification requirements have been addressed within this narrative under FCC Chapter 10-23.

E. Residential Density Standards: Unless a variance is granted in accordance with Chapter 5 of this Title, minimum and maximum density standards shall be as listed below:

	RMH ³
Minimum net density (units/acre)	-
Maximum average net density (units/acre)	12
¹ Maximum average net density may be increased in the High Density Residential District through a PUD. See FCC 10-23. ² Maximum Density is calculated using minimum lot size for use(s) proposed. ³ Existing undeveloped (infill) lots use lot sizes in Table 10-10-4-B. Subdivisions, partitions, lot line consolidations, and replats use 12 units per acre for MDR and RMH.	

Finding: The proposed development has a total of 126 residential units on 9.28 net acres, for a maximum average net density of 13.6 units per acre. The maximum average net density exceeds the allowable density of 12 units per acre in the RMH zone. A modification to the density has been requested through the Planned Unit Development section 10-23-5.H, which allows for the modification of the underlying zoning requirements, including density. The modification requirements have been addressed within this narrative under FCC Chapter 10-23.

10-10-5: SITE DEVELOPMENT PROVISIONS:

A. Building or Structural Height Limitations:

- 1. Primary Structures:** The maximum building or structural height shall be thirty-five feet (35'), except High Density District which shall permit forty feet (40'), limited to three (3) stories.
- 2. Accessory Structures:** The maximum building height shall be twenty feet (20').
- 3. Accessory Dwelling Units:** The maximum building height shall be twenty-eight feet (28').
- 4. Nonresidential Structures:** The maximum building height shall not exceed thirty feet (30').
- 5. Structures in the HDR, LDR, MDR and RMH shall have a minimum roof pitch of 3/12, except mobile homes in the mobile/manufactured home parks or district.**

Finding: The proposed single-family detached homes have a maximum building height of 28 feet. The single-family attached homes have a maximum height of 30 feet. The multi-family buildings have a maximum height of 32 feet. All proposed buildings will have a minimum roof pitch of 5:12 and a maximum roof pitch of 12:12. This standard is met.

B. Fences: See Code Section 10-34-5 of this Title.

Finding: This narrative describes how the proposed development complies with 10-34-5 of this Title.

C. Vision Clearance: Refer to Section 10-2-13 and 10-35-2-14 of this Title for definition, and requirements.

Finding: Attached to this application is a Site Plan (Sheet C-3) detailing the proposed vision clearance for the subject site. This narrative describes how the proposed development complies with 10-35-2-14 of this Title.

D. Off-Street Parking: Refer to Chapter 3 of this Title (Off-Street Parking and Loading)

Finding: Attached to this application is a Site Plan (Sheet C-3) detailing the proposed parking for the subject site. This narrative describes how the proposed development complies with 10-3 of this Title.

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

Finding: All proposed signs will be provided in accordance with Title 4 Chapter 7 of this code.

F. Landscaping: Except for single-family and duplex dwellings, refer to Section 10-34 of this Title for requirements.

Finding: Attached to this application is a landscaping plan set (Sheets L1-L4) detailing the proposed landscaping for the subject site. This narrative describes how the proposed development complies with 10-34 of this Title.

G. Access and Circulation: Refer to Section 10-35 of this Title for requirements.

Finding: Attached to this application is a Parking and Circulation Plan (Sheet C-5) detailing the proposed access and circulation for the subject site. This narrative describes how the proposed development complies with 10-35 of this Title.

H. Public Facilities: Refer to Section 10-36 of this Title for requirements.

Finding: Attached to this application is a Composite Utility Plan (Sheet C-8) detailing the proposed utility access for the subject site. This narrative describes how the proposed development complies with 10-36 of this Title.

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

Finding: Attached to this application is a Photometric Plan (Sheet C-6) detailing the proposed lighting scheme for the subject site. This narrative describes how the proposed development complies with 10-37 of this Title.

10-10-7: ATTACHED HOUSING:

A. Applicability: Single-family attached dwellings, duplexes, tri-plexes, and four-plexes are subject to all of the applicable sections of this Title. Where there is a conflict between these standards and standards elsewhere in the code, the Attached Housing standards shall apply.

B. Intent.

1. **To provide a variety of housing types that respond to changing household sizes and ages, including but not limited to retirees, small families, and single-person households.**
2. **To ensure that the overall size and visual impact of the attached development be comparable to standard residential development, by balancing bulk and mass of individual residential units with allowed intensity of units.**
3. **To ensure minimal visual impact from vehicular use and storage areas for residents of the attached housing development as well as adjacent properties.**

C. Approval Criteria.

1. Construction Criteria:

- a. **Maintenance easement: No building permit shall be issued for an attached development unless the applicant provides a copy of a recorded easement from the owner(s) of contiguous properties providing for reasonable ingress, egress, and use of such properties for the purpose of maintaining, repairing and replacing the premises. The easement shall be in a form approved by the City Attorney.**

Finding: A maintenance easement will be recorded and submitted to the City prior to the issuance of building permits. This standard is met.

- b. **Number of attached units allowed: No more than 4 consecutive units that share a common wall or walls, roof, or foundation are permitted. A set of 4 attached units is allowed to be adjacent to a separate set of 4 attached units.**

Finding: The proposed development features attached units in combinations of three and four consecutive units. This standard is met.

2. Dimensional Standards: In addition to the standards listed in 10-10-4, attached housing must meet the following:

- a. **Interior side setback: Any exterior wall or portion thereof which faces but is not contiguous to an interior side lot line shall be setback a minimum of five feet. This standard shall also apply to accessory structures**

Finding: A modification to the minimum setbacks and yard regulation has been requested through the Planned Unit Development section 10-23-5.H, which allows for the modification of the underlying zoning requirements, including setbacks. The proposed setbacks have been listed in the table below. The attached single-family units have a proposed interior side setback of three feet for the exterior wall not contiguous to an interior side lot line.

The modification requirements have been addressed within this narrative.

3. **Open Space: Developments of four (4) or more units shall provide and maintain open space for the use of all occupants. Open space shall have the following characteristics:**

- a. **Not less than ten feet (10') in width or depth at any point.**
- b. **Located on land with grade less than five percent (5%) slope.**
- c. **Cleared sufficiently of trees, brush and obstructions so that intended recreational use proposed is possible.**
- d. **Not used for temporary or regular parking of automobiles or other vehicles.**
- e. **Includes at least one hundred (100) square feet of area for each dwelling unit.**
- f. **Includes one or more of the following: indoor or outdoor recreation area, protection of sensitive lands (e.g., trees or bank vegetation preserved), play fields, outdoor playgrounds, outdoor sports courts, swimming pools, walking fitness courses, pedestrian amenities, or similar open space amenities for residents.**
- g. **Open space may be provided as private open space for single-family attached dwellings.**

Finding: The proposed development will provide 49 attached units, 46 multi-family units and 31 detached units. Based on one hundred square feet of area for each dwelling unit, 12,600 square feet of open space is required for the site.

The Planned Unit Development code provided in Chapter 10-23 requires that a PUD provide open space in the amount of 20 percent of the net site area. The subject site is 9.28 acres in size. Therefore, 80,847 square feet of open space is required. Of the required open space, 25 percent, or 20,212 square feet is required. The proposed development includes 84,118 square feet of provided open space, or 20.8 percent of the site area. A total of 32,094 square feet of recreation open space is provided, or 38.2 percent of the open space area. The proposed open space configuration is shown on the Master Plan: Open Space Plan (Sheet A-2).

The provided open space will not be less than ten feet in width or depth at any point. As shown on the Landscape Plan (Sheet L-2), a variety of recreation areas will be provided on site. The Central Green includes a children's play area, a pavilion, picnic areas, lawn, native grove and walking trails. Two pocket gardens will provide native plantings, walking trails and seating areas for residents. A series of garden courts which include lawn, walking trails, a shelter and picnic area. A small fenced dog park with a seating area has been provided at the south end of the site.

This standard is met.

4. Architectural Details

- a. **Approved exterior building wall materials:**
 - i. **Lap siding, board and batten siding, shingles and shakes. Metal siding and vinyl siding shall not be permitted**
 - ii. **Vinyl siding is permitted if it meets the following standards:**
 - 1. **The style emulates lap siding, board and batten siding, shingles and/or shakes.**

2. The vinyl is ultraviolet- and heat-stabilized.
 3. Panels are a minimum thickness of 0.044 inches.
 4. Soffit panels are a minimum thickness of 0.050 inches.
 5. Siding is installed with corrosion-resistant fasteners such as aluminum or galvanized nails.
 6. Siding is installed with sufficient space at openings, stops and nailing slots to allow for expansion and contraction of the material without warping, buckling or cracking.
- iii. Brick or stone masonry with a minimum 2 ½" deep solid veneer material
 - iv. Cement-based stucco
 - v. Secondary materials: Any of the materials listed above as permitted may also be used as secondary materials or accents. In addition, the materials listed above are allowed as secondary materials, trims, or accents (e.g., flashing, wainscoting, awnings, canopies, ornamentation) when nonreflective and compatible with the overall building design, subject to approval. Secondary materials may be used on up to 30% of the façade.

Finding: The proposed materials will include cementitious board and batten siding, coastal shingle, and cottage lap siding, which will be used in combination throughout the development. This standard is met.

- b. Single-family attached and duet dwellings shall include an area of transition between the public realm of the right-of-way and the entry to the private dwelling with one of the following options:
 - i. A covered porch or patio of at least sixty square feet with a minimum depth of five feet (5') between the main entrance and the street.
 - ii. Uncovered stairs that lead to the front door or front porch of the dwelling. The stairs shall rise at least three feet (3'), and not more than six feet (6'), from grade.

Finding: The front entries have been located along central open space or a private street with a covered entry porch of at least sixty square feet with a depth of five feet between the main entrance and the street. All single-family attached dwellings will have rear-loaded garages accessible from private alleyways. This standard is met.

5. **Off-Street Parking: Attached Housing must meet all of the applicable standards outlined in Section 10-3 of this Title.**

Finding: The applicable standards in Section 10-3 have been addressed within this narrative.

6. **Fences: Attached Housing must meet all of the applicable standards outlined in Section 10-34-5 of this Title.**

Finding: The applicable standards in Section 10-34-5 have been addressed within this narrative.

10-10-9: Multi-family Dwellings:

- A. **Applicability: Developments of five (5) or more attached residential units are subject to all of the applicable sections of this Title. Where there is a conflict between these standards and standards elsewhere in the code, the Multi-Family Dwellings standards shall apply.**

Finding: The proposed PUD features four multi-family buildings with either 11 or 12 attached residential units. The requirements of this section are applicable to the four multi-family buildings.

B. **Siting and Design Criteria:**

1. **Separation Between Buildings: The minimum separation between multiple-family buildings shall be thirty feet (30') except where buildings are arranged end to end. Except in such a case, there shall be at least a ten-foot (10') separation and no doorway or entry may open into the space between the buildings.**

Finding: The proposed multi-family buildings have been located to provide a minimum of 30 feet of separation between buildings. This standard is met.

2. **Public Facilities: In addition to requirements listed in Section 10-36 of this Title, the developer of a multi-family dwelling shall have full financial responsibility for the utilities needed on the building site. The developer shall also have partial or full financial responsibility, as determined by the City, for extra capacity utilities required to serve the building site.**

Finding: All utilities needed on the building site will be provided by the developer. This standard is met.

3. **Open Space: Developments of five (5) or more units shall provide and maintain at least one common open space for the use of all occupants. The open space shall have the following characteristics:**
- a. **Not less than ten feet (10') in width or depth at any point.**
 - b. **Located on land with less than a five percent (5%) slope.**
 - c. **Cleared sufficiently of trees, brush and obstructions so that intended recreational use proposed is possible.**
 - d. **Not used for temporary or regular parking of automobiles or other vehicles.**
 - e. **Includes at least one hundred (100) square feet of area for each dwelling unit. (Ord. 625, 6-30-80)**

- f. Includes one or more of the following: indoor or outdoor recreation area, protection of sensitive lands (e.g., trees or bank vegetation preserved), play fields, outdoor playgrounds, outdoor sports courts, swimming pools, walking fitness courses, pedestrian amenities, or similar open space amenities for residents.**

Finding: The proposed development will provide 49 attached units, 46 multi-family units and 31 detached units. Based on one hundred square feet of area for each dwelling unit, 12,600 square feet of open space is required for the site.

The Planned Unit Development code provided in Chapter 10-23 requires that a PUD provide open space in the amount of 20 percent of the net site area. The subject site is 9.28 acres in size. Therefore, 80,847 square feet of open space is required. Of the required open space, 25 percent, or 20,212 square feet is required. The proposed development includes 84,118 square feet of provided open space, or 20.8 percent of the site area. A total of 32,094 square feet of recreation open space is provided, or 38.2 percent of the open space area. The proposed open space configuration is shown on the Master Plan: Open Space Plan (Sheet A-2).

The provided open space will not be less than ten feet in width or depth at any point. As shown on the Landscape Plan (Sheet L-2), a variety of recreation areas will be provided on site. The Central Green includes a children's play area, a pavilion, picnic areas, lawn, native grove and walking trails. Two pocket gardens will provide native plantings, walking trails and seating areas for residents. A series of garden courts which include lawn, walking trails, a shelter and picnic area. A small fenced dog park with a seating area has been provided at the south end of the site.

This standard is met.

- 4. Design Standards: Multi-family buildings must meet all applicable design criteria of FCC 10-6-6-4 and 10-6-6-5, with the following exceptions:**
 - a. 10-6-6-4.G.**
 - b. 10-6-6-5.F.2.**
 - c. 10-6-6-5.G.3.**
 - d. Vinyl siding may be permitted if it meets the following standards:**
 - 1. The style emulates lap siding, board and batten siding, shingles and/or shakes.**
 - 2. The vinyl is ultraviolet- and heat-stabilized.**
 - 3. Panels are a minimum thickness of 0.044 inches.**
 - 4. Soffit panels are a minimum thickness of 0.050 inches.**
 - 5. Siding is installed with corrosion-resistant fasteners such as aluminum or galvanized nails.**
 - 6. Siding is installed with sufficient space at openings, stops and nailing slots to allow for expansion and contraction of the material without warping, buckling or cracking.**

Findings: The Design standards of section 10-6-6-4 and 10-6-6-5 have been addressed within this narrative.

5. Off-Street Parking: Multi-family development must meet all of the applicable standards outlined in Section 10-3 of this Title.

Finding: The off-street parking requirements for the multi-family development have been addressed in Section 10-3 of this narrative.

6. Fences: Multi-family development must meet all of the applicable standards outlined in Section 10-34-5 of this Title.

Finding: The fencing requirements for the multi-family development have been addressed in Section 10-34-5 of this narrative.

Chapter 23 – Planned Unit Development (PUD)

10-23-1: PURPOSE: The Planned Unit Development authorization is intended to:

- A. Encourage the coordinated development of unplatted land.**
- B. Encourage innovative land utilization through a flexible application of zoning regulations.**
- C. Preserve the natural amenities of land and water.**
- D. Create opportunities for a wide variety of lifestyles by creating a variety of dwelling types that help meet the needs of all income groups in the community.**
- E. Provide for the efficient use of public utilities, services and facilities.**
- F. Result in a comprehensive development equal to or better than that resulting from traditional lot-by-lot land use development, in which the design of the overall unit permits increased freedom in the placement and uses of buildings and the location of open spaces, circulation facilities, off-street parking areas and other facilities.**

Finding: The Applicant proposes a residential Planned Unit Development (PUD) meeting the stated purposes of the PUD regulations. The site is of sufficient size as to warrant comprehensive planning rather than traditional lot-by-lot development. The Applicant proposes a variety of housing-types with flexibility in the placement and clustering of buildings, use of open space, circulation, parking and density to promote a safe, attractive, stable and efficient residential environment. The proposed public and private utilities and facilities have been shown on the attached Composite Utility Plan (Sheet C-8). This standard is met.

10-23-3: DEVELOPMENT OPTIONS: A PUD may include any of the following land uses, either singly or in combinations when they are compatible with each other and blend harmoniously with adjacent uses:

- A. For the Low Density Residential District:**
 - a. All uses permitted in the designated zoning district including uses requiring design review.**
 - b. Single-family attached dwellings.**
 - c. Duplexes, triplexes, and quadplexes.**
 - d. Multi-family dwellings.**

- e. **Open Space and Parklands (Ord. No. 2, Series 2011)**

B. For all other districts:

- a. **All permitted uses in the designated zoning district including uses requiring design review.**
- b. **Triplexes, quadplexes, and multiple-family dwellings.**
- c. **Open Space and Parklands (Ord. No. 2, Series 2011)**
- d. **Commercial uses.**
- e. **Temporary use of vacant lots for RV use. (Ord 12, 1998)**

Finding: The proposed development includes a combination of single-family detached homes, single-family attached homes and multi-family homes. All proposed uses are allowed within the RMH zone as a PUD.

10-23-4: GENERAL CRITERIA: Applicant must demonstrate that the development conforms to all the following criteria:

- A. The proposed development shall be compatible with the general purpose and intent of the Comprehensive Plan.**

Finding: The stated intent of the Florence Comprehensive Plan is to establish a coordinated land use planning process and policy framework to guide land use decisions and related actions; assure an adequate factual basis for those decisions and actions; and comply with the applicable requirements of state law.

The stated purpose of the Florence Comprehensive Plan is to provide the Florence City Council with a definite set of policies to guide future development of the community; Enable the Council to view specific projects against desirable long-range development decisions; Provide a suitable forum for public discussion; Convey community concerns regarding physical development problems and opportunities as they relate to social and economic issues; and Provide a framework by which standards may be applied to achieve a viable and aesthetically pleasing community.

The Florence Comprehensive Plan provides a framework for development within the City. The subject site has been designated Medium Density Residential (MDR) within the Comprehensive Plan. The corresponding zoning district is Mobile Home/Manufactured Home Residential (RMH). Modifications to the underlying zoning have been provided through the planned unit development process.

The Florence Comprehensive Plan encourages the use of residential planned unit development subdivisions noting that trade-off to conventional zoning requirements and density limitations may be required to achieve the purpose of a planned unit development (PUD). The proposed modifications and purpose of the planned unit development have been addressed within this narrative within the criteria listed in Chapter 23- Planned Unit Development (PUD).

The proposed development is consistent with the general purpose and intent of the Comprehensive Plan.

- B. The location, design and size are such that the development can be well integrated**

with its surroundings or will adequately reduce the impact where there is a departure from the character of adjacent land uses.

Finding: The proposed development will include a mix of single-family detached and attached homes and multi-family homes. The site has been designed to provide a gradient of uses and density, with the higher density residential uses provided adjacent to Rhododendron Drive, and the single-family detached homes provided along the boundary of the site, adjacent to the surrounding neighboring single-family detached homes. All proposed buildings will be two stories in height and designed to complement the existing neighboring residential developments. This standard is met.

C. The location, design, size and land uses are such that traffic generated by the development will be accommodated safely and without congestion on existing or planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets.

Finding: A Traffic Impact Study has been provided under Appendix D which provides a detailed analysis of the existing traffic conditions adjacent to the site and the anticipated impact of the proposed development. The results of the analysis indicate that the proposed residential planned development can be constructed while maintaining safe and acceptable traffic operations. This standard is met.

D. The location, design, size and land uses are such that the residents or establishments to be accommodated will be adequately served by existing or planned utilities and services.

Finding: A Composite Utility Plan (Sheet C-8) has been provided under Appendix E, which details how the proposed development will be served by utilities and services. The proposed development will connect with the existing eight-inch water line in Rhododendron and an existing 12-inch sewer line in Rhododendron. Stormwater treatment for roof runoff will be provided within soakage trenches. Water quality and infiltration basins will be provided for all walkways, roadways and ground impervious surfaces on site. A Preliminary Drainage Report detailing the proposed stormwater system has been provided under Appendix E.

E. The location, design, size and uses will result in an attractive, healthful, efficient and stable environment.

Finding: The subject property is located within the existing city limits on fully developed roads. Existing utilities and services provide for efficient use of the land. The proposed residential Planned Unit Development (PUD) design includes a variety of housing-types with flexibility in the placement and clustering of buildings, use of open space, circulation, parking and density to promote a safe, attractive, stable and efficient residential environment.

10-23-5: DEVELOPMENT STANDARDS:

To ensure that a PUD fulfills the intent of this Chapter, the following standards and those of FCC 10-36 shall apply.

A. Minimum Size: Two (2) acres of contiguous land is the minimum for a PUD, unless the Planning Commission finds that a particular parcel of land less than two (2) acres is

suitable as a planned unit development by virtue of its unique character, topography, landscape features, or by virtue of its qualifying as a special problem area.

Finding: The subject site is 9.28 acres in size. Therefore, the site is suitable for a PUD. This standard is met.

- B. Perimeter Yards: The Planning Commission may require a yard at least as deep as that required by the front yard regulations of the district adjacent to the PUD on any, or all, sides of the PUD. Such a perimeter yard does not qualify as open space unless the Planning Commission finds that such a dual purpose use of land is desirable.**

Finding: The properties surrounding the subject property are zoned RMH. The primary front yard regulations in the RMH zone are 10 feet. The proposed PUD will have a perimeter yard of at least 10 feet on all sides abutting adjacent residential property and five feet on all sides adjacent to the right-of-way of existing roads.

This standard is met.

- C. Off-Street Parking: The requirements for off-street parking and loading shall be in accordance with Chapter 3 of this Title. The Planning Commission may allow one parking space for single family dwellings in a PUD. Parking spaces or garages may be grouped together when the Planning Commission determines that such grouping of parking spaces, and the location thereof, will be accessible and useful to the residents, guests and patrons of the PUD. (Ord 12, 1998)**

Finding: The proposed development will include 31 detached homes and 49 attached homes (five of which are one-bedroom units) requiring 160 parking spaces. The proposed apartments will provide 24 studio/one-bedrooms and 22 two-bedrooms, requiring 57 parking spaces. A total of 217 parking spaces are required on-site.

The detached and attached homes will provide parking within single or double car garages. Additional parking for the single-family detached homes will be provided on individual lots on parking pads located to the side of the homes. The multi-family apartments will provide a mix of covered (tuck-under) and uncovered parking adjacent to each of the buildings in surface parking lots. On-street parking provided on the private loop street will provide additional parking. In total, 262 parking spaces will be provided on site, exceeding the minimum requirement.

	Number of Parking Spaces
SFA Garage Spaces	93
SFD Garage Spaces	37
SFD Driveway Parking Spaces	25
Multi-Family Surface Parking	61
On-Street Parking (Private)	46
Total	262

- D. Underground Utilities: All electrical, telephone, cable television, fire alarm, street light and other wiring, conduits and similar utility facilities and accessories shall be placed underground by the developer.**

Finding: All new utilities necessary to serve the proposed development will be placed underground.

This standard is met.

- E. Open Space:** A minimum of 20% of the net development area shall be open space and must be platted for that purpose. (Easements are not acceptable). At least 25% of the 20% shall include an area designated and intended for recreation use and enjoyment. The required recreation area may be provided as:
- Public dedication for use by public in general, and/or
 - Property owned by the Home Owners Association (or other legal entity) for use by residents of the development.

The recreation area may provide for passive and/or active recreational activities. Examples of passive and/or active recreational use include, but are not limited to, community gardens, common with amenities, and private parks. Recreation areas shall include high-quality and durable amenities and incorporate ADA accessibility features such as, but not limited to:

- Indoor or outdoor recreation areas
- Play fields or outdoor playgrounds
- Indoor or outdoor sports courts
- Swimming pools
- Walking or running fitness courses
- Pedestrian and bicycle amenities meeting park industry durability standards
- Other recreation amenities determined by Planning Commission to fulfill the purpose of this Chapter.

The recreational area is required to be developed to satisfy one or more recreational needs identified in the latest Florence Parks and Recreation Master Plan. If the Master Plan or Comprehensive Plan shows a need for public recreation area in the location of the PUD (such as a trail connection or neighborhood park), the recreation area shall be dedicated to the public. If the recreation area is not meeting a need for public recreation, the city may choose not to accept dedication of the recreation area. (Ord. No. 2, Series 2011)

1. Open space will be suitably improved for its intended use, except that common open space (outside the required 25% of recreation use area) containing natural features worthy of preservation may be left unimproved. The buildings, structures and improvements to be permitted in the common open spaces shall be appropriate to the uses, which are authorized for the open space.

Finding: The subject site is 9.28 acres in size. Therefore, 80,847 square feet of open space is required. Of the required open space, 25 percent, or 20,212 square feet is required. The proposed development includes 84,118 square feet of provided open space, or

20.8 percent of the site area. A total of 32,094 square feet of recreation open space is provided, or 38.2 percent of the open space area. This standard is met.

The designated recreational space is broken up into three main zones; The Central Green, Dog Park and Pocket Gardens:

Central Green:

The Central Green is characterized as a linear park providing a multitude of uses. The most active zone to the north incorporates a pavilion area for sheltered picnicking accompanied by a children's playground. At the center of the green is a large lawn framed by rows of trees to allow for flexible uses. It is envisioned to support pick up sports, lawn games and lounge areas. The southern end of the green is design as a native grove, characterized by native trees and pockets of planting and surrounded by picnic areas. Connecting all of these spaces is a concrete loop trail to support exercise and walking.

Dog Park:

The dog park is focused around a fenced bark/lawn area to support dog training/play and relief. At the dog park entry, a paved area is provided to allow for ease of pet movement with areas for seating/viewing. The park is surrounded by a number of trees to help provide shade and visual interest.

Pocket Gardens:

Two pocket gardens are provided as contemplative spaces for the development. The Garden to the south is envisioned as a flower garden with bisecting walking trails to allow up-close viewing of the variety of plant species cultivated. Along the walking paths, seating opportunities are provided for rest. The garden to the northeast offers a center paved space for picnicking. This space is framed by native plantings and a ring of trees to provide shade.

This standard is met.

2. **The development schedule which is part of the development plan shall coordinate the improvement of the open space and the construction of buildings and other structures in the open space with the construction of residential dwellings in the planned unit development.**

Finding: The proposed development will be completed within a two-year timeframe as required by a planned unit development. The construction phase of the project will be divided into two phases, Phase 1a and Phase 1b.

