

Clare Kurth

From: Johnson, Lynnesy <ljohnson@cencoast.com>
Sent: Thursday, September 19, 2024 11:06 AM
To: Clare Kurth; Mike Miller; August Murphy; BAUMGARTNER Douglas G; Wilkins, Megan; thpo@ctclusi.org; Michael Schick
Cc: Sharon Barker; Jacob Foutz
Subject: RE: Referral Request -

Good morning,

Central Lincoln does have three phase facilities in the area. We may need to install a new vault located next to the existing vaults and depending on the customers voltage needs, we would need to order a transformer which are currently a year out.

Thank you,

Lynnesy Johnson
Distribution Engineering Tech
Ph.541-574-2612
Cell 541-272-1638



“Being happy is the greatest form of success”

From: Clare Kurth <clare.kurth@ci.florence.or.us>
Sent: Thursday, September 19, 2024 10:16 AM
To: Mike Miller <mike.miller@ci.florence.or.us>; August Murphy <august@ci.florence.or.us>; BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>; Wilkins, Megan <MWilkins@cencoast.com>; Johnson, Lynnesy <ljohnson@cencoast.com>; thpo@ctclusi.org; Michael Schick <chief@wlfea.org>
Cc: Sharon Barker <sharon.barker@ci.florence.or.us>; Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
Subject: Referral Request -

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Good morning,

The City of Florence has received an application for a gas station/convenient store/coffee shop proposed to be located on the vacant lot just north of Burger King near the north eastern intersection of Highway 101 and 35th St. The City would appreciate any comments you may have on this project proposal. The public hearing is scheduled for October 8th, 2024. Comment would be appreciated by September 26th so they can be addressed in the staff report.

If you have any questions or need additional information, please let me know.

Thank you,

Clare Kurth, AICP Candidate

Associate Planner | City of Florence

clare.kurth@ci.florence.or.us

City of Florence

250 Hwy 101

Florence, OR 97439

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Oregon

Tina Kotek, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building B
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: September 30, 2024

TO: Douglas Baumgartner, PE
Development Review Coordinator

FROM: Arielle Childress, PE
Traffic Analysis Engineer

SUBJECT: Highway 101 US Markets (Florence, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated July 19, 2024) to address traffic impacts due to development northeast of US 101 at 35th St in the city of Florence, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in August 2024. The current version is published online at: <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

1. The US 101 at Site Access is currently constructed for right-in, right-out only (RIRO) operations. However, the traffic count observed multiple vehicles making southbound lefts into the site and westbound lefts out of the site, both movements which should be restricted. The development should consider installing additional signage for proper RIRO operations and site circulation.
2. The crash analysis calculated a critical crash rate, however, there aren't enough intersections for a reference population within the study. Rather, in this case it is more appropriate to compare an intersection's crash rate to that of the corresponding critical/90th percentile crash rate per Section 4.1.1 and Exhibit 4-1 of ODOT's APM, which is 0.86 CMEV (for urban 4-legged signalized intersections). Following this methodology the US 101 at 35th St intersection's observed crash rate is still lower, and therefore no safety issues are flagged.
3. The AM and PM trip distribution appears to have over assigned pass-by trips. Figures 3 and 4 show 112 entering during the AM and 80 entering during the PM while Tables 4 and 5 show 110 entering during the AM and 73 entering during the PM. This is expected to have a minor impact on the operational analysis and no impact on the overall conclusions of the study.
4. The US 101 at Site Access intersection has a volume-to-capacity (v/c) mobility target. Therefore, Tables 8 and 9 should report out the intersection's v/c not Level of Service.

Proposed mitigation comments:

5. ODOT maintains jurisdiction of the Oregon Coast Highway No. 9 (US 101) and ODOT approval shall be required for all proposed mitigation measures to this facility.
6. No mitigation measures have been proposed. This conclusion appears reasonable for this proposed development.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.CHILDRESS@odot.oregon.gov.

Clare Kurth

From: BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>
Sent: Tuesday, October 1, 2024 9:10 AM
To: Clare Kurth
Cc: CHILDRESS Arielle; JONES April C
Subject: RE: Referral Request -
Attachments: Highway 101 US Markets TIA_Region 2 Review.pdf

Good morning Clare,

Please find attached the ODOT Region 2 Traffic Unit review of the TIA for this development proposal. The applicant will need to submit a new highway approach application for the existing shared approach to US101 due to the estimated increase in trip generation. I anticipate that signage on the existing approach and proposed vehicle circulation and turning templates would need to be addressed as part of processing the approach application. Any proposed mitigation or frontage improvements conditioned in the ODOT right of way for this development proposal will need to be reviewed and approved by ODOT and will require a MISC construction permit from our District 5 Maintenance office. Please feel free to contact me if you have any questions.

Thank you for providing ODOT with the opportunity to comment on this proposed development.

Have a great day!