Phase 1a will include a mix of site work and grading work, all multi-family buildings and associated parking areas, 15 single-family detached homes, and 31 single-family attached homes. Site work will begin in October 2020 and will be a seven-month construction period. Building work is scheduled to begin in February 2021 and will be a 12-month construction period. Phase 1a has been shown on Master Plan: Phase 1A (Sheet A-3).

Phase 1b will include 16 single-family detached homes and 18 single-family attached homes. Phase 1b will begin in February 2022 and will be a nine-month construction period. Phase 1b has been shown on Master Plan: Phase 1B (Sheet A-4).

This standard is met.

3. **If buildings, structures or other improvements are to be made in the open space, City may require that the development provide a bond or other adequate assurance that the buildings, structures and improvements will be completed. In this case, the City Council shall release the bond or other assurances when the buildings, structures and other improvements have been completed according to the development plan.**

Finding: The proposed structures in the open space area include one central open-air pavilion approximately 12 feet by 20 feet is located at the northern end of the Central Green. Additionally, each Garden Court has an open air structure approximately 20 feet by 20 feet to support picnicking.

The applicant acknowledges that the City may require that the development provide a bond or other adequate assurance that the buildings, structures and improvements will be completed. This standard is met.

4. **The following areas are not acceptable for recreation area required as part of a PUD: (Ord. No. 2, Series 2011)**
 - a. **Hillsides over five (5) percent slope; (Ord. No. X, Series 2019)**
 - b. **Land in the floodway, floodplain, or required riparian or wetland buffer, unless trails, benches, picnic tables and similar above are incorporated;**
 - c. **Roadside ditches;**
 - d. **Monument entry areas and central landscaped boulevards;**
 - e. **Stormwater retention or detention ponds that are designed to hold stormwater runoff from less than one hundred (100) year events;**
 - f. **Parking areas and road rights-of-way that are located within the parkland, open space, or common area, except for parking that is required specifically for use of the parkland;**
 - g. **Yards, court areas, setbacks, or other open areas required by the zoning and building ordinances and regulations shall not be included in the computation.**

Finding: The proposed recreation areas within the open space will not include the items listed in subsection a-g above. This standard is met.

5. **A portion not to exceed 50% of open space and recreation area requirements may be met with a fee-in-lieu if the proposed PUD is within one quarter (1/4) mile of underdeveloped parkland as measured on public rights-of-way with reasonable pedestrian and bicycle connections to the parkland. The fee for**

open space shall be calculated by multiplying the sq. ft. of open space area being met with fee-in-lieu multiplied by the average square foot value of abutting real property as shown on the current Lane County assessment roll, less a percentage for easement retained for public use. The fee for recreation area will include the open space methodology and additional fee for improvements planned for the underdeveloped parkland as identified in the Florence Parks and Recreation Master Plan or in a City Council approved community park plan for that park.

Finding: The required open space and recreation area requirements will be met on site. A fee-in-lieu is not proposed for the development.

F. Natural Resource Protection and Unique Land Forms: Development plans shall incorporate measures to preserve, enhance or protect significant natural resources or unique land forms where identified as part of a Phase 1 site investigation report. Areas designated for preservation or protection may count towards meeting the open space requirement but may not count towards meeting the recreation area requirement.

Finding: The subject site does not have any mapped natural resource protection areas or unique land forms. The requirements of this section are not applicable.

G. Mixed Uses, Unit Types, and Density: Where supported by the zoning district, development plans shall incorporate a mix of dwelling unit types and densities consistent with the base zone as well as a mix of residential, commercial, and recreational uses.

Finding: The proposed PUD will include a mix of single-family detached units, single-family attached units and multi-family units. The proposed mix of unit types is consistent with the RMH base zone.

This standard is met.

H. The project shall meet the development standards for the underlying zone including but not limited to height, density, coverage, setbacks, lot area. However, the applicant may propose modifications to those standards as part of the PUD application without the need for a separate variance or adjustment application subject to FCC 10-5. For all proposed modifications, the applicant shall submit application and show how the proposed modification achieves the following:

Finding: The applicant has proposed the following modifications to the underlying standards of this code through the planned unit development process:

Lot Width and Depth (Section 10-10-4.A)

Development Type	Required Width	Proposed Width	Required Depth	Proposed Depth
Single-family detached	50 ft.	36 ft.	80 ft.	62 ft.
Single-family attached	25 ft.	24 ft.	80 ft.	60 ft.

Minimum Lot Area (Section 10-10-4.B)

Development Type	Required Minimum Lot Area	Proposed Minimum Lot Area
Single-family detached	5,000 sq. ft.	2,232 sq. ft.
Single-family attached	3,000 sq. ft.	1,464 sq. ft.

Setbacks (Section 10-10-4.D)

	Required Setback	Proposed Setback
Front:	10 feet	5 feet
Side:		
- Street	5 feet	5 feet
- Detached Single-family	5 feet	3 feet
- Attached Single-family	0 feet and 5 feet	0 feet and 3 feet
Rear:		
- Primary	5 feet	3 feet
- Garage (alley-loaded)	20 feet	3 feet

Density (Section 10-10-4.E)

	Required Maximum Density	Proposed Maximum Density
Maximum average net density (units/acre)	12 units/net acre	13.6 units/acre

Parking Stall Size (Section 10-3-8.A.2)

Required parking/driveway dimension: 9 feet 6 inches wide by 19 feet long

Proposed driveway parking dimension: 8 feet wide by 19 feet long

Parking in Setback (Section 10-10-4.D-footnote 1)

"The required front and side yards shall not be used for clotheslines, incinerators, storage of trailers, boats and recreational vehicles or of any materials, nor shall said yards be used for the regular or constant parking of automobiles or other vehicles, except as permitted under 10-3-8-A.

The applicant has proposed a modification to allow a parking pad within the side yard setback for the single-family detached lots.

- High quality building design using of Old Town and Mainstreet Architectural Standards or higher standard**

Finding: The proposed buildings have been designed using the Downtown Architectural Design Standards provided in Chapter 10-6-6. Chapter 10-6-6 has been addressed within this narrative as it relates to the proposed building design. Conceptual elevations for the proposed buildings have been submitted under Appendix E. This standard is met.

- Incorporation of unique land forms into the final PUD design**

Finding: The subject site does not have any existing unique land forms that are able to be included in the final PUD design. The requirements of this section are not applicable to the proposed development.

3. More recreation space than the minimum required

Finding: Planned Unit Developments require that 25 percent of the required open space be provided as recreation space. The proposed development includes 84,118 square feet of provided open space, or 20.8 percent of the site area. A total of 32,094 square feet of recreation open space is provided, or 38.2 percent of the open space area. This standard is met.

4. On-site amenities reflecting the value for both active and passive recreational facilities

Finding: A variety of active and passive recreational facilities have been provided on the site. The Central Green includes a children's play area, a pavilion, picnic areas, lawn, native grove and walking trails. Two pocket gardens will provide native plantings, walking trails and seating areas for residents. A series of garden courts which include lawn, walking trails, a shelter and picnic area. A small fenced dog park with a seating area has been provided at the south end of the site.

The recreational areas support both active and passive uses. Active spaces provide opportunities for picnicking, children's play, dog play, pick-up sports, lawn games and exercise. Passive areas include garden viewing, walking, seating areas, and lounge.

This standard is met.

5. Natural resource protection, where identified as part of a preliminary site investigation report

Finding: The subject site does not have identified natural resources on site. The requirements of this section are not applicable.

6. A mix of dwelling unit types and densities

Finding: The proposed PUD will include a mix of single-family detached units, single-family attached units and multi-family units. The proposed mix of unit types is consistent with the RMH base zone.

This standard is met.

7. A mix of residential, commercial, and recreational uses, where zoning permits.

Finding: The proposed development features a mix of residential uses including multi-family, single-family attached and single-family detached. Recreation facilities for use of residents or guests as part of an approved PUD are allowed within the underlying zone and have been provided. Other commercial and recreational uses are not permitted on the site. This standard is met.

10-23-6: DEDICATION AND MAINTENANCE OF FACILITIES: The City may require that space be set aside, improved, conveyed or dedicated for the following uses:

- A. Easement necessary to accommodate existing or proposed public utilities.
- B. Streets, bikeways and pedestrian paths necessary for the proper development of either the PUD or adjacent properties.
- C. Common open space, recreation facilities, parks and playgrounds necessary and appropriate for the owners, residents, patrons and employees of the PUD. Maintenance, repair, insurance and related obligations are the responsibility of either:
 - 1. The developer; or
 - 2. An association of owners or tenants, created as a nonprofit corporation under the laws of the state, which shall adopt and impose articles of incorporation and bylaws and adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the Planning Commission as providing for the continuing care of the space. Such an association shall be formed and continued for the purpose of maintaining the common open space.

Finding: Easements will be provided for all public utilities on site. Streets, bikeways, pedestrian paths and all common open space will be provided in tracts and will be maintained by the association of owners or tenants. The requirements of this section have been met.

10-23-7: PROFESSIONAL DESIGN: The developer is required to employ a design team to ensure that the project is well planned, and to coordinate the process of application. The design team shall include an Architect or Engineer, a Landscape Architect, a Planner, a Surveyor, and in some cases, a Soils Engineer. Designation of a professional coordinator doesn't prohibit the owner from taking part in the process.

Finding: The design team includes an architect, engineer, landscape architect, planner, surveyor and a soils engineer. The contact information for each consultant has been provided within the general information section at the beginning of this narrative.

10-23-8: GENERAL PROCEDURES: There shall be a three-stage review process for all PUD's. The first step is the application conference, followed by preliminary development review and approval and final review.

10-23-9: APPLICATION CONFERENCE: An outline development plan accompanied by the application fee, shall be submitted to the Planning Commission by the owner(s) of the properties to be developed. The developer, or the designated professional coordinator, shall meet one or more times together with the Planning Commission's staff and determine whether the requirements of this Chapter have been fulfilled.

Outline Development Plan: An outline development plan shall include both maps and a written statement as described in this section. The information shall deal with enough of the area surrounding the proposed planned unit development to demonstrate the relationship of the planned unit development to adjoining uses, both existing and allowable.

- 1. The maps which are part of the outline plan may be in general schematic form, and shall contain the following information:

- a. The existing topographic character of the land.
 - b. Existing and proposed land uses and the approximate location of buildings and other structures.
 - c. The character and approximate density of the proposed buildings.
 - d. The approximate location of major thoroughfares.
 - e. General traffic flow patterns within the PUD.
 - f. Public uses, including schools, parks, playgrounds and other public open spaces.
 - g. Common open spaces and a description of the proposed use of these spaces.
2. The written statement which is part of the outline development plan shall contain the following information:
- a. An explanation of the character of the planned unit development and the manner in which it has been planned to take advantage of the planned unit development regulations.
 - b. A statement of the present ownership of all the land included within the planned unit development.
 - c. A general indication of the expected schedule of development.
 - d. A preliminary site investigation report.

Finding: A pre-application conference discussing the items listed above was held with the City and the design team on November 12, 2019.

10-23-10: PRELIMINARY APPROVAL: The Planning Commission shall hold a public hearing, and any continuance thereof, to discuss the PUD proposal. The public hearing shall not be held until the complete information listed below has been available for review by the Planning Commission's staff for at least thirty (30) days.

Preliminary Development Plan: A preliminary development plan shall be prepared and shall include the following information:

1. A map showing street systems, lot or partition lines and other divisions of land for management, use or allocation purposes.
2. Areas proposed to be conveyed, dedicated or reserved for public streets, parks, parkways, playgrounds, school sites, public buildings and similar public and semi- public uses.
3. A plot plan for each building site and common open space area, showing the approximate location of buildings, structures, and other improvements and indicating the open spaces around buildings and structures, excepting private single-family lots in a residential PUD.
4. Elevation and perspective drawings of proposed structures.
5. A development schedule indicating:
 - a. The approximate date when construction of the project can be expected to begin.
 - b. The stages in which the project will be built and the approximate date

- when construction of each stage can be expected to begin.
- c. The anticipated rate of development.
- d. The approximate dates when each stage in the development will be completed.
- e. The area, location and degree of development of common open space that will be provided at each stage.
- 6. Agreements, provisions or covenants which govern the use, maintenance and continued protection of the planned unit development and any of its common open space areas.
- 7. The following plans and diagrams, insofar as the reviewing body finds that the planned unit development creates special problems of traffic, parking and landscaping.
 - a. An off-street parking and loading plan.
 - b. A circulation diagram indicating proposed movement of vehicles, goods and pedestrians within the planned unit development and to and from thoroughfares. Any special engineering features and traffic regulation devices needed to facilitate or ensure the safety of this circulation pattern shall be shown.
 - c. A landscaping and tree plan.

After the public hearing, the Planning Commission shall determine whether the criteria and general intent of this section have been fulfilled. The Planning Commission may require such changes and impose such conditions as they determine to be prudent and desirable. The Planning Commission may, at its discretion, authorize submission of the final plan in stages, corresponding to the different phases or elements of the development, after receiving evidence assuring completion of the entire project on schedule.

Finding: All required application materials for the preliminary development plan have been included in this land use application.

10-23-15: PHASED PLANNED UNIT DEVELOPMENT: A Planned Unit Development may be phased. No building permit shall be issued without receiving preliminary development plan approval as set forth in this section. When a PUD is phased, one preliminary development plan is approved by Planning Commission for the entire development, and final development plan for each individual phase is reviewed separately. Planning Commission shall approve a phased preliminary development plan, provided affirmative findings can be made that:

- A. The proposed PUD meets the preliminary development plan requirements outlined in 10-23-1 through 10-23-10.
- B. The proposed PUD includes the following elements:
 - 1. A phasing plan that indicates the tentative boundaries of each phase, the sequencing of phases, the tentative configuration of lots in each phase, and a plan for the construction of all required city infrastructure in each phase

2. **Connectivity for streets and City utilities between each phase ensures the orderly and efficient construction of required public improvements among all phases.**
 3. **Each phase will have public improvements that meet the infrastructure capacity requirements for the development and meet the requirements of City Code and city design standards.**
 4. **Each phase is designed in such a manner that each phase supports the infrastructure requirements for the phased development as a whole.**
- B. If the approval of a final development plan for a phase of a phased PUD requires the change of a boundary of a subsequent phase, or a change to the conditions of approval, the phasing plan for the preliminary development plan shall be modified prior to approval of the final development plan.**
- C. If a phased PUD includes creation of a subdivision, the application may be processed concurrently.**

PUDs approved for multi-phased development may apply for final development plan approval by phase, in the following manner:

1. **The first phase of development shall apply for final development plan approval within two (2) years from the date of the preliminary development plan approval;**
2. **The second phase of development shall apply for final development plan approval within two (2) years after the final development plan approval of the first phase;**
3. **Subsequent phases shall file for final development plan approval within two (2) years after the final development plan approval for the preceding phase, with all phases filed within eight (8) years of the preliminary development plan approval.**

Finding: The proposed development will be completed within a two-year timeframe as required by a planned unit development. The construction phase of the project will be divided into two phases, Phase 1a and Phase 1b.

Phase 1a will include a mix of site work and grading work, all multi-family buildings and associated parking areas, 15 single-family detached homes, and 31 single-family attached homes. Site work will begin in October 2020 and will be a seven-month construction period. Building work is scheduled to begin in February 2021 and will be a 12-month construction period. Phase 1a has been shown on Master Plan: Phase 1A (Sheet A-3).

Phase 1b will include 16 single-family detached homes and 18 single-family attached homes. Phase 1b will begin in February 2022 and will be a nine-month construction period. Phase 1b has been shown on Master Plan: Phase 1B (Sheet A-4).

This standard is met.

Chapter 34 – Landscaping

10-34-2: LANDSCAPE CONSERVATION

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

10-34-2-2: Native Vegetation. “Native vegetation” means those plant species native to the Florence region that are listed as native on the suggested Tree and Plant List for the City of Florence, such as Shore Pine, Fir, Hemlock, Spruce, Native Rhododendron, Wax Myrtle, Kinnikinnick, Huckleberry and Salal. Preservation of existing native vegetation is strongly encouraged and preferred over removal of vegetation and re-planting. Existing native vegetation may be credited toward the landscape requirements of Section 10-34-3-3 if it is preserved in accordance with the following standards:

- A. Living plant material covers a minimum of 70 percent of the area proposed for preservation;
- B. Preservation area(s) are a minimum of 30 square feet for any one area with dimensions a minimum of 5 feet on any side to ensure adequate space for healthy plant growth;
- C. Preservation area(s) are setback from new construction areas a minimum of 10 feet from new structures, and a minimum of 5 feet from new hard-surface areas (e.g. parking lot, walkways), and replanted with native vegetation if damaged during construction;
- D. The preservation area is clearly marked and identified for protection on the landscaping plan as well as on-site (e.g. construction fencing) prior to site disturbance.
- E. Existing noxious weeds within the preservation area are removed prior to approval of the installed landscaping; and
- F. Preservation areas with grade changes around the perimeter are addressed with appropriate transition or stabilization measures (e.g. retaining wall) to avoid erosion.

10-34-2-1: Significant Vegetation. “Significant vegetation” means:

- A. Native vegetation, or
- B. Plants within designated sensitive land areas such as wetlands, riparian areas, and slopes steeper than 40%, or
- C. Trees having a DBH of four (4) inches or larger measured 4½ feet above ground.

10-34-2-1: Preservation Credit. The City may grant a “Preservation Credit” if existing significant vegetation on the site is preserved, in the form of a reduction of the overall landscape area and planting requirements of Sections 10-34-3-3. The City may authorize credits which effectively reduce the required landscaping if the following standards are met:

- A. Significant vegetation species and areas to be preserved shall be mapped and flagged in support of the site development application. Significant trees shall be mapped individually and identified by species and diameter. Wetland resources shall have a

current delineation approved by the Department of State Lands. Appropriate protection from construction damage shall be in place prior to site disturbance. For a "Burn to Learn" site, significant vegetation that can be saved shall be protected.

- B. Native vegetation, wetland, riparian, and steep slope vegetation shall meet the standards set forth in Section 10-34-2-2 subsections A through F above.
- C. Dead or diseased vegetation and split, leaning, or unstable trees shall not qualify as preserved vegetation.
- D. Mature vegetation shall be trimmed and pruned as appropriate by qualified personnel to form a long-term element of the site landscaping.
- E. Landscape credit for preserved significant vegetation areas shall be granted at the ratio of 2 to 1 (e.g. every one square foot of preserved significant vegetation shall be counted as two square feet in meeting the total specified landscape area for a site). However, in no case shall the requirement for actual landscaped area be reduced below 2/3 of the area that would be required with no credit.
- F. Landscape credit for preserved trees shall be granted at the ratio of one less new tree planting for every two (2) inches diameter of preserved significant trees (e.g. a preserved tree of six inch diameter counts as three newly planted trees). This credit can be applied against required front yard, parking island, buffer, and/or street trees. However in no case shall this credit reduce the requirement for newly planted trees below 2/3 of the number that would be required with no credit. All preserved trees shall be protected from construction compaction or grade changes of more than six inches on the surface area in relation to the crown of the tree canopy.

Finding: The proposed development will not include the preservation of native vegetation on site; therefore, preservation credits are not requested.

10-34-3: LANDSCAPING

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

- A. For new developments, all landscaping shall meet current code requirements.

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

- A. The location and height of existing and proposed fences and walls, buffering or screening materials.
- B. The location of existing and proposed terraces, retaining walls, decks, patios, shelters, and play areas.
- C. The location, size, and species of the new proposed plant materials (at time of planting).
- D. The location(s) of areas where existing vegetation will be cleared and the location(s) of areas where existing vegetation will be preserved, delineated on a

- recent aerial photo or site plan drawn to scale.
 - E. Existing and proposed building and pavement outlines.
 - F. Specifications for soil at time of planting, irrigation and anticipated planting schedule.
 - G. Other information as deemed appropriate by the City Planning Official.
- Finding:** A landscape plan set (Sheet L1-L4) illustrating the information listed in Subsections A-G above has been submitted under Appendix E.

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

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

Finding: A total landscaping area of 132,269 square feet (32.7 percent) has been provided on site. The proposed plantings have been shown on the Planting Plan (Sheet L-3) submitted under Appendix E. This standard is met.

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

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

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

1. **Ground Cover.** Ground cover may consist of separate plants or mowed grass turf. Ground cover plant species shall meet the following minimum standards: plants from 4-inch pots shall be spaced a maximum of 18 inches measured on center, and 1-2 gallon size plants shall be spaced a maximum of 3 feet measured on center.
2. **Shrubs.** Shrub plant species shall be planted from 3 gallon containers unless otherwise specified in the *Tree and Plant List for the City of Florence*.
3. **Trees.** Evergreen and deciduous tree species shall meet the following minimum standards: deciduous trees shall be a minimum of 1 ¾ inch caliper (diameter) measured 6 inches above grade, and evergreen trees shall be a minimum of 5 feet tall (Nursery Grade 5/6).
4. **Non-plant Ground Covers.** Bark dust, chips, aggregate, or other non-plant ground covers may be used. Non-plant ground cover located adjacent to pedestrian ways shall be confined to the material within the planting bed to avoid safety hazards by edging 4 inches above-grade or recessing from grade. **Non-plant ground covers cannot be a substitute for ground cover plants.**

Finding: As identified on the submitted landscaping plan, all street trees and ground cover provided in this development will meet city standards. All plant materials have been selected for their appropriateness to the Site, drought tolerance and year-round greenery and coverage and staggered flowering periods. This standard is met.

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

Finding: The proposed development will not include the preservation of native vegetation on site.

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

Finding: A total landscaping area of 132,269 square feet has been provided on site. The total hardscape feature area is 12,962 square feet, or 9.8 percent. The proposed plantings have been shown on the Planting Plan (Sheet L-3) submitted under Appendix E. This standard is met.

- D. Storm Water Facilities.** Storm water facilities, such as detention/retention ponds and swales shall be landscaped. Landscaped bio-swales are encouraged and shall count toward meeting the landscaping requirement of this section if they are designed and

constructed in accordance with the standards specified in Title 9 Chapter 5, and approved by the Public Works Department. Storm water facilities shall be landscaped with water- tolerant, native plants.

Finding: As shown on the Planting Plan (Sheet L-3), the proposed stormwater facilities will be landscaped with water-tolerant native plants. This standard is met.

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

Finding: Underground Irrigation consistent with the requirements of this section will be provided on the site, except for the single-family lots, which are exempt from this section. This standard is met.

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

3. The following standards apply:

- A. For every parking space, 10 square feet of interior parking lot landscaping shall be provided;**
- B. Parking islands shall be evenly distributed to the extent practicable with a minimum of one tree selected from the *Tree and Plant List for the City of Florence* installed per island;**
- C. Parking island areas shall provide a minimum of 30 square feet of planting area and any planting area dimension shall be a minimum of 5 feet on any side (excluding curb dimensions), unless reduced by the Planning Commission where a lesser distance will provide adequate space for healthy plant growth;**
- D. Irrigation is required for interior parking lot landscaping to ensure plant survival;**
- E. Living plant material shall cover a minimum of 70% of the required interior parking lot landscaping within 5 years of planting; and**
- F. Species selection for trees and shrubs shall consider vision clearance safety requirements and trees shall have a high graft (lowest limb a minimum of 5 feet high from the ground) to ensure pedestrian access.**

Finding: The proposed parking lots within the multi-family development will be provided as tuck-under parking with the second-floor building overhang providing cover of the parking spaces. Landscaping is not proposed within the tuck-under parking areas. Where surface parking is provided without building overhang cover, landscape islands have been provided consistent with the requirements of this section. This standard is met.

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.

Finding: The proposed tuck-under parking will be visibly screened from the street by the proposed buildings. Where surface parking is provided, landscape screening from the street will be provided. This standard is met.

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

Finding: The parking areas adjacent to the multi-family buildings have been separated from the buildings with a curb and raised walkway a minimum of five feet in width. This standard is met.

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

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

Finding: All mechanical equipment will be located within the buildings. The screening requirements of this section are not applicable.

- D. **Abutting Land Use Buffers.** When a commercial, industrial, or other non-residential use abuts a residential district or residential land use, a visual and noise buffer shall be established and maintained immediately adjacent to the residential property line, consistent with the standards listed in the table below. In no case shall the buffer strip

be less than 15 feet in width unless reduced by the Planning Commission where a lesser distance will provide adequate buffering. The buffer strip may include existing vegetation, landscape plantings, evergreen hedge, berm, fence, and/or wall components. Fence and wall structures shall be not less than 6 feet and no more than 8 feet in height (see also Section 10-34-5). The landscaped buffer shall effectively screen at least 70 percent of the view between districts within five (5) years. Significant vegetation in these buffer strips may be preserved in accordance with Section 10-34-2, and replanting of local native vegetation is encouraged.

Finding: The subject site is located within a residential district. The proposed residential use is compatible with the surrounding residential uses. The requirements of this section are not applicable to the proposed development.

10-34-3-8: Maintenance. If the plantings fail to survive, the property owner shall replace them with an equivalent specimen (i.e., native Rhododendron replaces native Rhododendron, evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.) within six (6) months of their dying or removal, whichever comes first. All man-made features required by this Code shall be maintained in good condition, or otherwise replaced by the owner within six (6) months of any such feature being removed or irreversibly damaged (whichever comes first).

Finding: The applicant acknowledges that the maintenance of the required on-site landscaping is the responsibility of the property owner.

10-34-4: STREET TREES: Street trees are trees located within the right-of-way.

- A. **Street Tree List.** Trees shall be selected from the *Tree and Plant List for the City of Florence* based on climate zone, growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. Other tree species are allowed with City approval.
- B. **Caliper Size.** The minimum diameter or caliper size at planting, as measured six (6) inches above grade, is one and one half (1 ½) inches with a high graft (lowest limb a minimum of 5 foot high from the ground) to ensure pedestrian access.
- 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.
- D. **Soil Preparation, Planting and Care.** Street trees shall be planted with root guards to preserve the physical integrity of sidewalks and streets. Pocket-planting with a soil-

compost blend around trees shall be used to ensure healthy growth (see footnote to FCC 10-34-3-3-A-5). The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for three years after planting. The developer shall also be responsible for tree care (pruning, watering, fertilization, and replacement as necessary) during the first three years after planting, after which the adjacent property owners shall maintain the trees.

Finding: Street trees have been provided along both sides of the proposed private street spaced an average of 25 feet on-center. A mix of tree species has been provided to create diversity and marking crossings and zones within the development. All of the proposed street trees have been selected from the *Tree and Plant List for the City of Florence* and will meet the caliper size standards. This standard is met.

10-34-5: FENCES AND WALLS: Construction of fences and walls shall conform to all of the following requirements:

- A. General Requirements.** All fences and walls shall comply with the height limitations of the respective zoning district and the standards of this Section. The City may require installation of walls and/or fences as a condition of development approval, in accordance with land division approval, approval of a conditional use permit, or design review approval. When required through one of these types of approvals, no further land use review is required. (See also, Section 10-34-3-6 for landscape buffering and screening requirements.)
- B. Dimensions.**
 - 1. **Residential Zones:** Except as provided below, the height of fences and walls between the building and the front lot line shall not exceed four (4) feet as measured from the grade and no greater than 6 feet in height in rear and side yards unless the front door is located on the longer side of the lot, in which case the fence shall not exceed four (4) feet in height or taller fences or walls are allowed through a Type II or III Design Review approval. (See Figure 10-34(2))
 - 2. **Commercial and Industrial Zones:** Except as provided below, the height of fences and walls in any required front yard shall not exceed four (4) feet as measured from the grade and no greater than eight (8) feet elsewhere on site.
- C. The following exceptions may be allowed through Type I, II or III Review.**
 - 1. Specifically for RV parking in residential zones, the height of fences and walls shall not exceed eight (8) feet in the rear and side yards.
 - 2. A retaining wall exceeding four (4) feet in height within a front yard setback which is necessary for site grading and development (see also FCC 10-34-5-D-3).
 - 3. One arbor, gate, or similar garden structures not exceeding eight (8) feet in height and six (6) feet in width is allowed within the front yard, provided that it is not within a required clear vision area. Courtyard walls up to 6 feet in height may also be allowed in the front yard.
 - 4. Walls and fences for swimming pools, tennis courts, and other recreational structures may exceed six (6) feet provided they are not located in the front yard.

5. Walls and fences taller than otherwise allowed if needed for screening, safety or security purposes.
- D. **Specific Requirements**
1. Walls and fences to be built for required buffers shall comply with Section 10-34-3-7.
 2. Fences and walls shall comply with the vision clearance standards of FCC 10-35-2-14.
 3. Retaining walls exceeding four (4) feet in height and freestanding walls or fences greater than seven (7) feet in height require a building permit
 4. Sheet Metal Fencing (as permitted) shall meet the following criteria:
 - a. Must have appropriate weatherization coating to address vulnerability to rust in Florence's coastal climate.
 - b. Must be installed and maintained as per warranties to ensure longevity. Warranty documentation must be submitted to the Planning Director before approval.
 - c. Shall be maintained in good condition (rust and hole free, non-peeling, and absent of similar signs of disrepair), or otherwise replaced by the property owner.
 - d. Sheet metal fencing, due to its manufacturing design, will be either horizontally or vertically dominant depending on the manner of installation. To break up the dominant vertical or horizontal orientation, the fence design along streets shall incorporate variable architectural detail. This can be accomplished through one or more of the following a minimum of every eight (8) feet;
 1. Addition of vertical siding trim strips and cap trim of colors different yet complimentary to the fence color.
 2. Change in orientation of sheet metal.
 3. Vertical offsets (staggered fence line).
- E. **Maintenance.** For safety and for compliance with the purpose of this Chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the property owner.
- F. **Materials.**
1. Permitted materials: wood; chain-link steel, iron, bricks, stone; stucco, or similar masonry, and non-prohibited evergreen plants.
 2. Materials permitted with Administrative Design Review: Sheet metal is permitted within the Limited Industrial District with Administrative Design review Approval.
 3. Prohibited materials: unfinished concrete blocks; straw bales; electric or razor wire; scrap lumber or other scrap materials; sheet metal; and hedges taller than eight (8) feet. Sheet metal is prohibited within all districts except the Limited Industrial District.
 4. Barbed wire fencing may be permitted only within commercial and industrial

zones or on public property subject to the criteria in FCC 6-1-7-14.

Finding: The residential lots will have a six-foot tall cedar perimeter fence. The internal fencing at the dog park will be welded wire panels with wood framing. This standard is met.

Chapter 35 – Access and Circulation

10-35-2: VEHICULAR ACCESS AND CIRCULATION:

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.**

Finding: A traffic study addressing the requirements listed above has been provided under Appendix D of this land use application. This standard is met.

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.

Finding: A pre-application conference was held with the City. The traffic study addresses the requirements discussed in the pre-application conference.

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”.**

Finding: The applicant acknowledges that the City may propose conditions of approval as needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system.

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.

Finding: The applicant acknowledges that the City may propose conditions of approval as needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system.

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	30 feet
Arterial Street	50 feet

- B. Where the City finds that reducing the separation distance is warranted, such as:
 1. 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
 2. 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).
- 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.

Finding: The subject site consists of a single private loop street. Access to the single-family homes is provided through a series of private alleyways. Access to the multi-family homes is provided through a surface-level access drive connecting to a shared parking area. All on-site alley driveways have been located over 50 feet from Rhododendron Drive. All access driveways connecting to the newly created private loop drive have been spaced more than 15 feet apart. All on-site access has been designed to prevent backing onto a public street. This standard is met.

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.

Finding: The proposed development has been designed around a single private loop street. Access to the individual units has been provided through a series of private alleyways. The proposed private street system will function as a local street. Access onto an arterial or collector is not proposed. This standard 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.

Finding: A Parking and Circulation Plan (Sheet C-5) has been provided detailing the proposed circulation system on the site. A Transportation Impact Study has been submitted under Appendix D providing analysis about the expected traffic on site. The site has been designed to adequately serve the expected traffic. This standard is met.

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.

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.

Finding: Joint and cross access is not proposed on the site. The requirements of this section are not applicable to the proposed development.

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.

Finding: All driveway approaches have been designed and located to conform with the City's spacing and design standards. This standard has been met.

- 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.

Finding: The proposed street network will feature a private loop road, which intersects with Rhododendron in two locations. The interior of private loop road is broken into smaller blocks with an alley network. All proposed private alleys have been designed with a 20-foot right-of-way and 16 feet of pavement. Access to the single-family lots will be from the private alleyways. All residential driveways will be a minimum of 10-feet in width. Driveway grades will not exceed 15 percent. This standard 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.

Finding: The intersections of the private loop road and Rhododendron Drive have been designed to meet street intersection standards. Driveway aprons are not provided on Rhododendron. Driveway aprons have been provided where the proposed alleyways intersect with the private loop road. The driveway aprons have been designed to meet the requirements of this section.

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.

Finding: The proposed private loop street and alley circulation system has been reviewed and preliminarily approved by the Siuslaw Valley Fire and Rescue Fire Code included under Appendix B. This standard 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.

Finding: All proposed driveways, private streets, aisles, and turn-around areas will have a minimum vertical clearance of 13' 6" for their entire length and width. This standard 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 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.

Finding: The proposed development maintains all required vision clearance setbacks, as demonstrated on the submitted plans. This standard is met.

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.
- B. **Exceptions:** The Planning Commission may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements when, in the Planning Commission's determination through a Type 3 process, the construction of a sidewalk is impractical for one or more of reasons 1 through 4 below. The Public Works Director may issue a permit allowing noncompliance with the provisions of subsection (A) of this section and obtain instead a non-remonstrance agreement for future improvements for reason 5 below:
 - 1. Sidewalk grades have not and cannot be established for the property in question within a reasonable period of time.
 - 2. Future installation of public utilities or street paving would, of necessity, cause severe damage to existing sidewalks.
 - 3. Topography or contours make the construction of a sidewalk impractical.
 - 4. Physical improvements are present along the existing street that prevents a reasonable installation within the right-of-way or adjacent property.
 - 5. If the proposed development is in a residential zoning district and there are no

sidewalks within 400 linear feet.

- C. **Appeals:** If the owner, builder or contractor considers any of the requirements impractical for any reason, s/he may appeal the decision to the Planning Commission.
- D. **Timing:** Sidewalks shall be constructed and approved by the Public Works Department prior to final inspection for the associated building permit. No certificate of occupancy may be issued until the required sidewalks are constructed or financially secured.

Finding: A 10-foot wide shared multi-use path will be provided along the frontage of Rhododendron Drive, consistent with the City of Florence Transportation System Plan. Sidewalks will be provided along both sides of the private loop road and will connect to the internal circulation system which will provide direct access to all building entrances and recreation areas. This standard is met.

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 off-site 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.

Finding: Sidewalks will be provided along both sides of the private loop road and will connect the multi-use path on Rhododendron to the internal circulation system which will provide direct access to all building entrances and recreation areas. This standard is met.

- 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.

Finding: The internal circulation system will be reasonably direct, free from hazards and provide access to all primary building entrances on site. This standard is met.

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.**

Finding: The internal circulation system will provide direct access to all building entrances, on-site parking areas, storage areas, recreation facilities and common areas. The internal circulation system will connect with the proposed multi-use path on Rhododendron Drive. This standard is met.

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

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

Finding: All walkways abutting streets or driveways will be separated from the street by a six inch curb. This standard is met.

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

Finding: All pedestrian crossings will be clearly marked with contrasting materials. This standard is met.

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

be concrete or asphalt, at least ten (10) feet wide. (See also, Section 10- 36-2)

Finding: All walkway surfaces will be constructed of a durable surface, as approved by the Public Works Director, and will be at least five feet wide without a curb. The multi-use path along Rhododendron Drive will be ten feet wide. This standard is met.

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

Finding: All walkways and multi-use paths will conform to applicable ADA requirements. Ramps will be provided where walkways intersect with driveways and streets. On-site walkways will provide direct routes to primary building entrances. This standard is met.

10-35-4: Transit Facilities: Proposed uses other than single-family residences and duplexes must provide for transit riders by providing developmental improvements to accommodate current or planned transit stops pursuant to the following:

- A. If the proposed uses are located on a site within ¼ mile of an existing or planned transit stop, the proposed pedestrian circulation system must demonstrate a safe and direct pedestrian route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.**
- B. Proposed development must accommodate on site any existing or planned transit facility, if identified in the Community Transit Plan, through one or more of the following:**
- 1. Provide a transit passenger landing pad accessible to disabled persons.**
 - 2. Provide an easement or dedication of land to accommodate passenger seating or shelter if requested by the transit provider.**
 - 3. Provide lighting at the transit facility meeting the requirements of Title 10-37.**

Finding: The subject site is not located within ¼ mile of an existing or planned transit stop. The requirements of this section are not applicable.

Chapter 36 – Public Facilities

10-36-2: STREET STANDARDS:

10-36-2-1: Development Standards: The following standards shall be met for all new uses and developments:

- A. All new lots created, consolidated, or modified through a land division, lot line adjustment, lot consolidation, or street vacation must have street frontage and approved access to a street.**

Finding: The proposed development features a single private loop road which connects with Rhododendron Drive. All lots will front onto shared open space with rear alley access.

- B. Streets within or abutting a development shall be improved in accordance with the Transportation System Plan (TSP), provisions of this Chapter and other applicable sections of this Code.**

Finding: Frontage improvements on Rhododendron Drive will be provided consistent with the requirements of the Transportation System Plan and the provisions of this chapter.

- C. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable road authority. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.**

Finding: Frontage improvements on Rhododendron Drive will be provided consistent with the requirements of the Transportation System Plan and the provisions of this chapter. The proposed private street will be improved in accordance with this section.

- D. All new public streets and alleys shall be paved per the City of Florence Standards and Specifications document. Alleys may also be improved with porous concrete, porous asphalt, permeable pavers such as turf concrete, brick pavers or other materials approved by the City. The City does not maintain alleys.**

Finding: All new streets and alleys will be paved per the City of Florence Standards and Specifications.

10-36-2-2: Improvement Guarantee: The City may accept a future improvement guarantee (e.g., non-remonstrance agreement, which certifies that the owner and their successors will not to object to the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

- A. A partial improvement does not create a potential safety hazard to motorists, bicyclists, or pedestrians.**
- B. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, reduce street safety or capacity.**
- C. The improvement would be in conflict with an adopted capital improvement plan.**

Finding: The proposed development will include all required frontage improvements on Rhododendron Drive. A future improvement guarantee is not proposed.

10-36-2-3: Creation of Rights-of-Way for Streets and Related Purposes: Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a Public Right-of-Way by acceptance of a deed, where no plat will be recorded, and provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Florence Transportation System Plan, and the deeded right-of-way conforms to this Code. All deeds of dedication shall be in a form prescribed by the City and shall name "the public" as grantee.

Finding: The proposed development will utilize a private street system on-site. New right-of-way for streets will not be created through this development. This standard is met.

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.

Finding: The proposed private street and alley network will be located within a tract. Access easements are not proposed on the site. The requirements of this section are not applicable to this development.

10-36-2-5: Rights-of-Way and Street Sections: Street rights-of-way and improvements shall be consistent with the Transportation System Plan and standards specified in Title 8 Chapter 2.

- A. Street right-of-way and pavement widths shall be based on the following cross section standards. See individual zoning chapters for additional requirements regarding sidewalk width (for sidewalks wider than the standard 5 feet).
- B. Modifications to the street standards identified in section A, above, may be made pursuant to Title 11 Chapter 7. Considerations based on the existing conditions along with the following factors would be reviewed as part of determining a hardship or meeting the purpose of Title 11:
 - 1. Street classification in the Transportation System Plan
 - 2. Anticipated traffic generation
 - 3. On-street parking needs
 - 4. Pedestrian and bicycle requirements based on anticipated level of use
 - 5. Requirements for placement of utilities
 - 6. Street lighting
 - 7. Minimize drainage, slope, and sensitive lands impacts
 - 8. Street tree location, when provided
 - 9. Protection of significant vegetation, as provided for in Chapter 34
 - 10. Safety and comfort for motorists, bicyclists, and pedestrians
 - 11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided
 - 12. Access needs for emergency vehicles
 - 13. Transition between different street widths (i.e., existing streets and new streets)
 - 14. Driveway Off-sets
 - 15. Curve Radii
 - 16. Queuing Factors
- C. Partial street improvements may be accepted only in the case of a collector or arterial street and only when requiring a full-width street improvement can not be justified based on the proportionate impact of the development on the transportation system. Where a less than full street is allowed, the minimum total paved width shall provide for two travel lanes, and for bicycle lanes if warranted.

Finding: Frontage improvements will be provided on Rhododendron Drive to provide a 10-foot-wide multi-use path consistent with the requirements of the Transportation System Plan. The internal circulation system will consist of a private street and private

alley network, which have been designed to meet applicable fire access codes. This standard is met.

10-36-2-6: Cul-de-sacs: A cul-de-sac street shall only be used when the applicant demonstrates that environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:

Finding: The proposed development does not include a cul-de-sac street. The requirements of this section are not applicable to this development.

10-36-2-7: Alleys, Public or Private: Alleys shall provide a 20-foot right-of-way and 16 feet of pavement. Unless otherwise approved by the Planning Commission, where topographical conditions will not reasonably permit, grades shall not exceed twelve percent (12%) on alleys. Alley intersections and sharp changes in alignment shall be avoided. The corners of necessary alley intersections shall have a radius of not less than twelve (12) feet or wider if required by the Fire District.

Finding: All proposed private alleys have been designed with a 20-foot right-of-way and 16 feet of pavement. Grades of the alleys will not exceed 12 percent. This standard is met.

10-36-2-8: Private Streets: Private streets shall conform to City standards of construction and shall include sidewalks or pathways as approved by the City. Private streets shall not be used to avoid public access connectivity required by this Chapter or the Transportation System Plan. Legal assurance for construction and maintenance shall be required of the developers and owners. Private streets shall connect with public streets to complete the City's transportation system grid where practical.

Finding: The proposed private street has been designed to conform to City standards of construction and will include sidewalks. This standard is met.

10-36-2-9: Street Location and Connectivity: Planned streets shall connect with surrounding streets to permit the convenient movement of traffic and to facilitate emergency access and evacuation. Proposed streets or street extensions shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.

- A. Where the location of a street is not shown in an existing street plan, the location of streets in a development shall provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Section, or
- B. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to and to logically extend the street system into the surrounding area. All street stubs over 150 feet in length shall be provided with a temporary turn-around unless specifically exempted by the Fire Marshal, and the restoration and extension of the street shall be the

responsibility of any future developer of the abutting land.

1. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.
2. Developer shall install a Type III barricade at the end of the street. The barricade shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street.
3. Temporary street ends shall provide turnarounds (e.g., hammerhead or bulb-shaped configuration) constructed to Oregon Fire Code standards for streets over 150 feet in length.

Finding: The neighboring properties have been fully developed and do not provide for a through connection to neighboring streets. This standard is met.

C. **Mid-Block Connection/Multi-use Path Standards.** Where a street connection in conformance with the maximum block length standards in Section 10-36-2-10 is impracticable, a multi-use path shall be provided at or near the middle of a block in lieu of the street connection, as generally shown in Figure 10-36(2). The City may also require developers to provide a multi-use path off a cul-de-sac. Such pathways shall conform to all of the following standards:

1. Multi-use paths shall be no less than ten (10) feet wide and located within a twenty (20)- foot right-of-way or easement allowing public access and, as applicable, emergency vehicle access.
2. If the streets within the subdivision or neighborhood are lighted, all pathways in the subdivision shall be lighted. Pathway illumination shall provide at least two (2)-foot candles and shall meet all other requirements in Title 10-37.
3. All pathways shall conform to applicable ADA requirements unless precluded by topographic conditions.
4. The City may require landscaping, walls or terraces as part of the required pathway improvement to buffer pedestrians from adjacent vehicles, or to screen pathways from view of adjacent residences.

Finding: A 10-foot wide multi-use path is proposed by the City of Florence along Rhododendron Drive. The neighboring properties have been fully developed and do not provide for a through connection to neighboring streets. This standard is met.

10-36-2-10: Block Length and Block Perimeter: In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by a connecting network of public streets and/or accessways, in accordance with the following standards (minimum and maximum distances between two streets or a street and its nearest accessway):

A. **Residential Districts: Minimum of 100-foot block length and maximum 600-foot length; maximum 1,400-foot block perimeter**

Finding: The proposed street network will feature a private loop road, which intersects with Rhododendron in two locations. The interior of private loop road is broken into

smaller blocks with an alley network, creating three interior blocks, none exceeding a 1,400-foot block perimeter length. The exterior area of the private loop road has been divided using private alleyways. The neighboring properties have been fully developed and do not provide for a through connection to neighboring streets. This standard is met.

10-36-2-11: Traffic Controls:

- A. Traffic signals/roundabouts shall be required with development when traffic control warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. Traffic signal/roundabout design shall be approved by City Engineer. The developer's financial responsibility and the timing of improvements shall be included as part of the development approval.**
- B. Traffic controls on roads under State jurisdiction shall be determined by the Oregon Department of Transportation. Traffic controls on roads under Lane County jurisdiction shall be determined by Lane County.**
- C. The City may require the installation of calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, and/or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.**
- D. Where the City TSP identifies future traffic signals, additional right-of-way shall be provided at the intersection to accommodate the signal apparatus.**

Finding: The proposed development does not require traffic controls or calming features. This requirement is not applicable to this development.

10-36-2-12: Medians: The use of landscaped medians improve community appearance, helps maintain system mobility and reduces the effects of wide street widths to all modes of travel. Medians will be landscaped with water efficient plant materials unless otherwise indicated below.

- A. At intersections where left turn pockets are constructed, the 16-foot wide median will transition to an 11-foot wide left turn lane with a five-foot pedestrian refuge median separating the left turn lane from oncoming traffic. Intersections and access must comply with Chapter 35, Access and Circulation.**
- B. Medians on roads under State jurisdiction shall be determined by the Oregon Department of Transportation.**

Finding: The proposed development will not utilize medians. The requirements of this section are not applicable to the proposed development.

10-36-2-13: Street Alignment, Radii:

- A. On Arterial and Collector Roadways, intersections shall be spaced at a minimum of 250 feet, as measured from the centerline of the street.**
- B. On Local Streets, street centerlines at intersections may not be offset by more than two feet. Intersections shall be spaced at a minimum of 125 feet, as measured from the centerline of the street.**

- C. **Corner curb return radii shall be at least thirty-five (35) feet on Arterial Streets and at least twenty (20) feet on other streets, except where smaller radii are approved by the Public Works Director. Larger Radii may be required by the Director to accommodate emergency and freight vehicles.**

Finding: Rhododendron is classified as a minor arterial. The intersections of the loop road with Rhododendron have been spaced 265 feet apart, and 339 feet from the intersection with 35th Street. This standard is met.

10-36-2-14: Intersection Angles: Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle. In no case shall the centerline angle be less than 80°; elbow or knuckle corners are not allowed (see Figures 10-36(3) and (4) for illustrations). In addition, the following standards shall apply:

- A. **Streets design shall provide a minimum of 50 feet of straight centerline tangent past the intersecting right-of-way unless a lesser distance is approved by the Public Works Director(see Figure 10-36(5) for illustration).**
- B. **Intersections that are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle.**

Finding: All proposed streets have been designed to intersect at as near to a right angle as practicable. The private street has been designed to provide a minimum of 50 feet of straight centerline tangent past the intersecting right-of-way. This standard is met.

10-36-2-15: Grades and Curves: Unless otherwise approved by the City due to topographical conditions, grades shall not exceed 6% on arterials, 10% on collector streets, or 12% on all other streets. Grades in excess of 10% require Fire Code Official approval.

- A. **Centerline curve radii shall not be less than 700 feet on arterials, 350 feet on collectors, or 100 feet on other streets.**
- B. **Streets intersecting with a collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging 5% slope or less. Landings are that portion of the street within twenty (20) feet of the edge of the intersecting street at full improvement. See Figure 10-36(6) for example.**
- C. **Existing conditions may warrant additional design criteria. All streets and intersection designs shall be subject to the approval of the Public Works Director.**

Finding: As shown on the Grading and Erosion Control Plan (Sheet C-7), grades will not exceed 12 percent on the proposed streets. The internal circulation system consists of a private street loop and private alley system. The private loop road will have a centerline curve radius of 60 feet in one location. The intersection of the private street with Rhododendron Drive will have a landing that does not exceed five percent slope. This standard is met.

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 maybe 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.
- 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.

Finding: Sidewalks have been provided along both sides of the private loop road. A shared pedestrian multi-use pathway is proposed along the frontage of Rhododendron Drive, consistent with Florence's Transportation System Plan. This standard is met.

10-36-2-17: Existing Rights-of-Way: Whenever existing rights-of-way adjacent to or within a proposed development are developed less than standard width, additional rights-of-way shall be provided at the time of subdivision or site development, in conformance with FCC 10-36-2-5.

Finding: The development includes a proposed right-of-way dedication along Rhododendron Drive to provide for the proposed shared use path along the frontage, consistent with Florence's Transportation System Plan. This standard is met.

10-36-2-18: Curbs, Curb Cuts, Ramps, and Driveway Approaches: Concrete curbs, curb cuts, curb ramps, bicycle ramps and driveway approaches shall be constructed in accordance with Chapter 35, Access and Circulation, City of Florence Standards and Specifications and the following standards:

- A. Curb exposure shall be per City Standards and Specifications.
- B. There shall be no curbs on alleys unless otherwise approved by the Public Works Director.
- C. Curb extensions (bulb-outs) at local residential street intersections are optional. If provided, the minimum width between the curb extensions shall be 24-feet, unless otherwise approved by the Public Works Director. Curb extensions shall not be used on streets with bike lanes.

Finding: All proposed curbs have been designed to meet the City of Florence Standards and Specifications and are consistent with the requirements of this section.

10-36-2-19: Street Names: The developer shall submit proposed street names to the City of Florence Community Development Department for review and submittal to the Lane County Road Naming Committee for approval prior to recording final plat. No new street name shall be used that duplicates or could be confused with the name of an existing street in the County. Street names shall be in conformance with FCC 8-2-1-1.

Finding: The proposed street names will be submitted to the City for review prior to recording the final plat.

10-36-2-20: Survey Monuments: Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been re-established.

Finding: The applicant acknowledges that it is the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been re-established.

10-36-2-21: Street Signs: The cost of signs required for new development, including stop signs and any other roadway signs, shall be the responsibility of the developer and shall be installed as part of the street system developed and approved through the land use process. Signs shall be installed by developers per City of Florence Standards and Specifications.

Finding: The applicant acknowledges that it is the responsibility of the developer and shall be installed as part of the street system developed and approved through the land use process.

10-36-2-22: Mail Boxes: Plans for mail boxes shall be approved by the United States Postal Service.

Finding: Group mailboxes will be provided for each group of detached houses and in two locations for the attached housing. The multi-family housing will be served by group mailboxes within the covered breezeway stairs. All proposed mailbox plans will be approved by the United States Postal Service. This standard is met.

10-36-2-23: Street Light Standards: Street lights shall be provided in all developments within the City and shall be provided in accordance with Resolution 16, Series 1999. The Planning Commission during site design review may add street lights at other locations and authorize specific exceptions to the above priorities when necessary in order to enhance the public safety and welfare; actual locations may be varied slightly depending on placement of Central Lincoln PUD poles. Streetlights shall be installed in accordance with City of Florence Standards and Specifications. Where a private street intersects a public street, a street light shall be installed.

Finding: All proposed street lighting has been shown on the Photometrics Plan (Sheet C-6) and is consistent with the requirements of this section.

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.

Finding: A Composite Utility Plan (Sheet C-8) has been submitted under Appendix E which illustrates the proposed sewer, water and storm water design for the site. This standard is met.

- C. Existing Watercourse:** Where a proposed development is traversed by a watercourse, drainage way, 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.

Finding: The subject site is not traversed by a watercourse, drainage way, channel, or stream. The requirements of this section are not applicable.

- 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.

Finding: Oversizing of the sewer, water, or storm drainage systems is not required as a part of the development.

- 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.

Finding: The proposed development will conform to the applicable provisions of the Oregon Fire Code. Verification of existing and proposed water service mains and hydrant flow supporting the site will be provided. This standard is met.

- 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.

Finding: The site can be adequately served by the existing water, sewer and stormwater system. This standard is met.

10-36-4: EROSION CONTROL: In addition to standard City requirements for stormwater, erosion control and sand management, projects that disturb one (1) or more acres of land over a period of time, a National Pollution Discharge Elimination System (NPDES) Permit must be obtained from the Department of Environmental Quality prior to the issuance of a development permit or land use permit based on appropriate criteria.

Finding: The applicant will obtain all necessary permits for the proposed development.

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.

Finding: All new utility lines will be located underground, as shown on the Composite Utility Plan (Sheet C-8). This standard is met.

10-36-6: EASEMENTS:

- A. Provision:** Dedication of easements for storm water, sewers, water and for access thereto for maintenance, in order to safeguard the public against flood damage and the accumulation of surface water; dedication of easements for sanitary sewers, and for access thereto for maintenance; and dedication of easements for other public

utilities may be required of the land divider by the Planning Commission along lot rear lines, lot side lines or elsewhere as necessary to provide needed facilities for present or future development of the area in accordance with the purpose of this Title. Easements for utility lines shall be not less than fifteen feet (15') in width and the utility shall be located in the center of the easement. Before a partition or subdivision can be approved, there shall appear thereon a restriction, providing that no building, structure, tree, shrubbery or other obstruction shall be placed or located on or in a public utility easement. The City may require an additional five foot (5') easement for utility lines along street frontages when necessary.

- B. **Recordation:** As determined by the City all easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other public utilities shall be recorded with the final plat.

Finding: Easements will be provided for all public utilities on site. All proposed utility easements have been shown on the Composite Utility Plan (Sheet C-8).

10-36-9: PARKLANDS:

- A. **Purpose:** For the purpose of promoting health, safety, and the general welfare of City residents, this section provides for the provision of parkland for recreational opportunities and/or openspace for passive recreational use for Florence residents. The parkland provision serves the following specific purpose:

1. To address the Community Needs identified in the Florence Parks and Recreation Master Plan (Master Plan) and to ensure that park land and open space are provided to meet the needs of residents of new residential developments.

- B. **Parklands:**

1. Developers are encouraged to work with the City to identify parkland facilities proposed in their service area. If the City has an interest in acquiring a portion of a proposed land division or development, or if the City has been advised of such interest by another district or public agency, and there is reasonable assurance that the steps will be taken to acquire the land, then the Planning Commission may require that those portions of the land division be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to subdivision.
2. Areas smaller than one acre for new public parkland is generally impractical. If less than one acre of public parkland is proposed, the dedication should add on to an existing park area within or adjacent to the development site or provide some special public benefit acceptable to the city such as a trail connection.

- C. **Standards for Parkland:**

1. **Ownership and Maintenance Requirements.** Land provided for parkland shall be owned and maintained in one or more of the following ways:
 - a. Dedicated to, and accepted by, the City;
 - b. Privately owned, developed, and maintained by the property owner or

Home Owners Association;

- c. Owned and maintained by a land conservation entity, such as The Nature Conservancy;**
- d. Accessible to the public through a public easement.**

Finding: The subject site is not located within an area that has been identified as a Residential Area Under-Served by Community Parks on Figure 4.4 Community Park Service Areas map within the Parks and Recreation Master Plan. The proposed open space and recreation areas on site will be under private ownership. This standard is met.

Chapter 37 – Lighting

10-37-3: LIGHTING PLANS REQUIRED: All applications for building permits and land use planning review which include installation of exterior lighting fixtures, not exempted, shall include the number of luminaires, the number of lamps in each luminaire, a photometric report for each type of luminaire and a site plan with the photometric plan of the lumen output.

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

Finding: A Photometrics Plan (Sheet C-6) consistent with the requirements of this section has been submitted under Appendix E of this land use application.

10-37-4: LIGHTING STANDARDS:

- A. All exterior lighting fixtures subject to this code section must be designed as a full cut-off fixture or have a shielding method to direct light emissions downward below the horizontal plane onto the site and does not shine illumination or glare skyward or onto adjacent or nearby property.**
- B. Parking areas shall have lighting to provide at least two (2) foot-candles of illumination at any point in the entire lot with a maximum of five (5) foot-candles over parking spaces and walkways. The Design Review Board may decrease the minimum if the applicant can provide documentation that the overall parking lot has adequate lighting. The Design Review Board may increase the maximum on a case-by-case basis, with no greater than 7 foot-candles measured directly under the light fixture.**
- C. Lighting in or adjacent to residential zones or residential uses shall not exceed twenty feet in height as measured from the adjacent grade to the top of the light fixture. Heights in other zoning districts shall not exceed 25 feet unless the Design Review Board adopts findings that the higher light fixtures are necessary to achieve proper illumination levels.**
- D. Main exterior lights for commercial, institutional, and industrial buildings, landscaping and parking lots shall be extinguished at end of business hours with a minimum lighting remaining for personal and building security and safety after hours.**
- E. A thirty-day review period beginning with the first day in business using the new lighting system shall be required to evaluate and adjust illumination levels of lighting. The City may ask for lighting to be adjusted in this time period based on public comments or staff inspections.**
- F. All externally lit commercial signs should shine from the top and point down toward**

the ground. Signs with uplighting must be shielded so that illumination is restricted to the sign face and glare is eliminated.

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

Finding: A Photometrics Plan (Sheet C-6) consistent with the requirements of this section has been submitted under Appendix E of this land use application.

10-37-5: EXEMPTIONS:

- A. Exterior light fixtures, except Mercury Vapor lights, lawfully installed prior to and operable on the effective date of the requirements codified in this Ordinance except as follows:**
- 1. All replacement of outdoor lighting fixtures, as of the date of adoption, shall be subject to the provision of this ordinance.**
 - 2. Until a date ten years after the date of the adoption of this ordinance.**
- B. Lighting within public right-of-way or easement for the purpose of illuminating streets or roads. No exemption shall apply to any lighting within the public right of way or easement when the purpose of the luminaire is to illuminate areas outside the public right of way or easement.**
- C. Fossil Fuel Light. All outdoor light fixtures producing light directly by the combustion of natural gas or other fossil fuels.**
- D. Carnivals, fairs and temporary events that require the use of exterior lighting require a special events license. Permanent installations at dedicated sites must conform to the requirements of this Ordinance.**
- E. Seasonal Holiday Lighting - Lights used for decorating during holidays or festivals as defined in this code section and may be blinking or flashing.**
- F. Lighting for a properly displayed U.S. flag is exempt.**
- G. Construction lighting necessary for a roadway, building, or utility construction site except that permanent installations at dedicated sites must conform to the requirements of this Ordinance.**
- H. Up-lighting intended to highlight part of a building or landscaping provided that the light distribution from the fixture is effectively contained by an overhanging architectural element or landscaping element and does not shine beyond the intended target including into the night sky. Such containment elements may include but are not limited to awnings, dense shrubs or year round dense evergreen tree canopies which will contain illumination of the sky.**
- I. Commercial and industrial low wattage lighting used to highlight driveways and landscaping, or applied to a building providing they are properly aimed and shielded down to not shine glare, emit direct illumination, or cast a shadow into the public right of way or onto abutting or nearby properties.**
- J. Lighting for public monuments, murals, and statuary providing lighting is properly aimed and shielded to contain light to the art feature and not shine glare into the public**

- right of way or onto abutting or nearby properties.
- K. Airport operations lighting and aircraft navigational beacons as established by the Federal Aviation Administration. All other airport outdoor lighting must conform to this ordinance.
 - L. Underwater lighting in swimming pools and other water features.
 - M. Temporary lighting for theatrical, television, and performance areas.
 - N. Athletic field lighting; steps should be taken to minimize glare and light trespass, and utilize sensible curfews. Light directed upward is prohibited.
 - O. Correctional Facilities
 - P. Ornamental and architectural lighting of bridges.
 - Q. Temporary exemptions as granted by the City of Florence.
 - R. In addition to exceptions mentioned above the below apply to residential uses.
 - 1. One partly shielded or unshielded luminaire at the main entry, not exceeding 630 lumens.
 - 2. Any other partly shielded or unshielded luminaires not exceeding 315 lumens.
 - 3. Low voltage landscape lighting aimed so that glare is not visible from adjacent properties and not exceeding 525 lumens per fixture.
 - 4. Shielded directional flood lighting aimed so that direct glare is not visible from adjacent properties and not exceeding 1,260 lumens.
 - 5. Lighting installed with a vacancy sensor, where the sensor extinguishes the lights no more than 10 minutes after the area is vacated.
 - 6. Decorative low wattage lights.

Finding: A Photometrics Plan (Sheet C-6) illustrating non-exempt lighting consistent with the requirements of this section has been submitted under Appendix E of this land use application.

10-37-6: PROHIBITIONS:

- A. **Laser Light Source.** The use of laser source light or any similar high intensity light for exterior advertising or entertainment is prohibited.
- B. **Searchlights and Strobe Lights.** The use of searchlights or strobe lights for purposes other than public safety or emergencies is prohibited.
- C. **Blinking & Flashing Lights.** All blinking and flashing lights except for traffic control fixtures, those used for public safety or emergencies, and seasonal holiday lights are prohibited.
- D. **Externally affixed neon lighting** is prohibited except in the following manner: As a trim element that surrounds windows, doors, or building edges; when located on building facades that face street frontages or internal driveways within commercial districts; such lighting must not be located more than 15 feet from finished grade and must not be used to define a building roof-line; and, such lighting must not include flashing, intermittent or rotating lights. Notwithstanding the provisions of this subsection, all neon lighting associated with signs must meet the requirements of the City of Florence Sign Code.

Finding: The proposed development does not include any of prohibited light fixtures listed within this section.

Title 11 – Subdivision Regulations

Chapter 3 – Subdivision Tentative Plan Procedure

11-3-2: TENTATIVE PLAN REQUIREMENTS:

11-3-4: APPROVAL OF TENTATIVE SUBDIVISION: After giving notice as required by FCC 10-1-1-6, the Planning Director or its designee shall grant approval or deny the subdivision tentative plan. The hearing decision and further consideration of a similar application shall be reviewed under a Type II process as defined by paragraph 10-1-1-6 of this Code. If approval involves implications of new or modified standards or policy, the Planning Commission and not its designee shall render a decision. Approval shall be based on compliance with the following criteria.

A. When the division of land results in remaining lots that are equal to or greater than twice the minimum lot size of the base zone, the application shall label it as a “Tract” and reserve it for open space as applicable or indicate the location of lot lines and other details of layout that show future land division may be made without violating the requirements of this land use code. In either scenario the tract(s) or future lot layout shall not interfere with the orderly extension of adjacent streets, bicycle paths, and accessways.

1. Any restriction of buildings within future street, bicycle path and accessway locations shall be made a matter of record in the tentative plan approval.

Finding: All proposed oversized lots will be provided for the use of open space and will be labeled as a “Tract” on the Tentative Plat. This standard is met.

B. All proposed lots comply with the development standards of the base zone.

Finding: The proposed subdivision is a residential Planned Unit Development (PUD) meeting the stated purposes of the PUD regulations. The Applicant proposes flexibility in the base zone standards as provided for in Chapter 23 of the development code. The modifications to the base zone standards have been addressed within this narrative. This standard is met.

C. Adequate public facilities are available or can be provided to serve the proposed parcels.

Finding: The proposed public and private utilities and facilities have been shown on the attached Composite Utility Plan (Sheet C-8). The site can be adequately served by the existing water, sewer and stormwater system. This standard is met.

D. The application provides for the dedication or conveyance of public rights-of-way or utility easements necessary and adequate to meet the standards of the applicable master plan.

Finding: The proposed development will require a dedication of right-of-way along Rhododendron Drive. The proposed right-of-way dedication has been shown on the

Site Plan (Sheet C-3). All public utility easements have been shown on the Composite Utility Plan (Sheet C-8). This standard is met.

E. The tentative plan complies with the requirements of this Title, all applicable provisions of the Oregon Revised Statutes including ORS Chapter 92, the Florence Zoning Ordinance, the Florence Comprehensive Plan and Policies, as well as the intent and purpose of this Title.

Finding: As demonstrated within this narrative and the submitted land use plan set, the tentative plan for the proposed planned unit development and subdivision complies with the requirements of this Title, all applicable provisions of the Oregon Revised Statutes, the Florence Zoning Ordinance, the Florence Comprehensive Plan and Policies as well as the intent and purpose of this title.

11-3-8: PHASED SUBDIVISION TENTATIVE PLAN: The subdivision of land may be phased. No land shall be divided as a phased subdivision without receiving tentative phased subdivision plan approval as set forth in this section. When the subdivision of land is phased, one tentative plan is approved by Planning Director for the entire phased subdivision, and each individual phase receives separate final plat approval from the Planning Director. Planning Director shall approve a phased subdivision tentative plan, provided affirmative findings can be made that: (Ordinance No. 7, Series 2019)

Finding: The proposed subdivision will be completed in a single phase. The requirements of this section are not applicable to this development.

SUMMARY AND CONCLUSION

Based upon the materials submitted herein, the Applicant respectfully requests approval from the City's Planning Department for this Type III Planned Unit Development Application (PUD) and Tentative Subdivision Application (SUB).

3J CONSULTING

9600 SW NIMBUS AVENUE, SUITE 100
BEAVERTON, OREGON 97008
PH: (503) 946.9365
WWW.3JCONSULTING.COM

August 7, 2020

John Murphey, Chair
Florence Planning Commission
250 Highway 101
Florence, OR 97439

Rhododendron and 35th Planned Unit Development
Resolution PC 20 07 PUD 01 and Resolution PC 20 08 SUB 01
Florence, Oregon

Dear Chair Murphey,

3J Consulting represents APIC Florence Holdings, LLC in matters related to the Rhododendron and 35th Planned Unit Development (Resolution PC 20 07 PUD 01 and Resolution PC 20 08 SUB 01). This letter has been prepared in order to respond to outstanding items listed within the staff report as well as public comments which have been received during the open public comment period for the application.

The Applicant appreciates the comments and concerns raised during the public comment period. The letters received address issues which are similar to the discussions that the Applicant had with the property's neighbors during a scheduled neighborhood meeting.

The following is a summary of the issues raised within the staff report that relate to several public comments. After each issue, the Applicant has provided a response.

Increased Traffic and the Traffic Impact Analysis

The staff report identified three main concerns with the Traffic Impact Analysis:

1. *Timing of traffic counts was performed, December 4, 2019, the week after Thanksgiving, a typically unacceptable time of year that seasonal adjustments will not necessarily account for.*
2. *Utilizing ODOT's traffic growth projections for Highway 101 on a project using city streets is problematic. ODOT's projections do not account for development growth but rather illustrate traffic trend data.*
3. *Not all right and left turns off of 35th and Rhododendron Dr. were evaluated. Oak St. is one notable miss.*

For these reasons accurate peer review analysis of Kittelson's conclusion on the need for traffic controls cannot be ascertained. The TSP does not predict any traffic controls being needed at the intersection of 35th and Rhododendron Dr. such as a roundabout or signal, there could be the need for one or more stop signs or some other feature. There are no roadways under county or state jurisdiction being suggested by the applicant, peer reviewer or even ODOT as needing traffic controls.

*The project is divided into two phases. In conjunction with application for **Final Plat** for the second phase the TIA shall be updated using traffic projection methodology that accounts for this project's phases, other approved projects in the transportation corridors being reviewed and is consistent with the TSP methodology used.*



Applicant's Response The Traffic Impact Analysis has been updated to address the Oak Street volumes, the timing of the traffic counts, concerns with Coast Guard Road and a traffic signal warrant analysis for the 35th Street and Rhododendron Drive intersection. The updated TIA has been submitted into the record.

Improvements to Rhododendron Drive

The applicant proposes using the alternative development cross section for Rhododendron Dr. rather than the standard cross section. That option is available when there are topographical or physical constraints. The grading plan does not illustrate any topographical constraints and there are no structures or major utility infrastructure physically constraining the development of the right-of-way. The right-of-way is platted sufficient width – 60 feet, so no additional right-of-way dedication is anticipated. The City has included in their capital improvement plan construction of the path both south and north of 35th St. and participation has been secured from Fairway Estates development to the north. Construction of the alternative development cross section would be in conflict with the capital improvement plan. The applicant shall construct the cross-section standard for Rhododendron Dr. or as modified by the Public Works Director or enter into a non-remonstrance agreement for proportionate contribution to near future improvements to Rhododendron Dr. in conformance with the TSP. (Condition 15).

Applicant's Response The road section for Rhododendron Drive was designed in accordance with the "Alternative" road option in the TSP due to the perceived restrictions in the existing ROW. This included 12-foot multi-use path, roadside curb, paved shoulder and standard drive lane.

Subsequent to discussions with City, the "Preferred" road option in the TSP has now been adopted with some flexibility in the design. This now includes 10-foot multi-use path, 4-foot road side planter/ditch, paved shoulder with the ability to reduce width as necessary and standard drive lane.

The proposed frontage improvements will be updated to incorporate the City's "Preferred" road option, as described above.

Stormwater and Groundwater

A peer review prepared by Civil West identified areas of concern with the proposed stormwater management plan. Concerns were raised about existing storm water infrastructure issues in the surrounding neighborhood and the use of infiltration methods on site.

Applicant's Response A Geotechnical Evaluation of Groundwater Hydraulics Memo prepared by Branch Engineering addressing the hydraulics of the site has been submitted into the record. The Memo concludes that proposed design for infiltration of Site stormwater is consistent with the area and local regulations and does not appear it will have an adverse impact on the current subsurface flow of water on or offsite of the property.

Wetland Delineation

Condition of Approval 12 – The applicant shall provide staff with a Phase 1 Site Investigation which will explain the treatment of the Yaquina Soils, prior to grading. The applicant shall complete a wetlands delineation and obtain DSL concurrence prior to site disturbance.

Applicant's Response A wetland delineation of the site was prepared by Pacific Habitat Services. A Wetland Memo dated December 20, 2019 has been submitted into the record.

Sincerely,



Mercedes Serra
Senior Urban Designer
3J Consulting, Inc.

Attach: Branch Engineering Geotechnical Evaluation of Groundwater Hydraulics
Pacific Habitat Services Wetland Memo
Traffic Impact Analysis

copy: Ms. Ashlee Sorber, APIC Florence Holdings, LLC
Mr. Bob Boileau, LRS Architects
Mr. T Paul Frank, LRS Architects
Mr. Charles Brucker, Place
Mr. Aaron Murphy, 3J Consulting, Inc
Mr. Andrew Tull, 3J Consulting, Inc
File

3J CONSULTING

9600 SW NIMBUS AVENUE, SUITE 100
BEAVERTON, OREGON 97008
PH: (503) 946.9365
WWW.3JCONSULTING.COM

July 13, 2020

Wendy Farley-Campbell
Planning Director
250 Highway 101
Florence, OR 97439

Rhododendron and 35th Planned Unit Development
Resolution PC 20 07 PUD 01 and Resolution PC 20 08 SUB 01
Florence, Oregon

Dear Wendy,

This letter has been prepared in order to request a continuance for the public hearing before the City of Florence Planning Commission which is scheduled for July 14, 2020 regarding the Rhododendron and 35th Planned Unit Development (Resolution PC 20 07 PUD 01 and Resolution PC 20 08 SUB 01). We understand that a lot of public testimony has been entered into the record and would like to take the time to address this testimony prior to the opening of the public hearing.

We would request that the hearing remain closed and be continued until August 25, 2020 at 5:30pm. We understand that the 120-day statutory review clock may need to be extended to accommodate this request. We request that the review clock be extended from its current expiration date by 43 days to October 21, 2020.

We appreciate your consideration of our request. We will plan to attend the July 14th hearing, but we will not plan to offer testimony into the record.

Please feel free to give me a call if you have any questions or need any additional clarification.

Sincerely,



Mercedes Serra
Senior Urban Designer
3J Consulting, Inc.

copy: Ms. Ashlee Sorber, APIC Florence Holdings, LLC
Mr. Bob Boileau, LRS Architects
Mr. T Paul Frank, LRS Architects
Mr. Charles Brucker, Place
Mr. Aaron Murphy, 3J Consulting, Inc
Mr. Andrew Tull, 3J Consulting, Inc
File



Exhibit C2

From: Mercedes Serra <mercedes.serra@3j-consulting.com>
Sent: Tuesday, July 14, 2020 2:21 PM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; Andrew Tull <andrew.tull@3j-consulting.com>; Aaron Murphy <aaron.murphy@3j-consulting.com>; Megan Messmer <megan.messmer@ci.florence.or.us>; Kelli Weese <kelli.weese@ci.florence.or.us>
Subject: RE: Rhododendron and 35th Planned Unit Development - Continuance Request

Hi Wendy,

Thank you for getting back to us. We would like to move forward with **Option 2** below. Andrew and I will still submit speakers cards and attend the meeting this evening to be available if necessary.

Best,

Mercedes Serra | Senior Urban Designer | 3J Consulting
O: 503.946.9365 x.211 | C: 541.999.7870

From: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Sent: Tuesday, July 14, 2020 1:08 PM
To: Mercedes Serra <mercedes.serra@3j-consulting.com>
Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; Andrew Tull <andrew.tull@3j-consulting.com>; Aaron Murphy <aaron.murphy@3j-consulting.com>; Megan Messmer <megan.messmer@ci.florence.or.us>; Kelli Weese <kelli.weese@ci.florence.or.us>
Subject: RE: Rhododendron and 35th Planned Unit Development - Continuance Request

Mercedes,

Good afternoon. Thank you for your continuance request.

After consulting with legal counsel we feel the best course of action, that considers both the applicant and the public, is one of the two methods outlined below. If your team has a preference for one of them please advise us by 3:30 p.m. today.

#1. The Planning Commission Chair opens the public hearing. Staff presents a short recap of the last week and the continuance request—not the project or staff’s recommendation. Public comments will then be taken from those who have signed up by today at 3:30, so they do not need to come back August 25th. The hearing is left open to a date certain of August 25th and the 120 day processing deadline is extended to October 21st (the date certain, I’ve not crosschecked the 43 day extension)

#2. The Planning Commission Chair will announce your request to not open the hearing and continue the item to August 25th. To accommodate the request to carry over the meeting the hearing notice will be mailed and republished in the paper as previously done and at the applicant’s expense. (around \$300) The hearing will then be opened on August 25th under normal procedure.

Thank you for understanding as we navigate along side you the obligation to keep the public’s interest also in mind.

Exhibit C2

Regards,

Wendy FarleyCampbell

Planning Director | City of Florence

O: 541.997.8237

250 Highway 101, Florence OR 97439

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

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

PUBLIC RECORDS LAW DISCLOSURE:

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

From: Mercedes Serra <mercedes.serra@3j-consulting.com>

Sent: Monday, July 13, 2020 5:49 PM

To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>

Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; Andrew Tull <andrew.tull@3j-consulting.com>; Aaron Murphy <aaron.murphy@3j-consulting.com>

Subject: Rhododendron and 35th Planned Unit Development - Continuance Request

Hi Wendy,

Please find the attached letter requesting a continuance to our scheduled 7/14/2020 Planning Commission hearing. Please let us know whether the PC plans to open the hearing for testimony or keep the hearing closed and we will be sure to keep our team in the loop.

Thank you,

Mercedes Serra | Senior Urban Designer | **3J Consulting**

9600 SW Nimbus Ave, Suite 100 | Beaverton, OR 97008

O: 503.946.9365 x.211 | C: 541.999.7870

mercedes.serra@3j-consulting.com

Connect with us: [Website](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#)

CIVIL ENGINEERING | WATER RESOURCES | COMMUNITY PLANNING

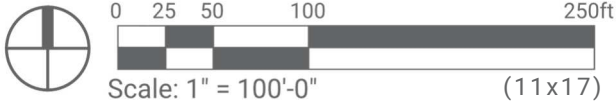
*Named one of the **100 Best Companies** to work for in Oregon!*

MASTER PLAN: BUILDING TYPES

SITE PROGRAM	Unit #	Building Coverage	Site %	Lot Area	Site %
Attached Housing	= 49 =	62,858 sf	15.6%	85,244 sf	21.1%
Detached Housing	= 31 =	42,718 sf	10.6%	84,227 sf	20.8%
Multi-Family Housing	= 46 =	28,940 sf	7.1%	69,713 sf	17.3%
TOTAL	= 126 =	134,516 sf	33.3%	239,184 sf	59.2%
	(13.6 Units/Acre)				



Exhibit D



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



MASTER PLAN: BUILDING TYPES
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 1

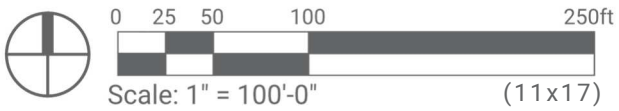
MASTER PLAN: OPEN SPACE

SITE PROGRAM

	Unit #	Building Coverage	Site %	Lot Area	Site %
Attached Housing	= 49 =	62,858 sf	15.6%	85,244 sf	21.1%
Detached Housing	= 31 =	42,718 sf	10.6%	84,227 sf	20.8%
Multi-Family Housing	= 46 =	28,940 sf	7.1%	69,713 sf	17.3%
TOTAL	= 126 =	134,516 sf	33.3%	239,184 sf	59.2%
	(13.6 Units/Acre)				

Open Space - Min 20%*	=	81,751 sf	(81,751/404,120 =)	20.2%
Recreation Space - Min 25% / Open Space =		29,907 sf	(29,907/81,751 =)	36.6%

*Note: Assumes 10' Perimeter Yard at adjacent property & 5' Perimeter Yard at public R.O.W.



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



MASTER PLAN: OPEN SPACE
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



3J CONSULTING

PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 2

MASTER PLAN: PHASE 1A

SITE PROGRAM

	Unit #	Building Coverage	Site %	Lot Area	Site %
Attached Housing	= 31 =	39,750 sf	9.9%	53,841 sf	13.3%
Detached Housing	= 15 =	20,670 sf	5.1%	40,588 sf	10.0%
Multi-Family Housing	= 46 =	28,940 sf	7.1%	69,713 sf	17.3%
TOTAL (Phase 1A)	= 92 =	89,360 sf	22.1%	164,142 sf	40.6%

Open Space - Min 20%*	=	64,003 sf	(64,003/308,713 =)	20.7%
Recreation Space - Min 25% / Open Space =	=	25,470 sf	(25,470/64,003 =)	39.8%

*Note: Assumes 10' Perimeter Yard at adjacent property & 5' Perimeter Yard at public R.O.W.

Total Site (Phase 1A)	=	(7.09 Acres)	308,713 sf	76.4%
-----------------------	---	--------------	------------	-------

BUILDING PROGRAM

	Unit #	Building #	Total Unit #
Attached Housing: B2	= 2	x 3	= 6
Attached Housing: B3.1	= 3	x 4	= 12
Attached Housing: B3.2	= 3	x 3	= 9
Attached Housing: B4	= 4	x 1	= 4
Detached Housing: C1	= 1	x 1-9	= 1-9
Detached Housing: C2	= 1	x 6-15	= 6-15
Multi-Family Housing: A1	= 12	x 2	= 24
Multi-Family Housing: A2	= 11	x 2	= 22
Total Units (Phase 1A)			92

ESTIMATED SCHEDULE

	Phase 1A
Estimated Start Date (Site):	October 1 st , 2020
Length of Construction (Site):	7 Months
Estimated Start Date (Buildings):	February 1 st , 2021
Length of Construction (Buildings):	12 Months
Estimated Completion:	February 1 st , 2022



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



MASTER PLAN: PHASE 1A
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 3



0 25 50 100 250ft

Scale: 1" = 100'-0"

(11x17)

MASTER PLAN: PHASE 1B

SITE PROGRAM	Unit #	Building Coverage	Site %	Lot Area	Site %
Attached Housing	= 18 =	23,108 sf	5.7%	31,403 sf	7.8%
Detached Housing	= 16 =	22,048 sf	5.5%	43,639 sf	10.8%
Multi-Family Housing	= 0 =	0 sf	0%	0 sf	0%
TOTAL (Phase 1B)	= 34 =	45,156 sf	11.2%	75,042 sf	18.6%

Open Space - Min 20%*	=	17,748 sf	(17,748/95,407 =)	4.4%
Recreation Space - Min 25% / Open Space =		4,437 sf	(4,437/17,748 =)	25.0%

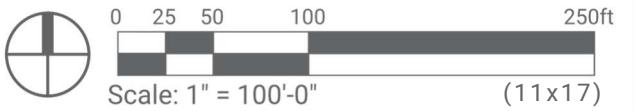
*Note: Assumes 10' Perimeter Yard at adjacent property & 5' Perimeter Yard at public R.O.W.

Total Site (Phase 1A)	=	(7.09 Acres)	308,713 sf	76.4%
Total Site (Phase 1B)	=	(2.19 Acres)	95,407 sf	23.6

BUILDING PROGRAM	Unit #	Building #	Total Unit #
Attached Housing: B2	= 2	x 2	= 4
Attached Housing: B3.1	= 3	x 0	= 0
Attached Housing: B3.2	= 3	x 2	= 6
Attached Housing: B4	= 4	x 2	= 8
Detached Housing: C1	= 1	x 1-16	= 1-16
Detached Housing: C2	= 1	x 1-16	= 1-16
Multi-Family Housing: A1	= 12	x 0	= 0
Multi-Family Housing: A2	= 11	x 0	= 0
Total Units (Phase 1B)			34

ESTIMATED SCHEDULE	Phase 1A
Estimated Start Date (Site):	October 1 st , 2020
Length of Construction (Site):	7 Months
Estimated Start Date (Buildings):	February 1 st , 2021
Length of Construction (Buildings):	12 Months
Estimated Completion:	February 1 st , 2022

	Phase 1B
Estimated Start Date (Buildings):	February 1 st , 2022
Length of Construction:	9 Months
Estimated Completion:	December 1 st , 2022



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS



MASTER PLAN: PHASE 1B
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER
A - 4

MASTER PLAN: OVERALL

SITE PROGRAM

	Unit #	Building Coverage	Site %	Lot Area	Site %
Attached Housing	= 49 =	62,858 sf	15.6%	85,244 sf	21.1%
Detached Housing	= 31 =	42,718 sf	10.6%	84,227 sf	20.8%
Multi-Family Housing	= 46 =	28,940 sf	7.1%	69,713 sf	17.3%
TOTAL	= 126 =	134,516 sf	33.3%	239,184 sf	59.2%
(13.6 Units/Acre)					

Open Space - Min 20%*	=	81,751 sf	(81,751/404,120 =)	20.2%
Recreation Space - Min 25% / Open Space =		29,907 sf	(29,907/81,751 =)	36.6%

*Note: Assumes 10' Perimeter Yard at adjacent property & 5' Perimeter Yard at public R.O.W.

Total Site (Phase 1A)	=	(7.09 Acres)	308,713 sf	76.4%
Total Site (Phase 1B)	=	(2.19 Acres)	95,407 sf	23.6%
TOTAL	=	(9.28 Acres)	404,120 sf	100.0%

BUILDING PROGRAM

	Unit #		Building #		Total Unit #
Attached Housing: B2	= 2	x	5	=	10
Attached Housing: B3.1	= 3	x	4	=	12
Attached Housing: B3.2	= 3	x	5	=	15
Attached Housing: B4	= 4	x	3	=	12
Detached Housing: C1	= 1	x	1-25	=	1-25
Detached Housing: C2	= 1	x	6-31	=	6-31
Multi-Family Housing: A1	= 12	x	2	=	24
Multi-Family Housing: A2	= 11	x	2	=	22
Total Units (Phase 1A)					92
Total Units (Phase 1B)					34
TOTAL					126

ESTIMATED SCHEDULE

	Phase 1A
Estimated Start Date (Site):	October 1 st , 2020
Length of Construction (Site):	7 Months
Estimated Start Date (Buildings):	February 1 st , 2021
Length of Construction (Buildings):	12 Months
Estimated Completion:	February 1 st , 2022

	Phase 1B
Estimated Start Date (Buildings):	February 1 st , 2022
Length of Construction:	9 Months
Estimated Completion:	December 1 st , 2022



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



MASTER PLAN: OVERALL
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



3J CONSULTING

PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 5

ESTABLISHING A STYLE

FLORENCE INFLUENCES



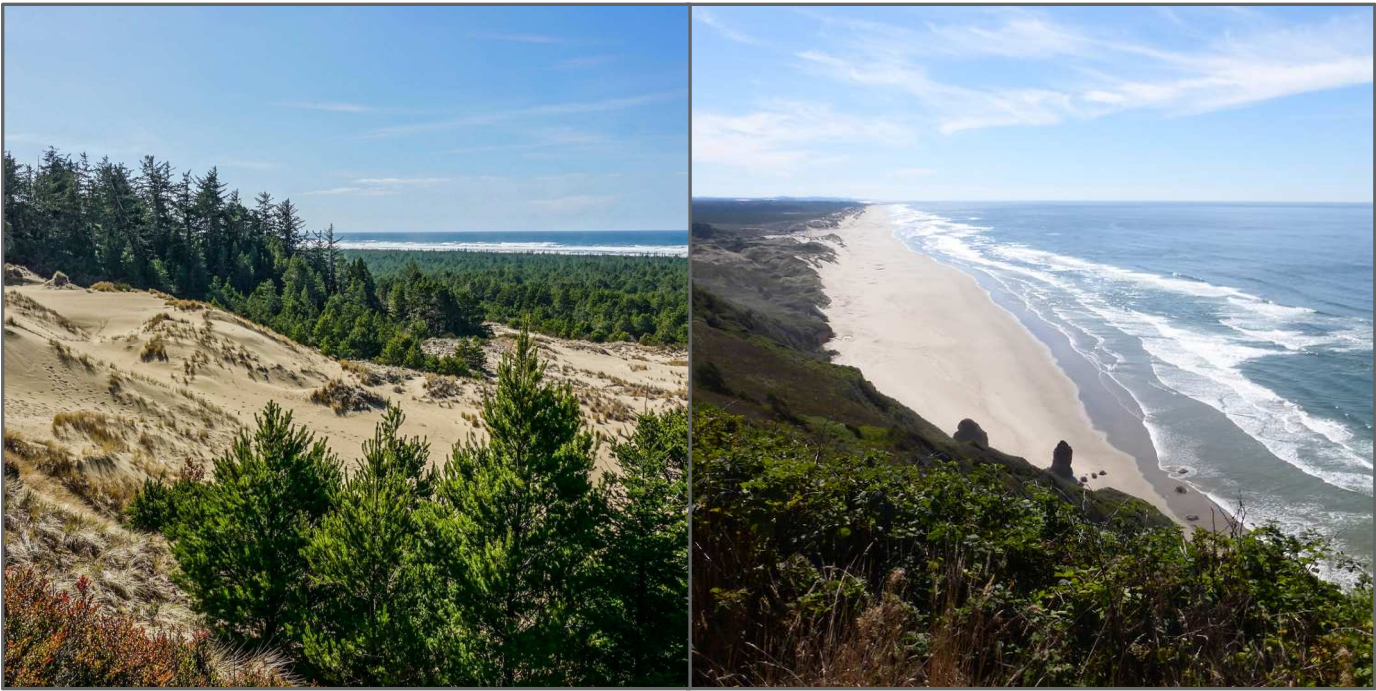
 History




 Culture



 Industry



 Climate

PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



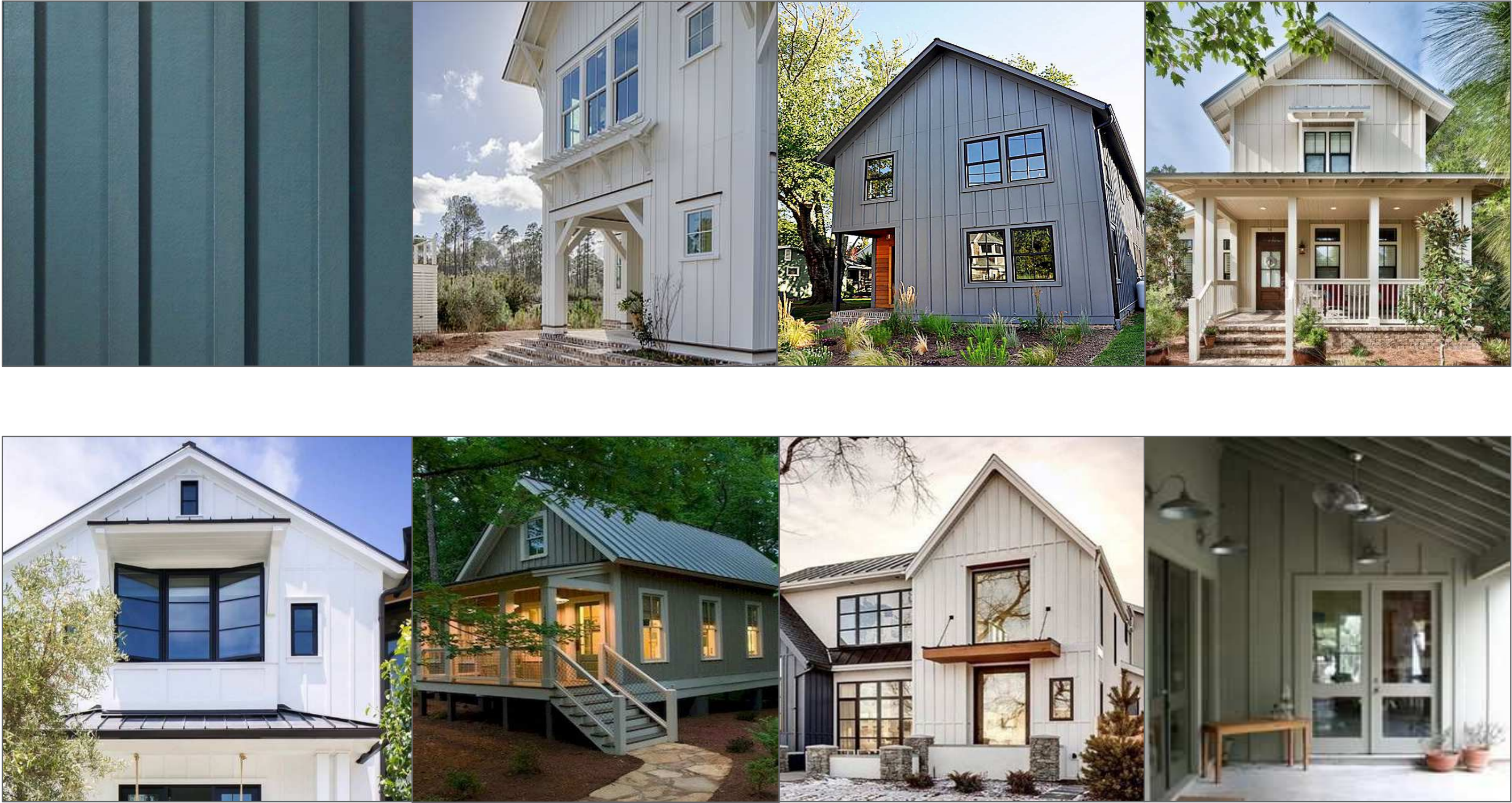
PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 6

ESTABLISHING MATERIALS: BOARD & BATTEN

PRECEDENTS



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



ESTABLISHING MATERIALS: BOARD & BATTEN
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 7

ESTABLISHING MATERIALS: COASTAL SHINGLE

PRECEDENTS



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



ESTABLISHING MATERIALS: COASTAL SHINGLE
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 8

ESTABLISHING MATERIALS: COTTAGE LAP

PRECEDENTS



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



ESTABLISHING MATERIALS: COTTAGE LAP
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER

A - 9

ESTABLISHING MATERIALS: MIXED COMBINATION

PRECEDENTS



PUBLISH DATE
02-14-2020

ISSUED FOR
PUD

REVISIONS



ESTABLISHING MATERIALS: MIXED COMBINATION
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION

PROJECT # | 219187 (LRS)
LAND USE # | TBD

TAX LOT(S) | 18S12W15 700 & 3800

DESIGNED BY | DH, MS

CHECKED BY | RB

SHEET NUMBER

A - 10

MULTI-FAMILY HOUSING: CONCEPT A1 & A2 – 11-12 UNITS

FLOOR PLANS

↑

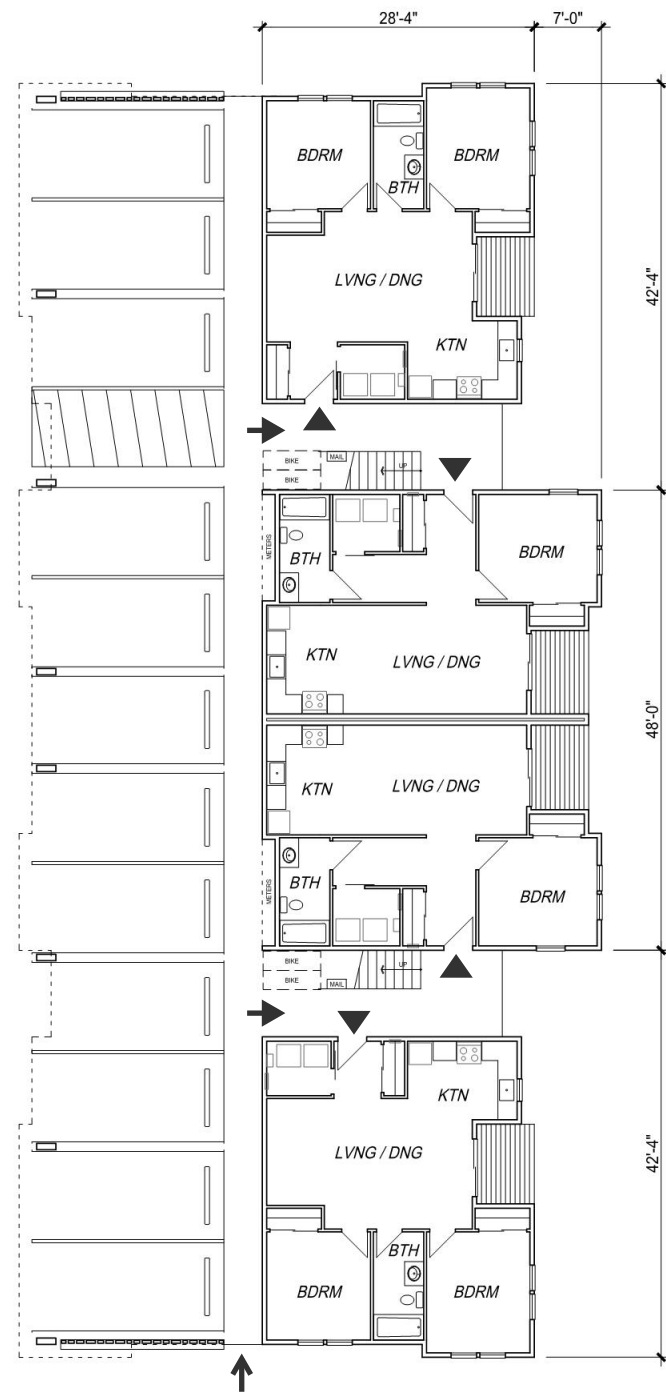
PEDESTRIAN ACCESS (SEE L-2 FOR ADDITIONAL INFORMATION)

↑

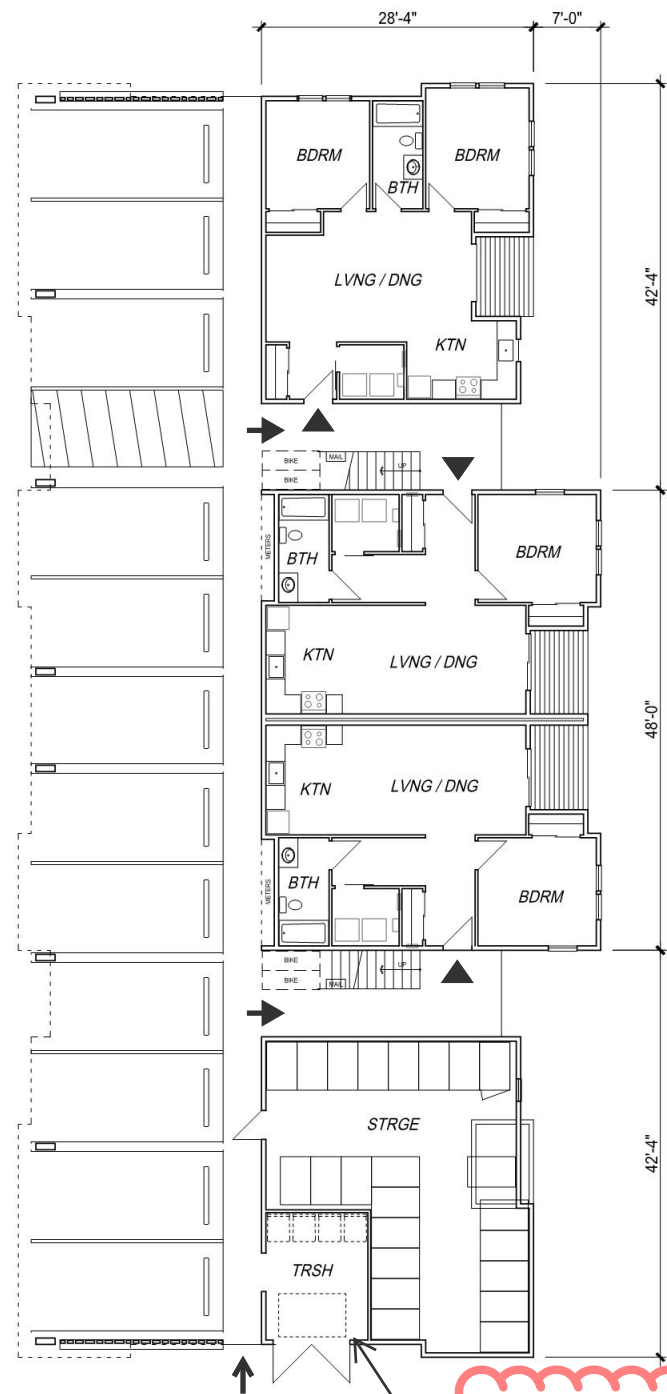
BREEZEWAY ACCESS

▲

UNIT ENTRANCE



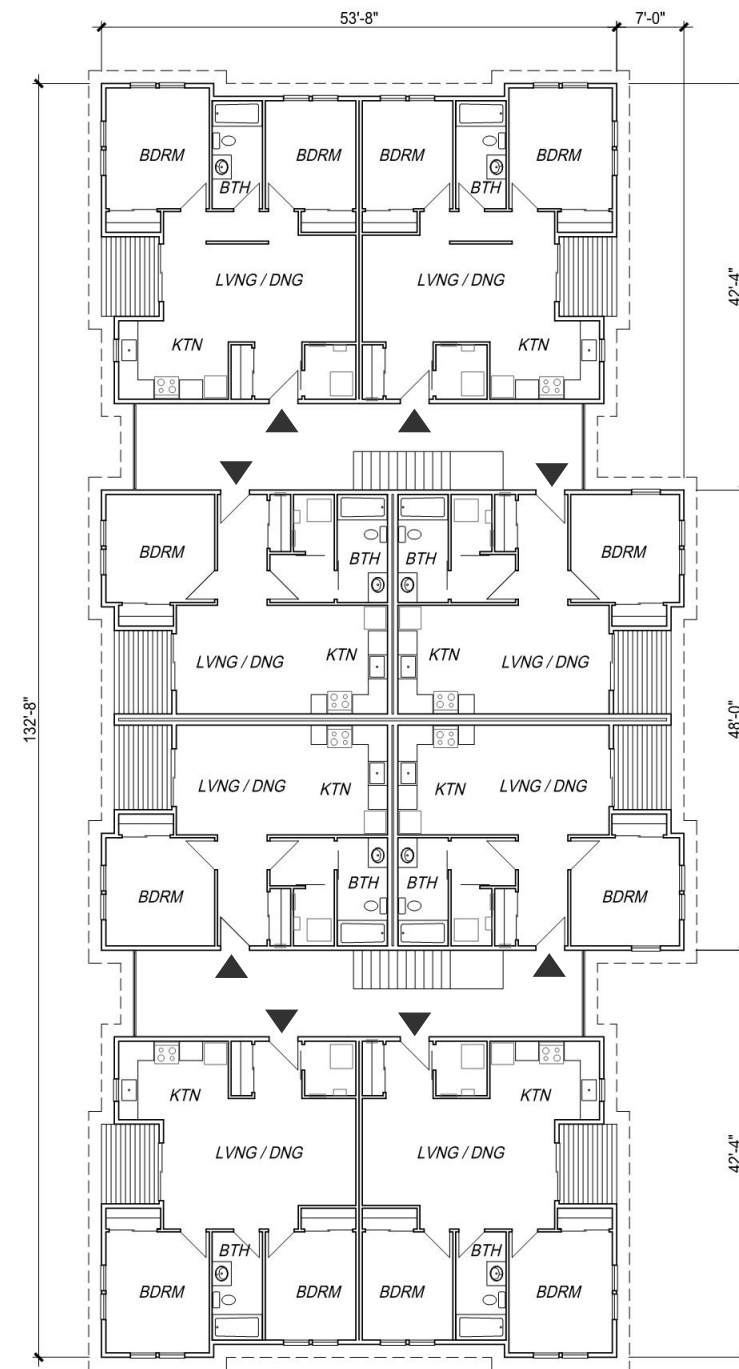
1ST FLOOR: A1 – 4 UNITS



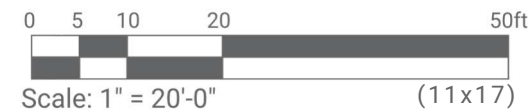
1ST FLOOR: A2 – 3 UNITS

TRASH ROOM.

SEE ON A-5



2ND FLOOR – 8 UNITS (A1 & A2)



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



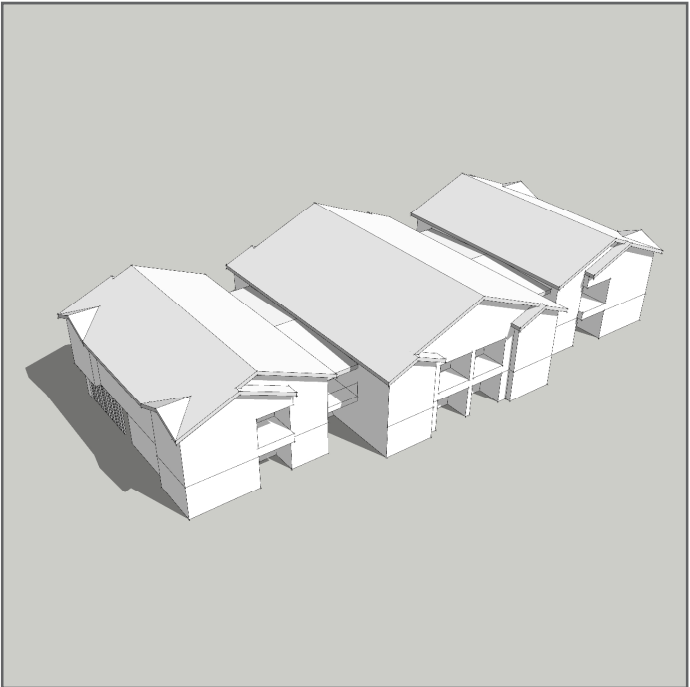
PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER
A - 11

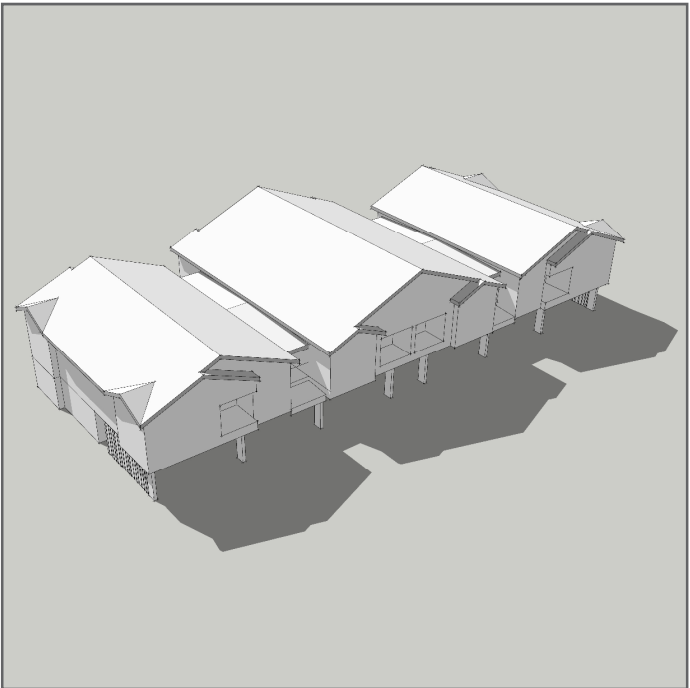
MULTI-FAMILY HOUSING: CONCEPT A1 & A2 – 11-12 UNITS

ELEVATIONS

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



MULTI-FAMILY HOUSING: A1 & A2 (ELEVATIONS)
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

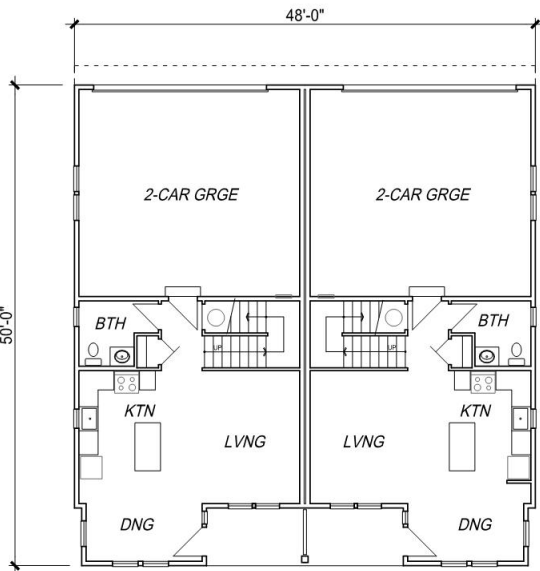
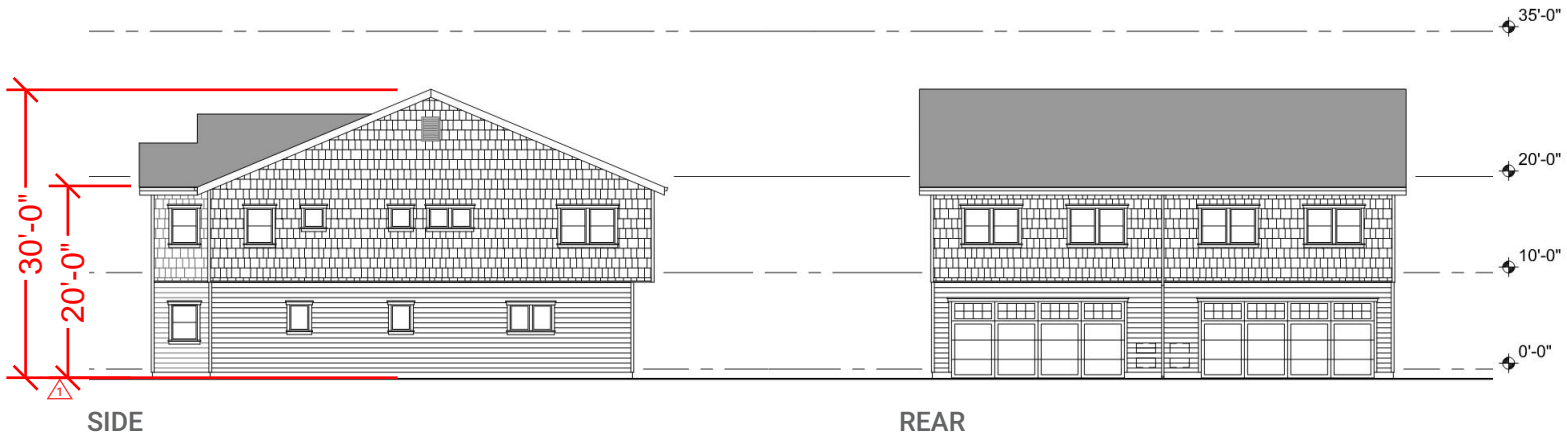
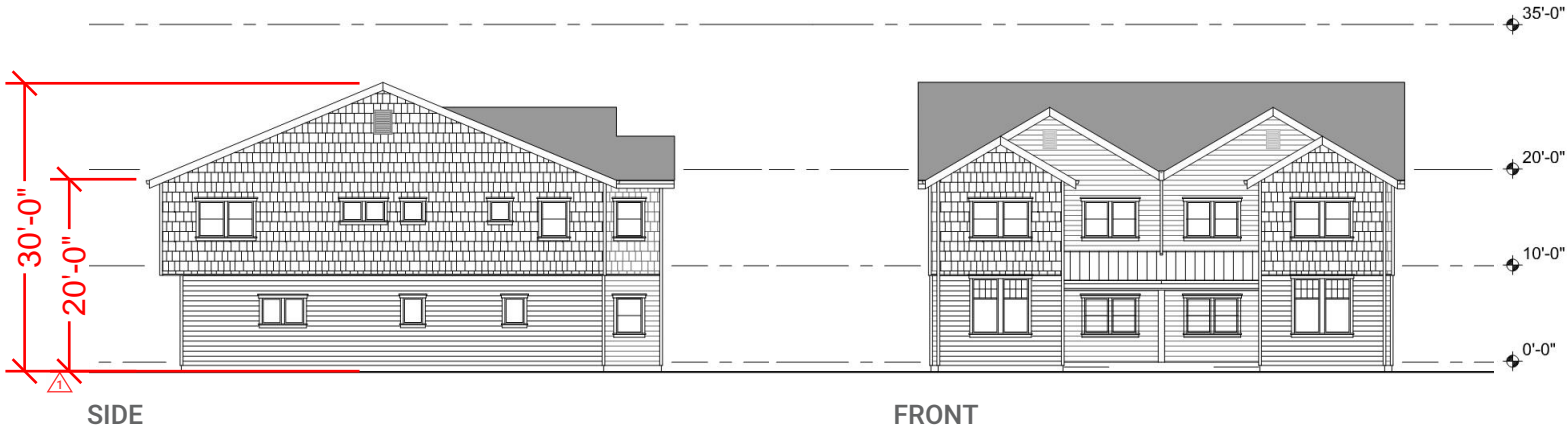
LRS
ARCHITECTS
PLACE
3J
CONSULTING

PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

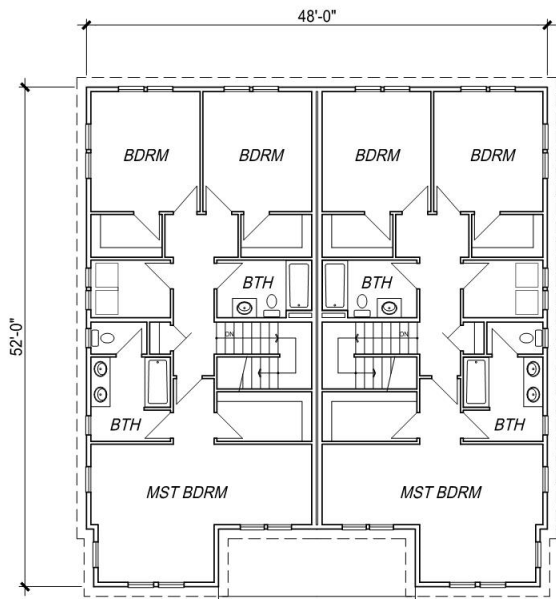
SHEET NUMBER
A - 12

ATTACHED HOUSING: CONCEPT B2 – 2 UNITS

ELEVATIONS & FLOOR PLANS

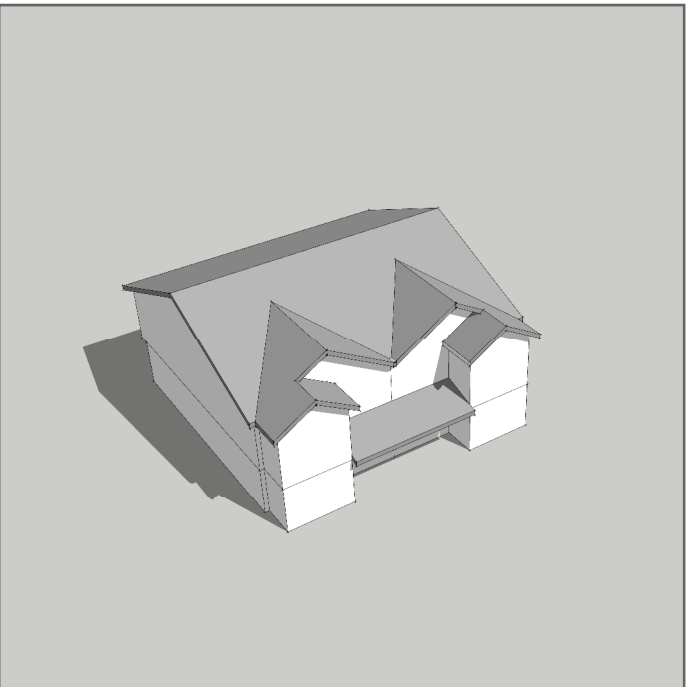


1ST FLOOR

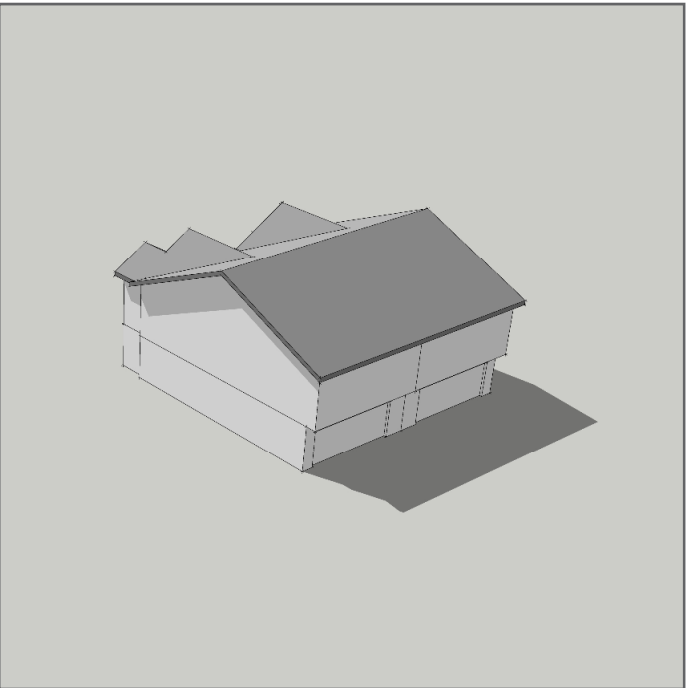


2ND FLOOR

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

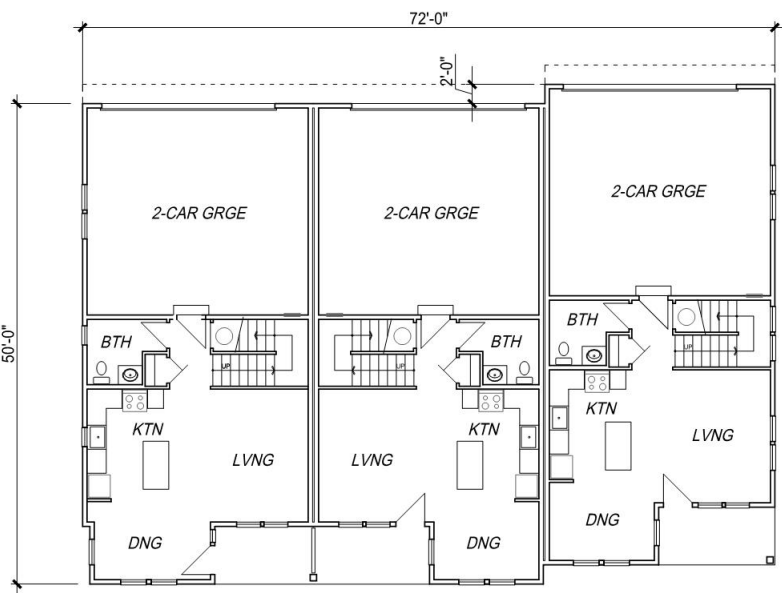
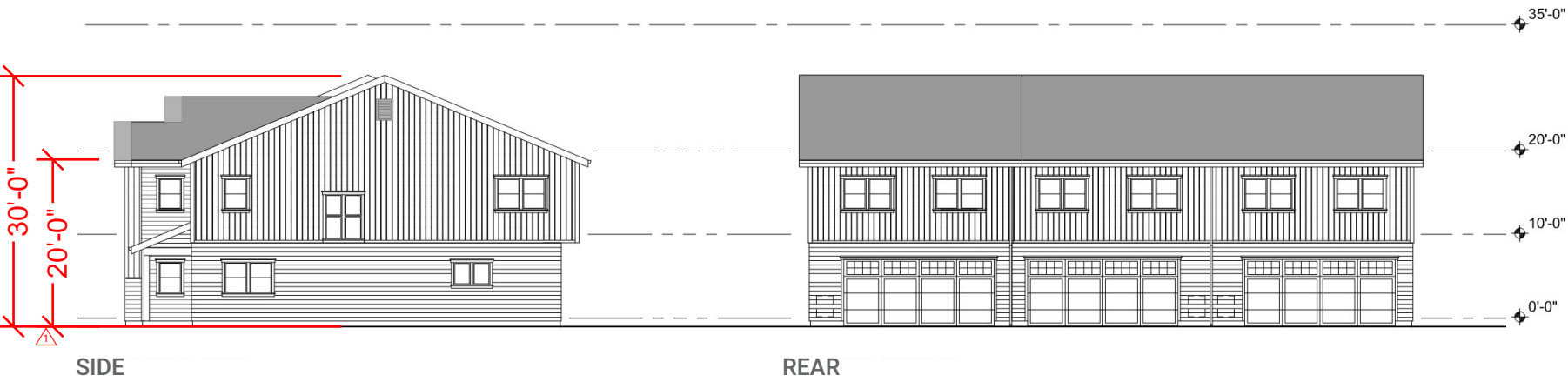
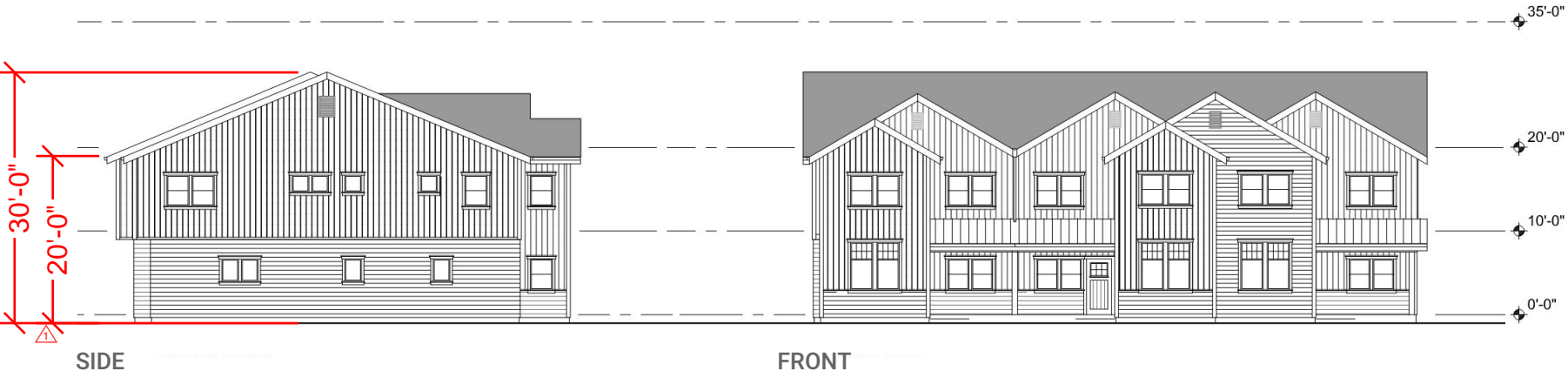


PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

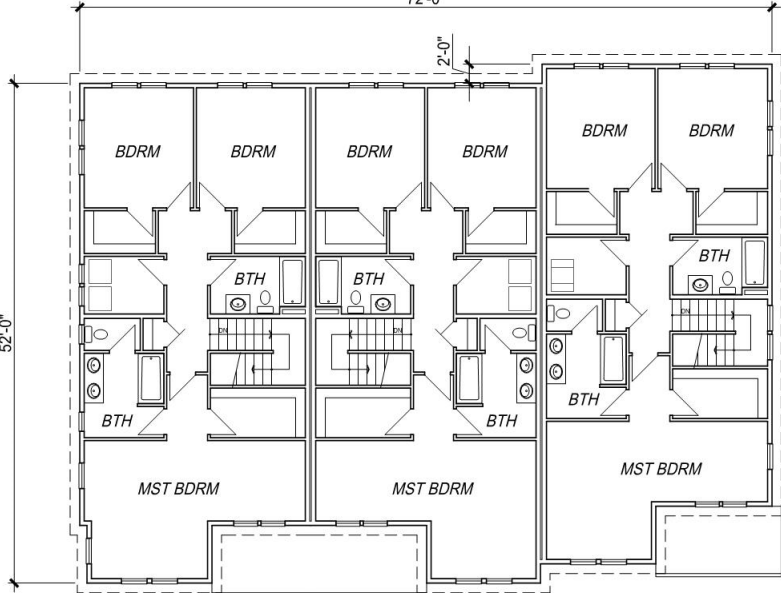
SHEET NUMBER
A - 13

ATTACHED HOUSING: CONCEPT B3.1 – 3 UNITS

ELEVATIONS & FLOOR PLANS

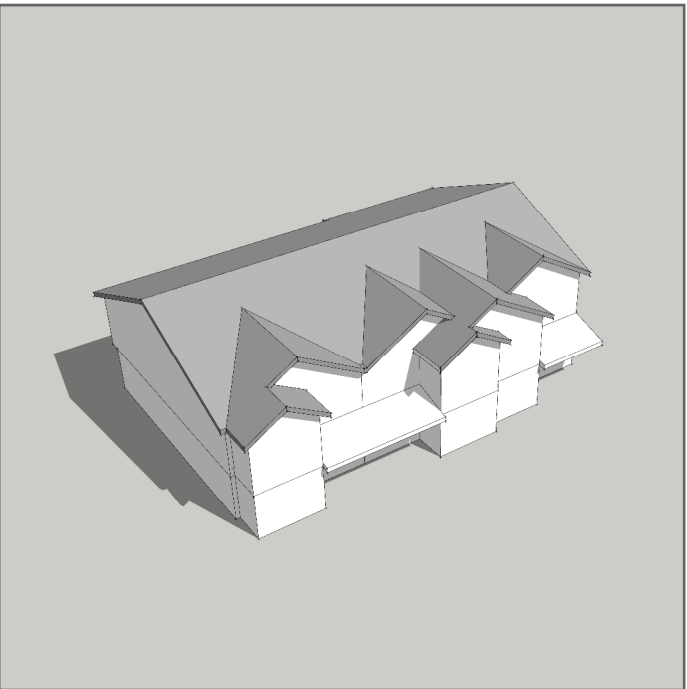


1ST FLOOR

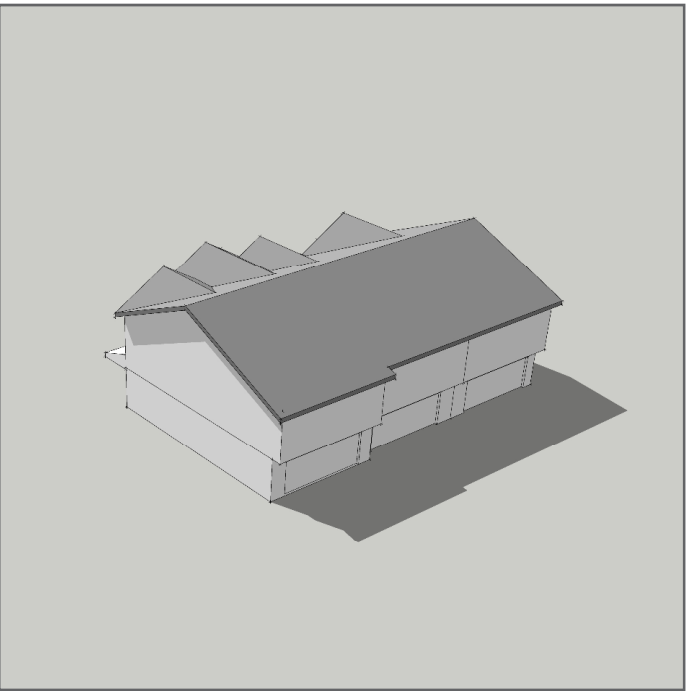


2ND FLOOR

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

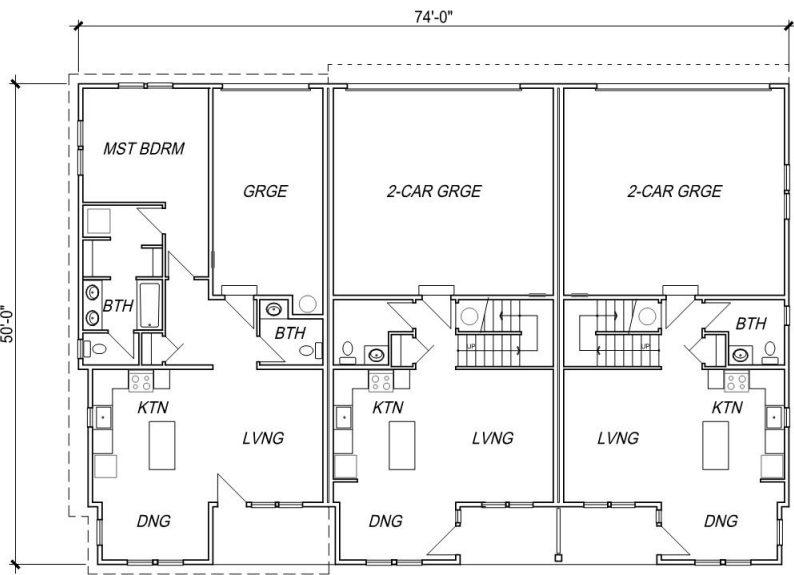
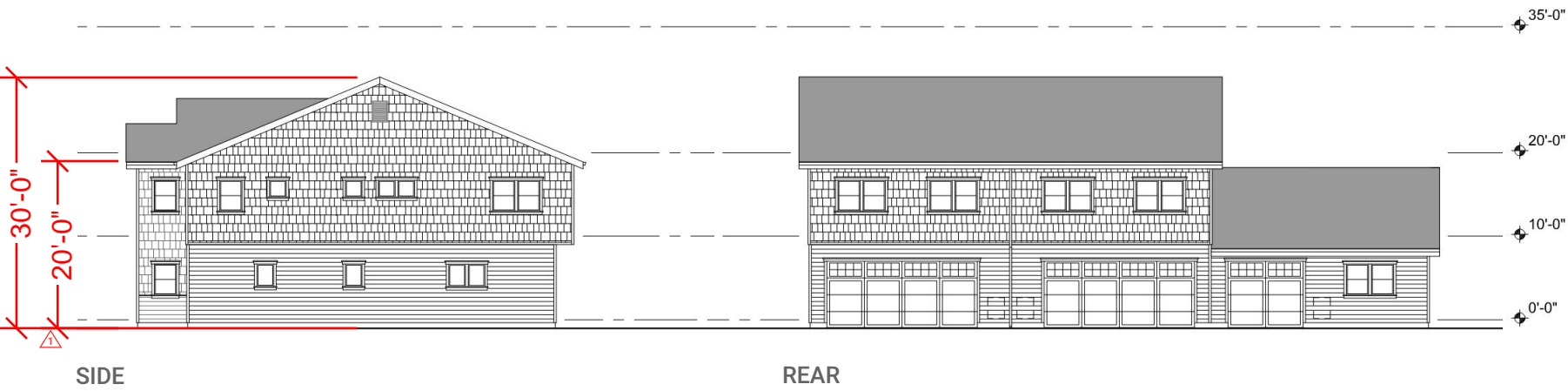
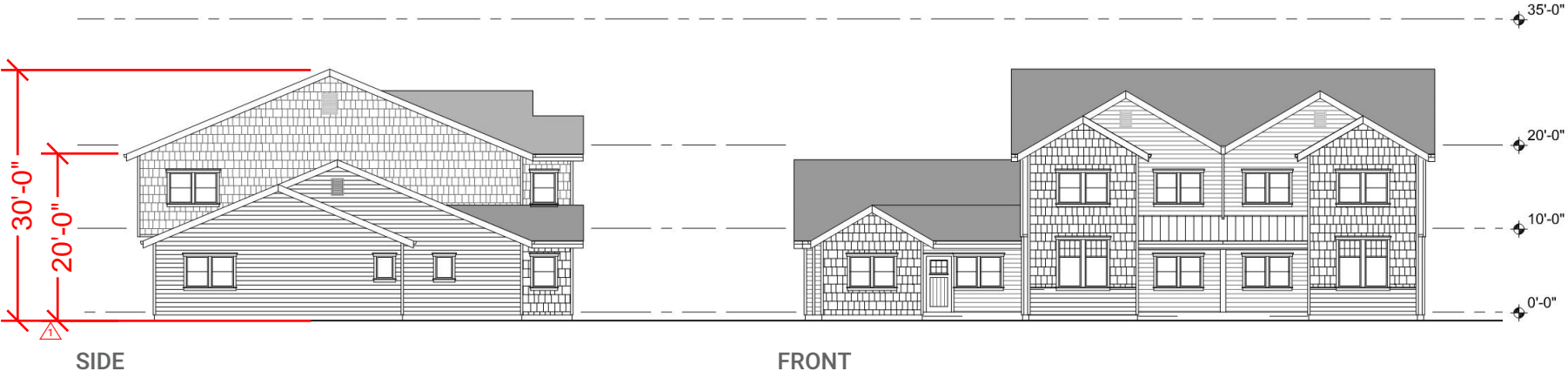


PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

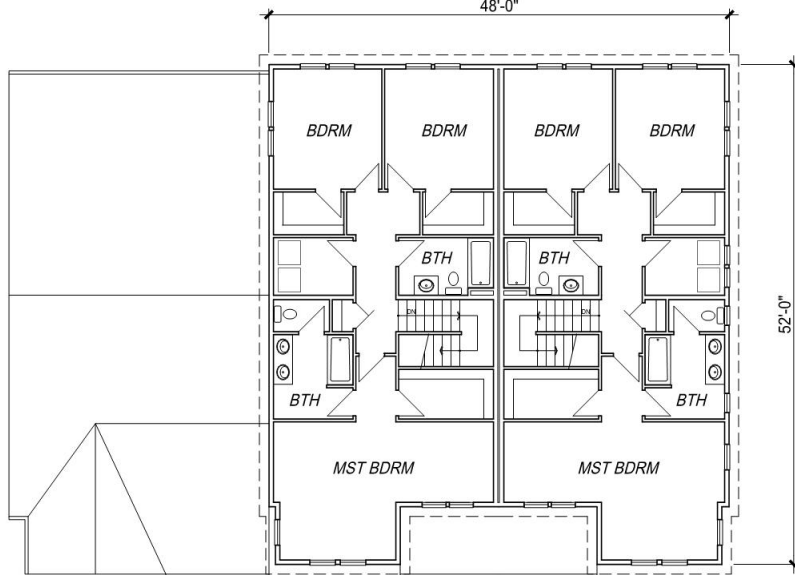
SHEET NUMBER
A - 14

ATTACHED HOUSING: CONCEPT B3.2 – 3 UNITS

ELEVATIONS & FLOOR PLANS

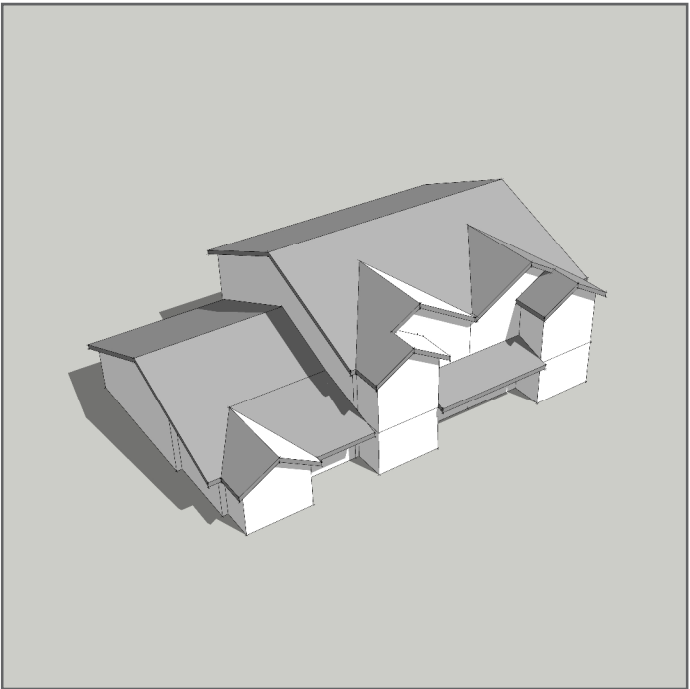


1ST FLOOR

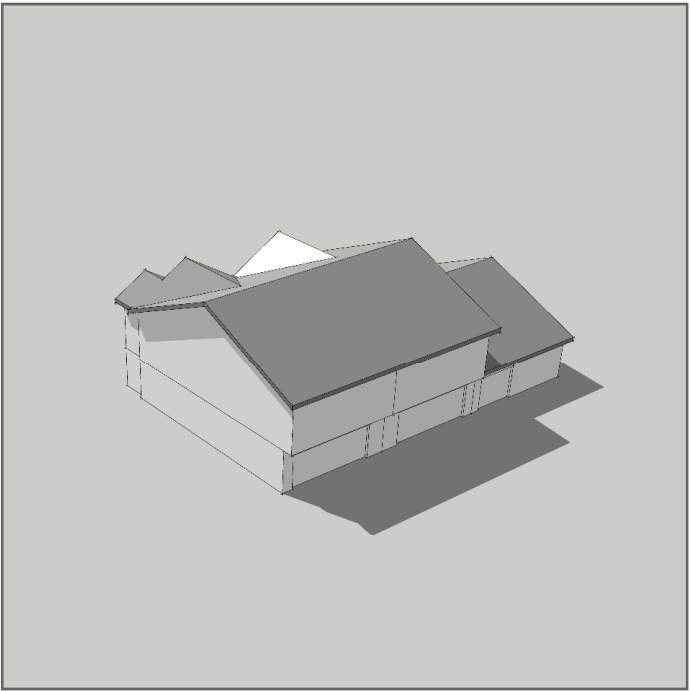


2ND FLOOR

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

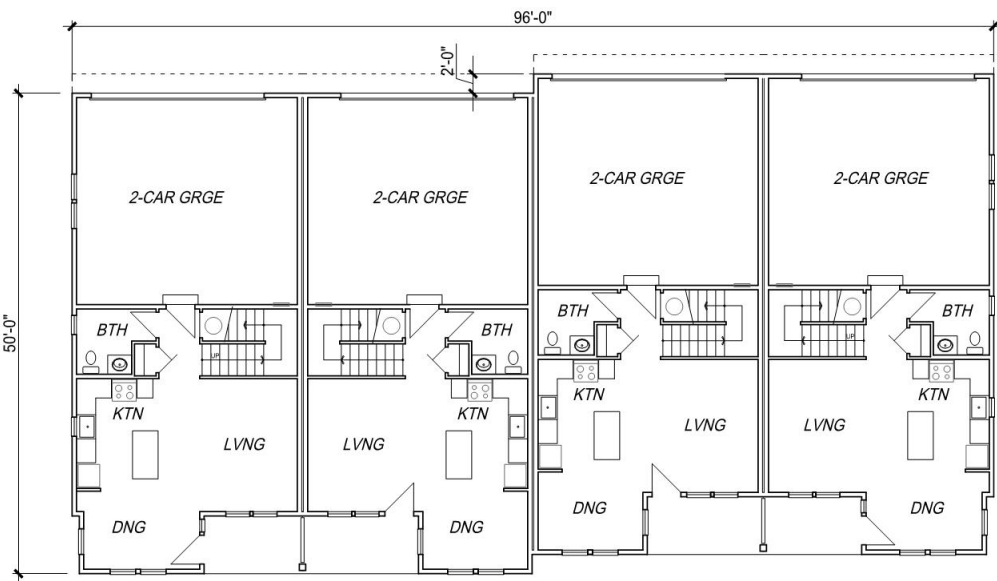
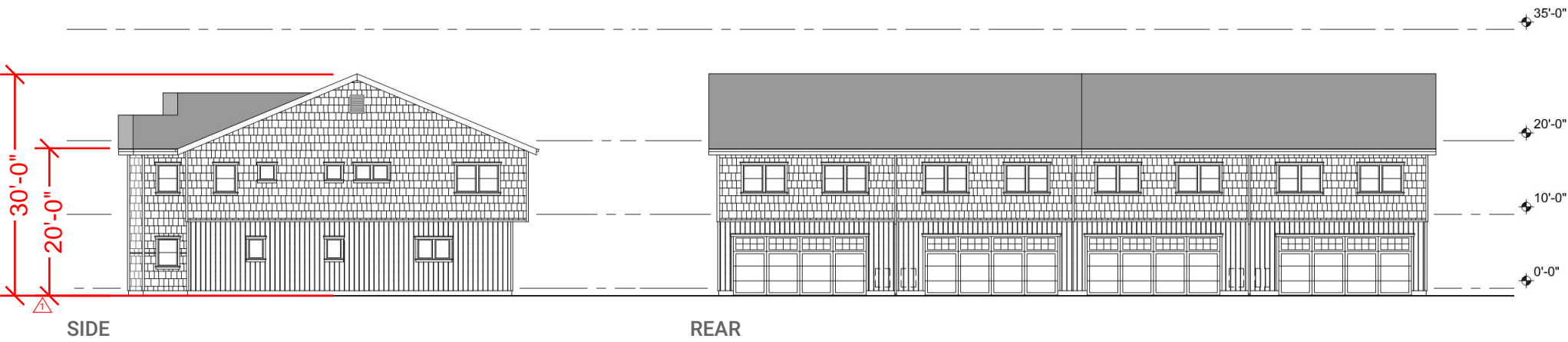
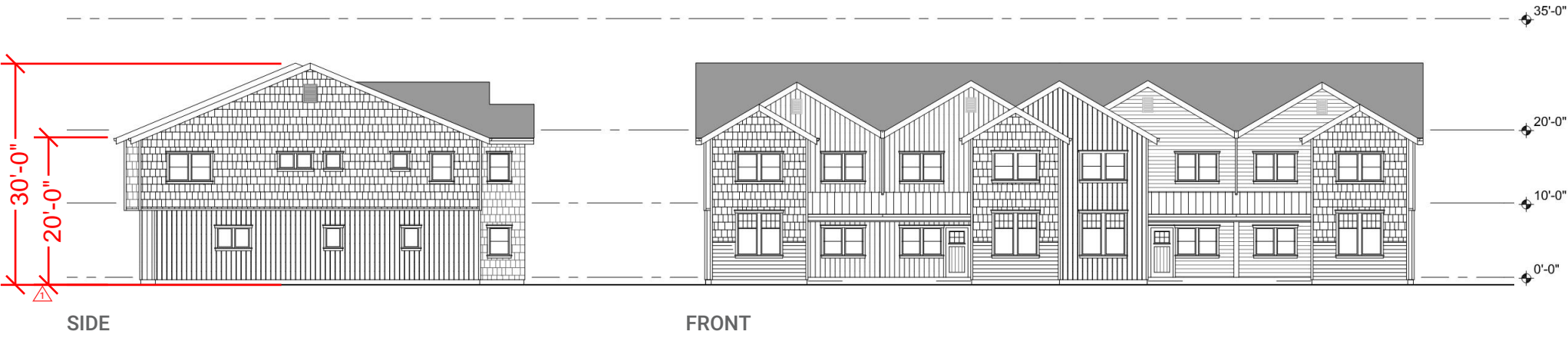


PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

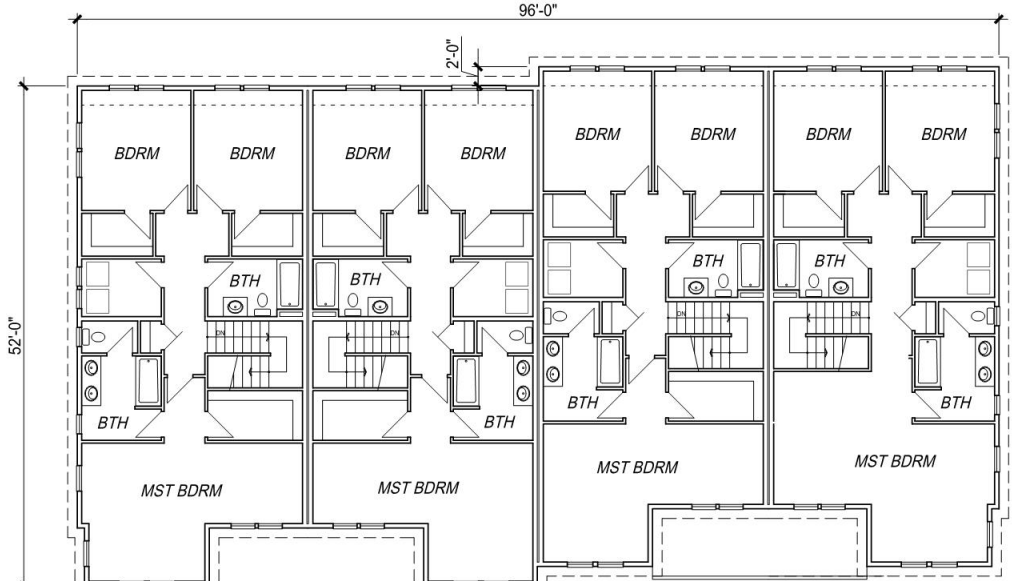
SHEET NUMBER
A - 15

ATTACHED HOUSING: CONCEPT B4 – 4 UNITS

ELEVATIONS & FLOOR PLANS

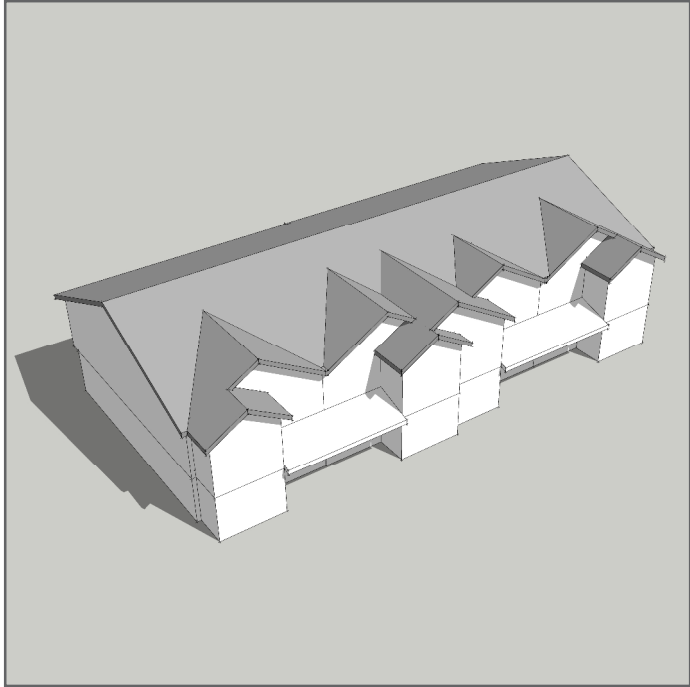


1ST FLOOR

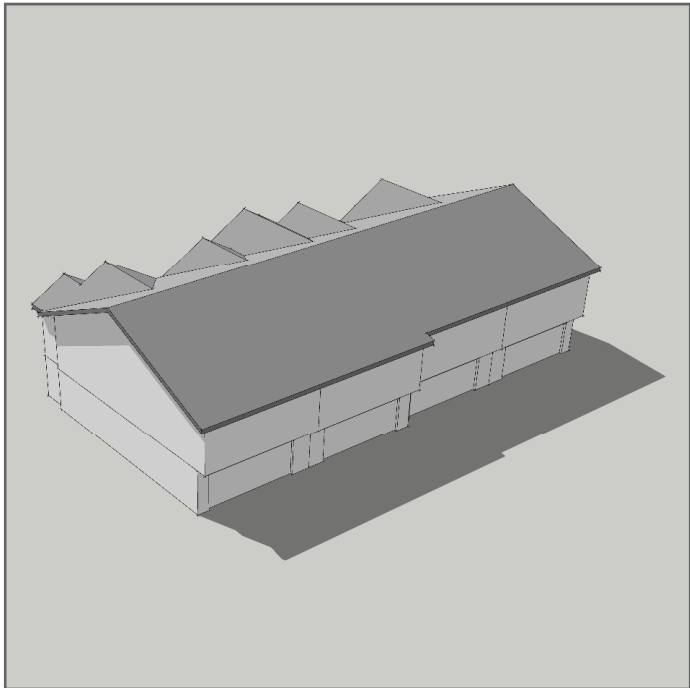


2ND FLOOR

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

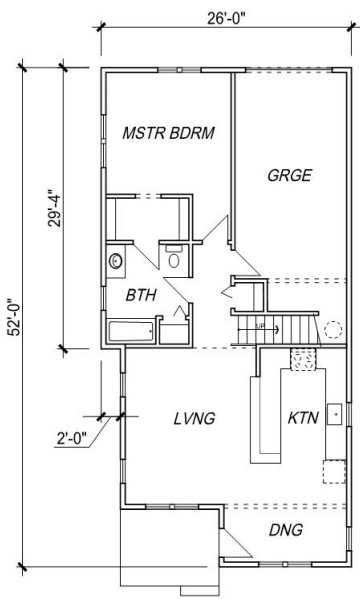
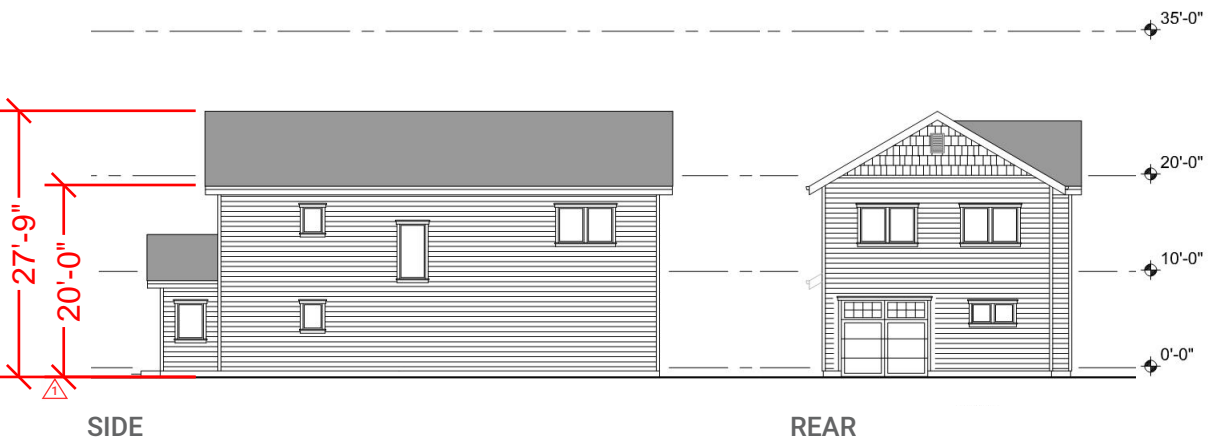


PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

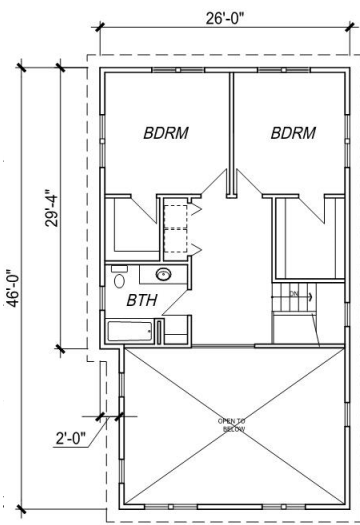
SHEET NUMBER
A - 16

DETACHED HOUSING: CONCEPT C1

ELEVATIONS & FLOOR PLANS

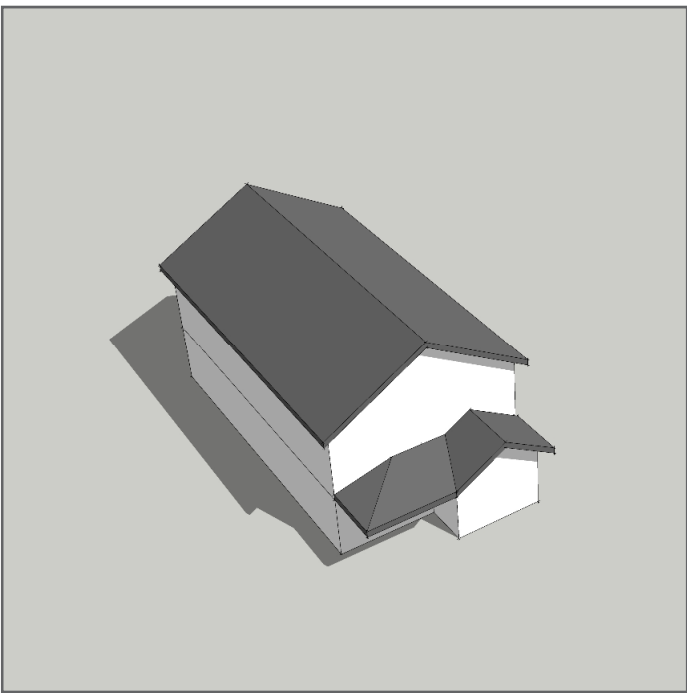


1ST FLOOR

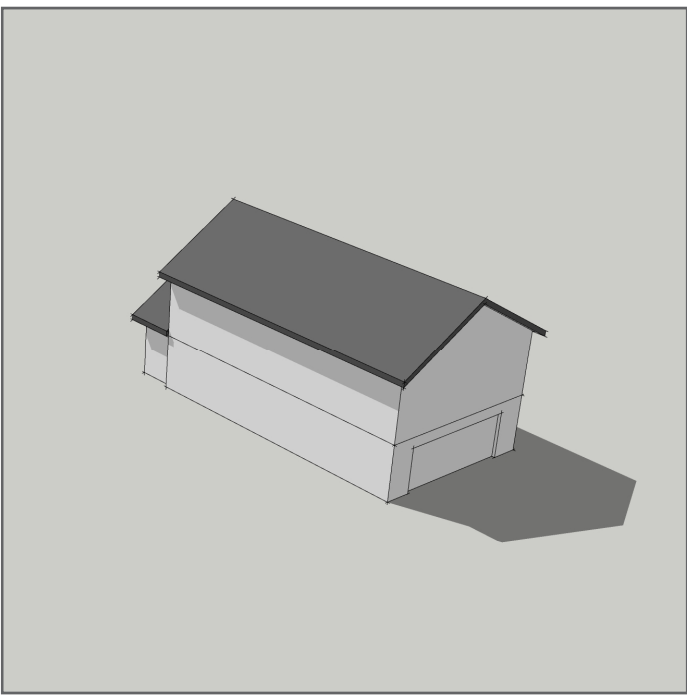


2ND FLOOR

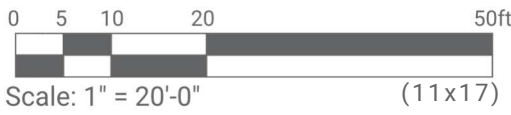
PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
REV01 04.29.2020



FLOOR PLANS
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR

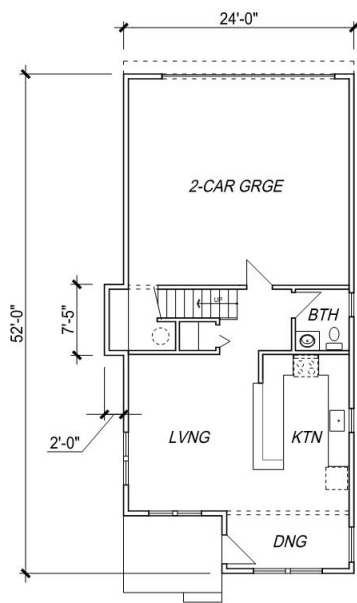
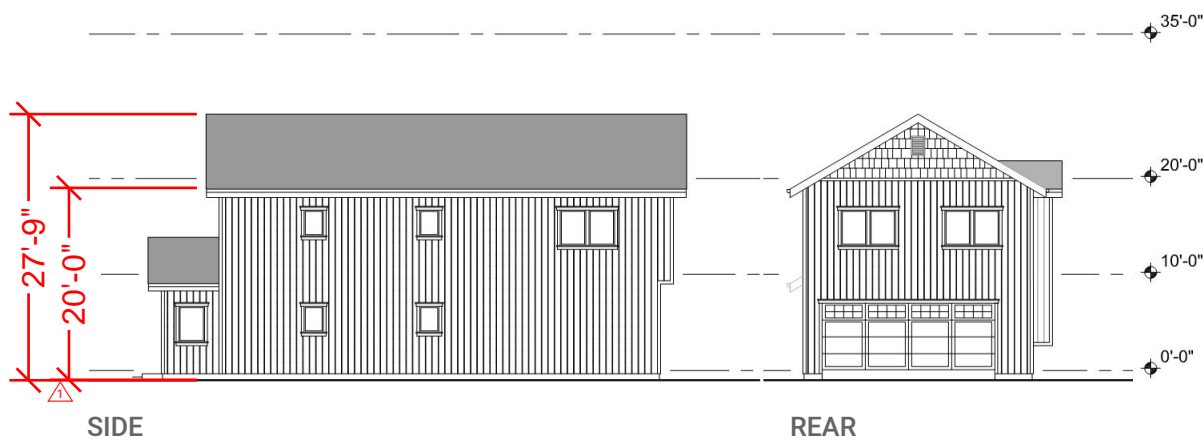
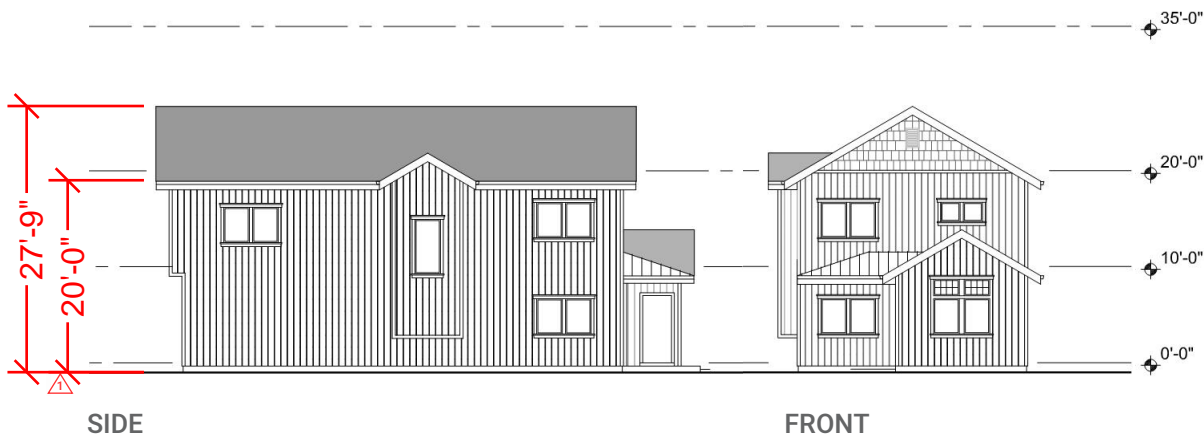


PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

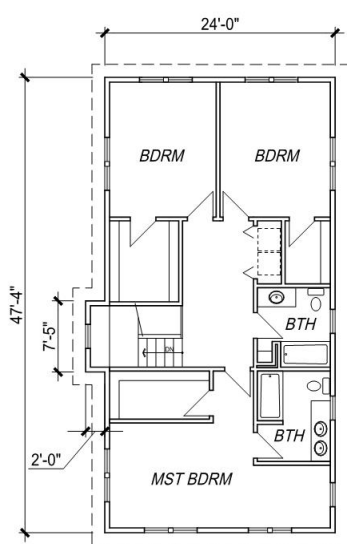
SHEET NUMBER
A - 17

DETACHED HOUSING: CONCEPT C2

ELEVATIONS & FLOOR PLANS

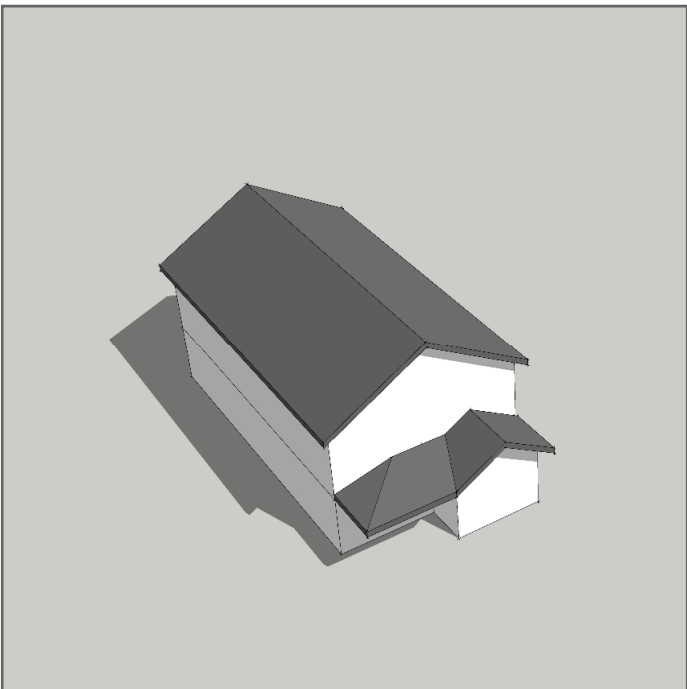


1ST FLOOR

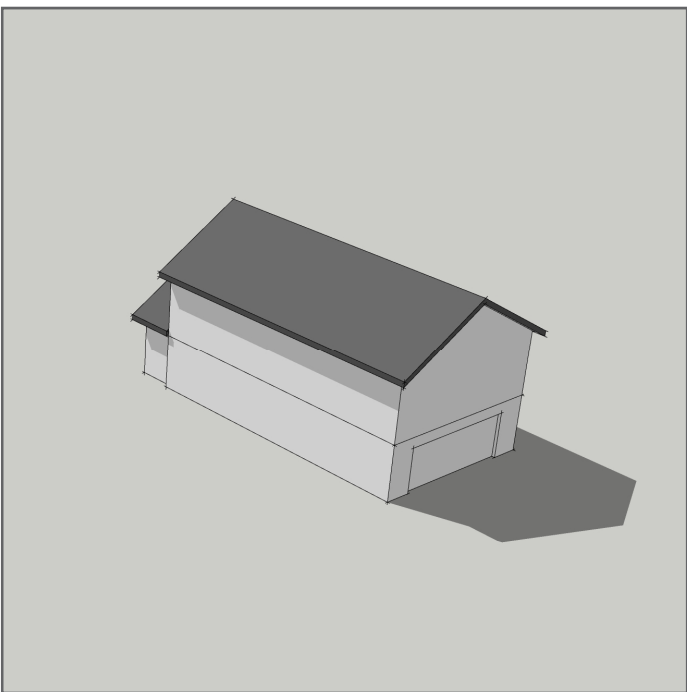


2ND FLOOR

PERSPECTIVES



FRONT BIRDS-EYE



REAR BIRDS-EYE



PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS
△ REV01 04.29.2020



DETACHED HOUSING: CONCEPT C2
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER
A - 18

MASSING CONCEPT

BIRDS-EYE PERSPECTIVES



VIEW FROM WEST



VIEW FROM SOUTHEAST



VIEW FROM EAST



VIEW FROM NORTHEAST

PUBLISH DATE
02-14-2020
ISSUED FOR
PUD
REVISIONS

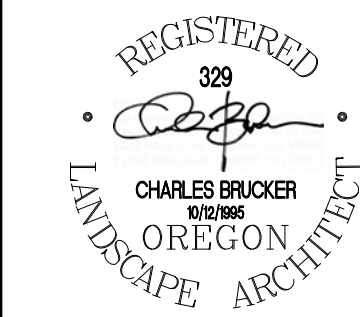


MASSING CONCEPT
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 219187 (LRS)
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | DH, MS
CHECKED BY | RB

SHEET NUMBER
A - 19



PUBLISH DATE
04-29-2020

ISSUED FOR
PUD

REVISIONS




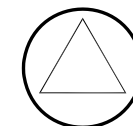
TREE PLAN
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 19023 PLACE
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | SRR
CHECKED BY | CB

SHEET NUMBER
L-1

EXISTING TREE LEGEND

-  TREES WITHIN BOUNDARY TO BE REMOVED
-  TREES TO BE PRESERVED

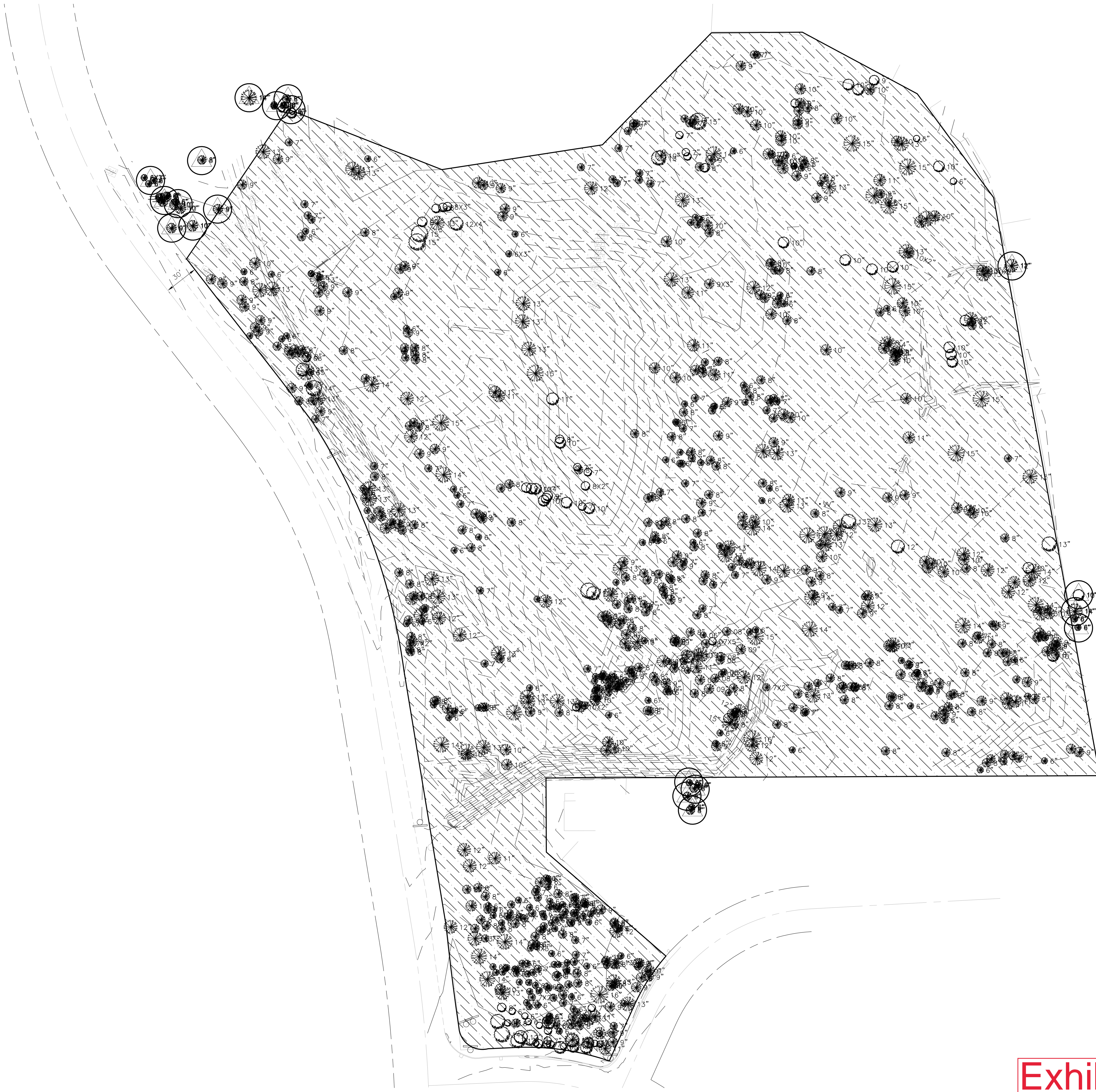
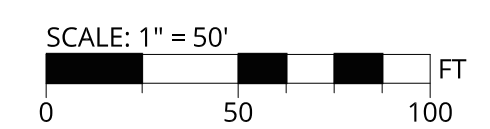


Exhibit E



TREE PLAN

LANDSCAPE KEY PLAN

- ① CENTRAL GREEN
- a. Pavilion
 - b. Children's Play Area
 - c. Picnic Area
 - d. Flexible Lawn
 - e. Native Grove
 - f. Walking Trails
- ② POCKET GARDENS
- e. Native Planting
 - f. Walking Trails
 - g. Seating Areas
- ③ DOG PARK
- g. Seating Areas
 - h. Fenced Dog Area
- ④ GARDEN COURTS
- a. Shelter
 - c. Picnic Area
 - d. Flexible Lawn

SITE ELEMENTS

- S1 Perimeter Fence: 6' HT. cedar
- S2 Dog Park Fence: 4' HT. Welded wire panel
- S3 Monument Entry Pillars
- S4 Garden Court Thresholds
- S5 Pole Lights
- S6 Concrete Retaining Wall - 8" width min.

LANDSCAPE PLAN



PUBLISH DATE
04-29-2020

ISSUED FOR
PUD

REVISIONS



LANDSCAPE PLAN
RHODOENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



PROJECT INFORMATION
PROJECT # | 19023 PLACE
LAND USE # | TBD
TAX LOT(S) | 18S12W15 700 & 3800
DESIGNED BY | SRR
CHECKED BY | CB

SHEET NUMBER

L-2

PLANT SCHEDULE			
	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE
TREES			
	ACER CIRCINATUM	VINE MAPLE	2" CAL.
	ALNUS RUBRA	RED ALDER	2" CAL.
	CHAMAECYPARIS LAWSONIANA	PORT ORFORD CEDAR	6' HT.
	FRAXINUS LATIFOLIA	OREGON ASH	2" CAL.
	MAGNOLIA STELLATA	STAR MAGNOLIA	2" CAL.
	PICEA SITCHENSIS	SITKA SPRUCE	6' HT.
	PINUS CONTORTA	SHORE PINE	6' HT.
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6' HT.
	THUJA PLICATA	WESTERN RED CEDAR	6' HT.
SHRUBS			
	ARBUTUS UNEDO	STRAWBERRY TREE	5 GAL.
	CEANOTHUS THYRSIFLORA	BLUE BLOSSOM	3 GAL.
	CHOISYA 'X' AZTEC PEARL'	MEXICAN ORANGE	5 GAL.
	CISTUS	ROCK ROSE	2 GAL.
	GAULTHERIA SHALLOW	SALAL	2 GAL.
	PRUNUS LAUROCERASUS 'NANA'	COMPACT ENGLISH LAUREL	3 GAL.
	RHODODENDRON MACROPHYLLUM	PACIFIC RHODODENDRON	3 GAL.
	RIBES SANGUINEUM	RED FLOWERING CURRANT	3 GAL.
	SPIRAEA DOUGLASII	WESTERN SPIREA	3 GAL.
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	3 GAL.
GROUND COVER			
	ARCTOSTAPHYLOS UVA-URSI	KINKINIK	1 GAL.
	COASTAL NATIVE GRASS MIX	COASTAL NATIVE GRASS MIX	1LB PER 1000SF
	COTONEASTER	COTONEASTER	1 GAL.
	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.
	LITHODORA	GRACE WARD	1 GAL.
	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.
PERENNIALS/GRASSES			
	AGAPANTHUS	AFRICAN LILLY	1 GAL.
	ARUNCUS DIODICUS	GOAT'S BEARD	1 GAL.
	DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS	3 GAL.
	EURYOPS PECTINATUS 'VIRIDIS'	EURYOPS	1 GAL.
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL.
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	MUNSTEAD LAVENDER	1 GAL.
	MISCANTHUS SINENSIS 'LITTLE KITTEN'	DWARF MAIDEN GRASS	1 GAL.
STORMWATER			
	CAMASSIA LEICHTLINII	CAMAS LILY	1 GAL.
	CAREX OBNUPTA	SLOUGH SEDGE	1 GAL.
	CORNUS ALBA 'SIBIRICA'	RED TWIG DOGWOOD	3 GAL.
	CORNUS SERICEA 'FLAVIRAMEA'	YELLOW TWIG DOGWOOD	3 GAL.
	ELEOCHARIS PALUSTRIS	SPIKE RUSH	1 GAL.
SCREENING			
	IRIS SIBIRICA	SIBERIAN IRIS	1 GAL.
	JUNCUS BOLANDERI	BOLANDER'S RUSH	1 GAL.
LAWN			
	CHAMAECYPARIS OBTUSA	HINKO CYPRESS	4HT.
	MYRTICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL.
	RHODODENDRON MACROPHYLLUM	PACIFIC RHODODENDRON	5 GAL.
LAWN			
	THUJA OCCIDENTALIS 'SMARAGO'	EMERALD GREEN ARBORVITAE	5HT.
LAWN			
	SEEDED GRASS		

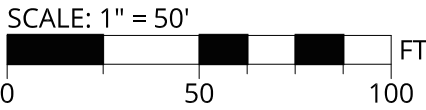
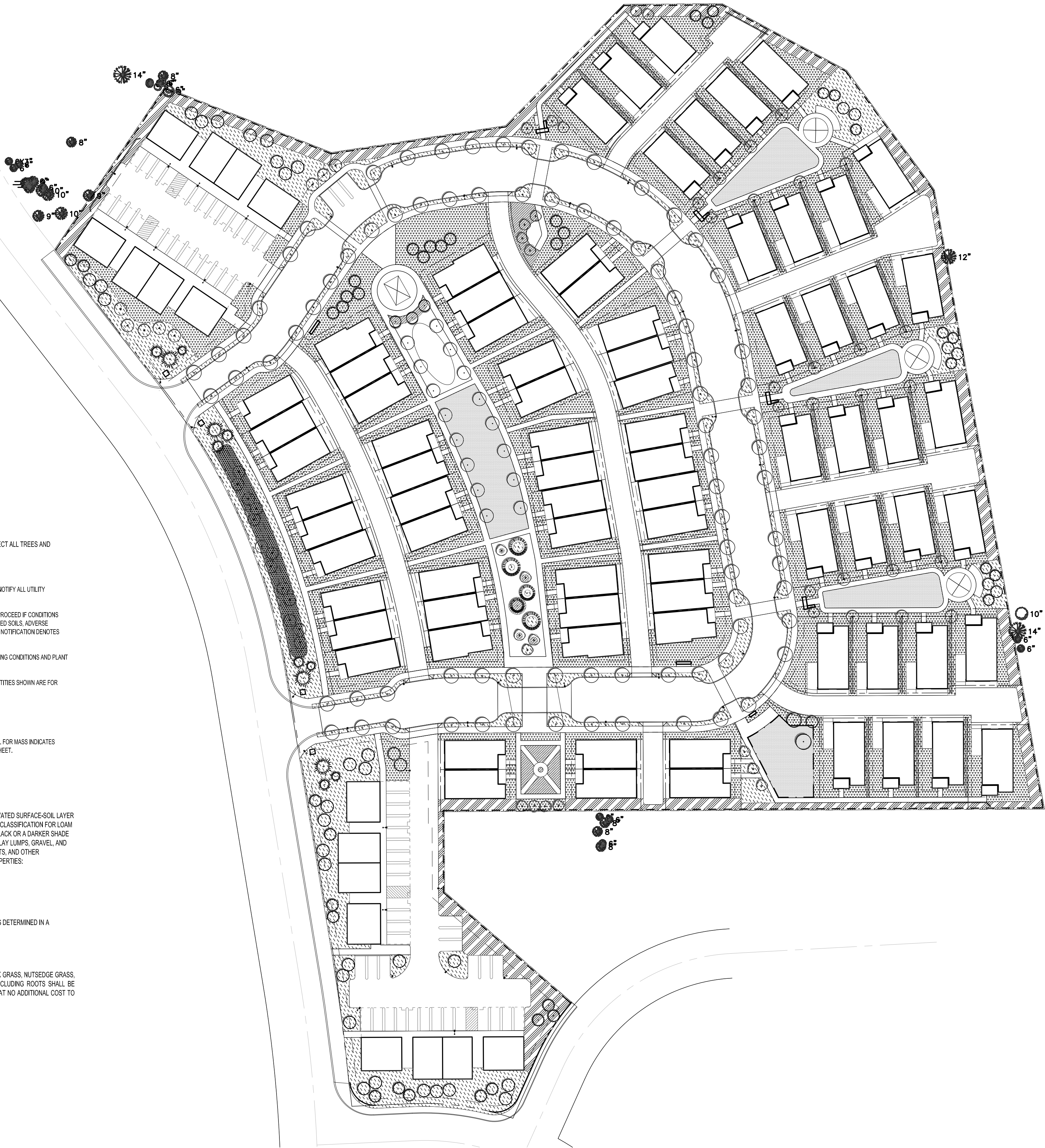
PLANTING NOTES

1. VERIFY LOCATION OF EXISTING TREES TO REMAIN PRIOR TO SOIL PREPARATION. PROTECT ALL TREES AND SHRUBS INDICATED TO REMAIN.
2. ALL NEW PLANTING AREAS TO HAVE ESTABLISHMENT IRRIGATION.
3. VERIFY AND COORDINATE WORK AROUND ALL UNDERGROUND UTILITIES BEFORE EXCAVATION. NOTIFY ALL UTILITY PROVIDERS AT LEAST TWO (2) WORKING DAYS PRIOR TO BEGINNING WORK.
4. VERIFY THAT THE CONDITIONS ARE SUITABLE TO PROMOTE HEALTHY PLANT GROWTH. DO NOT PROCEED IF CONDITIONS DETRIMENTAL TO HEALTHY GROWING ENVIRONMENT ARE PRESENT, INCLUDING OVER-COMPACTED SOILS, ADVERSE DRAINAGE CONDITIONS, DEBRIS, OR OTHER HARMFUL CIRCUMSTANCES. PROCEEDING WITHOUT NOTIFICATION DENOTES ACCEPTANCE.
5. COORDINATE WITH OTHER SUBCONTRACTORS AND TRADES TO ENSURE PROTECTION OF GROWING CONDITIONS AND PLANT MATERIALS.
6. VERIFY PLANT QUANTITIES SHOWN ON THE PLANS BASED ON GRAPHIC REPRESENTATION. QUANTITIES SHOWN ARE FOR CONTRACTOR CONVENIENCE ONLY.
7. PROVIDE POSITIVE DRAINAGE FOR ALL PLANTING AREAS.
8. UNLESS OTHERWISE INDICATED, ALL PLANTINGS SHALL BE TRIANGULARLY SPACED.
9. LABELLING REFERS TO ALL ADJACENT IDENTICAL SYMBOLS WHERE PLANTS ARE MASSED. LABEL FOR MASS INDICATES TOTAL NUMBER OF PLANTS IN GROUP, EVEN IF THE GROUP IS SPREAD OVER MORE THAN ONE SHEET.

SOIL NOTES

TOPSOIL: IMPORTED MATERIAL CONFORMING TO ASTM D 5298, SHALL BE A NATURAL OR CULTIVATED SURFACE-SOIL LAYER CONTAINING ORGANIC MATTER AND SAND, SILT, AND CLAY PARTICLES, CONFORMING TO USDA CLASSIFICATION FOR LOAM (ONLY IF SAND CONTENT ≥ 35%) OR SANDY LOAM OR LOAMY SAND; FRABLE, PERVIOUS, AND BLACK OR A DARKER SHADE OF BROWN, OR GRAY-BROWN, THAN UNDERLYING SUBSOIL; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, GRAVEL, AND OTHER OBJECTS MORE THAN 1-INCH IN DIAMETER ANY DIMENSION; AND FREE OF WEEDS, ROOTS, AND OTHER DELETERIOUS MATERIALS HARMFUL TO PLANT GROWTH, WITH THE FOLLOWING PHYSICAL PROPERTIES:

1. ORGANIC MATTER: 5 PERCENT MINIMUM BY WEIGHT.
2. SODIUM ADSORPTION RATIO (SAR): LESS THAN 6.0.
3. SATURATION EXTRACT CONCENTRATION FOR BORON: LESS THAN 1.0.
4. PH RANGE OF FROM 5.7 TO 7.5 (PLUS 0, MINUS 0.5).
5. SATURATION EXTRACT CONDUCTIVITY: LESS THAN 4.0 DSM @ 25 DEGREES CELSIUS AS DETERMINED IN A SATURATION EXTRACT.
6. NON-SOIL COMPONENTS: LESS THAN 1 PERCENT BY VOLUME.
7. HEAVY METAL CONCENTRATIONS: BELOW THE USDA PER YEAR LOAD LIMIT.
8. MINIMAL WEED SEED.
 - a. IF REGENERATIVE NOXIOUS WEEDS (INCLUDING, BUT NOT LIMITED TO, QUACK GRASS, NUTSEDEGE GRASS, AND HORSETAIL) ARE PRESENT IN THE SOIL, ALL RESULTANT GROWTH INCLUDING ROOTS SHALL BE REMOVED THROUGHOUT ONE-YEAR PERIOD AFTER ACCEPTANCE OF WORK AT NO ADDITIONAL COST TO OWNER.



PLANTING PLAN



PUBLISH DATE

04-29-2020

ISSUED FOR

PUD

REVISIONS



PLANTING PLAN
RHODODENDRON DR & 35TH ST
PLANNED UNIT DEVELOPMENT
APIC FLORENCE HOLDINGS, LLC
FLORENCE, OR



3J CONSULTING

PROJECT INFORMATION

PROJECT # | 19023 PLACE

LAND USE # | TBD

TAX LOT(S) | 18S12W15 700 & 3800

DESIGNED BY | SRR

CHECKED BY | CB

SHEET NUMBER

L-3

MONUMENT ENTRY PILLARS



MONUMENT ENTRY PILLARS



GARDEN COURT THRESHOLDS



CONCRETE RETAINING WALL



CEDAR FENCE



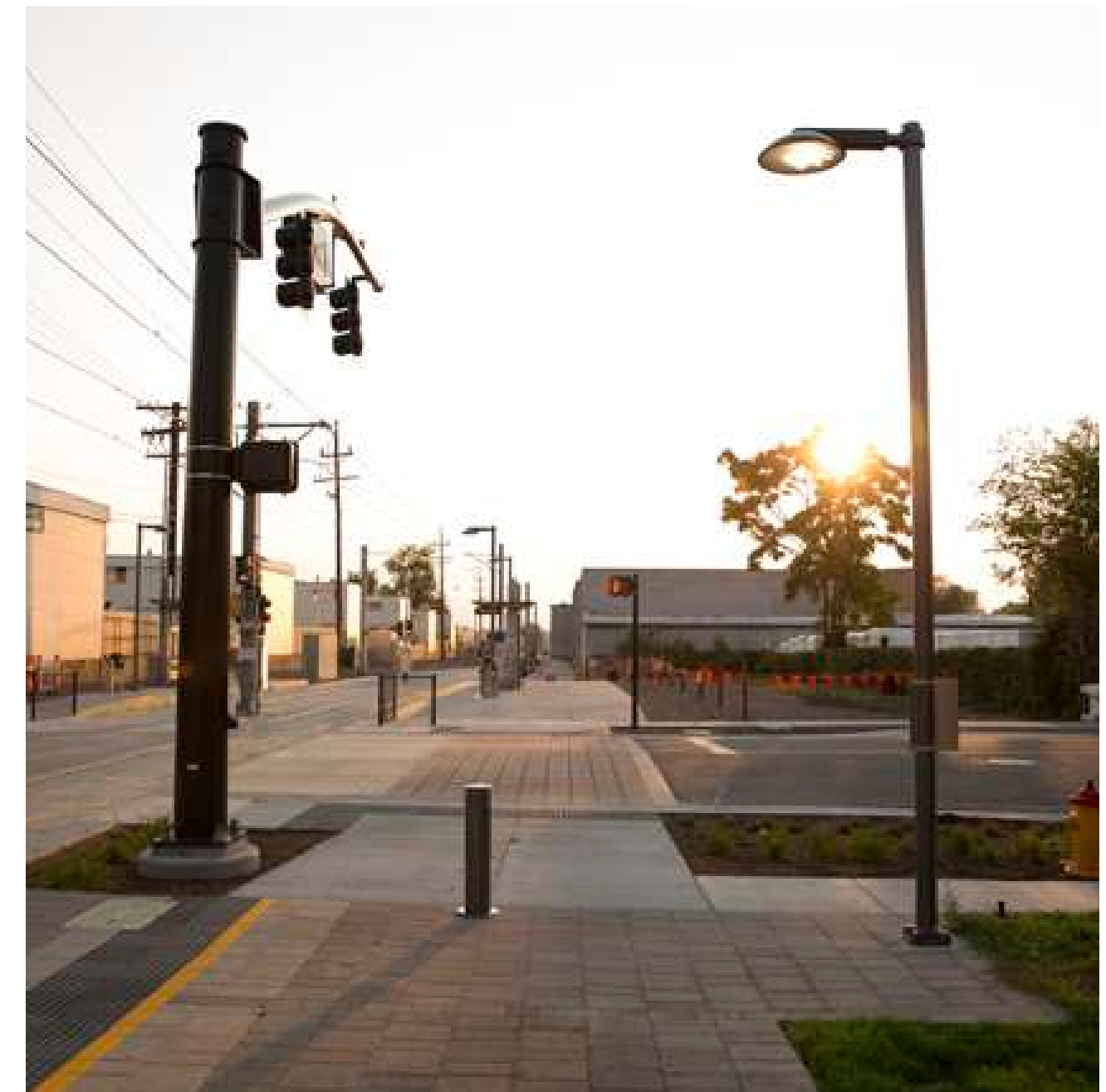
WELDED WIRE PANEL FENCE



POLE LIGHT



STREET LIGHT



LANDSCAPE ELEMENT INSPIRATION