Doug

Douglas Baumgartner, P.E.
Region 2 Development Review Coordinator
Oregon Department of Transportation
455 Airport Rd SE, Bldg. B| Salem, OR 97301
Cell: 503.798.5793

From: Clare Kurth <clare.kurth@ci.florence.or.us>
Sent: Thursday, September 19, 2024 10:16 AM
To: Mike Miller <mike.miller@ci.florence.or.us>; August Murphy <august@ci.florence.or.us>; BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>; Wilkins, Megan <MWilkins@cencoast.com>; Johnson, Lynnesy <ljohnson@cencoast.com>; thpo@ctclusi.org; SCHICK Michael <Michael.SCHICK@odhsoha.oregon.gov>
Cc: Sharon Barker <sharon.barker@ci.florence.or.us>; Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
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If you have any questions or need additional information, please let me know.

Thank you,

Clare Kurth, AICP Candidate

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clare.kurth@ci.florence.or.us

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Jacob Foutz

From: Mike Miller
Sent: Thursday, October 3, 2024 3:53 PM
To: Jacob Foutz
Cc: Planning Department
Subject: Proposed US Market Gas Station and Convenience Store

Hi Jacob,

Thank you for the opportunity to comment on the proposed US Market gas station and convenience store located at the northeast intersection of Hwy 101 and 35th Street (north of Burger King) on Tax Map and Lot Number 1812232206800.

The City has existing water and sanitary sewer capacity for the development of the site. Specifically:

Sanitary Sewer

Currently, the total sanitary sewer capacity of the treatment plant is 1.3 million gallons per day (mgd) dry weather flow. Our current average dry weather flow is 0.745 which equates to 0.555 mgd of excess capacity at the treatment plant.

The City has a 8-inch gravity sewer line located on north side of proposed development. Public Works has provided the developer information regarding the existing sanitary sewer system and on their proposed plans they do show that they will be making connection to that line.

The developer is proposing connecting the stormwater drains in the fueling area to the sanitary sewer system which is connected to an oil/water separator. This is an appropriate approach to stormwater management for the fueling area under a cover. However, the roof drains from the canopy cover must be directed to the nearest stormwater facility. Roof runoff is not allowed into the sanitary sewer system.

In reviewing the civil plans, we did not note a sanitary sewer connection for the garbage dumpster location. Dumpster location will need a floor drain connection to the sanitary sewer system. This connection shall have a grease interceptor prior to discharging into the City sanitary sewer system.

Since the property features a café or drive through coffee shop, the kitchen area sewer system shall be connected to a grease interceptor prior to discharging into the City sanitary sewer system.

Streets

ODOT has jurisdictional control of US101. There is an existing sidewalk along the Hwy 101 frontage of the project property that are in good shape and meet ADA requirements. The proposal indicates that they will access the property from Hwy 101 and utilize the existing driveway with the 'porkchop' controlling right-in right-out movements. The developer will need to install signage on the porkchop to also help delineate the right-in right-out functionality of the median.

The project will also connect to 35th Street through the existing private street stub through the Burger King property. Although there are no dimensions for the roadway width, using Google Maps it appears that the private roadway is 18-20 feet in width which is adequate for two-way traffic. However, the proposed development is assuming that area in which they want to utilize for the radius is clear of encumbrances. The developer needs to field verify location of utilities, such as the domestic meter location, private parking lot lights as well as landscaping and work with the neighboring property on receiving the appropriate permissions.

Regarding circulation, it would be beneficial to see how the developer/applicant is proposing to have fuel delivered to the site. In reviewing the civil plans we do not see an easy way to get a semi truck and trailer for fuel delivering fuel to the site.

Stormwater

Public Works referred the stormwater report for this project to Civil West Engineering Services for review and comment. Civil West Engineering performed a review of the preliminary stormwater management report against City Standards, namely the City of Florence Stormwater Design Manual. Civil West Engineering noted that the design and report are well done and only minor comments are required to be addressed.

- No designer's certification and statement is provided.
- The Geotechnical Report states that groundwater depth was 6.25 to 8 feet below surface; however, this was during May. It's possible that groundwater will be high enough to interfere with infiltration during the winter months.
- It would be helpful to see grading details of the stormwater rain gardens in order to confirm the claimed storage of 732 cubic feet and 878 cubic feet, given the 2' bottom width and 3:1 slopes dictated by the standard details. Modeling shows the same contour area for 4.16' and 3.67' of depth for each respective pond, but this is largely including the mediums included, and with the void ratios shown, the volumes are likely correct.
- Modeling shows a multiple orifice style outlet structure; however, no details are included.
- No invert information on storm tie in's is included to ensure that it is possible with the grades given.
- The development will be using the existing stormwater stub from the Burger King site that was provided and intended for the parcel to the north (the US Market parcel) to use for their overflow. This existing pipe system does not flow into any of Burger Kings stormwater treatment or detention facilities. The existing stormwater line connects to an outfall into the City stormwater system on 35th Street.

Water

The City has adequate water pressure and flow to meet fire flow requirements for a development such as this. Currently, the water system has a peak day capacity of 3 mgd per day and the system experiences a 2.0 mg peak day demand which equates to a 1.0 mgd excess capacity under peak day conditions. As indicated on the proposed civil plans, the domestic and irrigation meters will be connected to the existing 8-inch PVC City water main located near the north property line.

The appropriate backflow prevention device(s) shall be used. Minimum of a double check valve assembly located behind the water meter(s) just outside of the meter box on the customer side is required.

Public Works reserves the right to provide additional comments regarding water, sewer, stormwater and streets once more detailed utility plans has been submitted for review in relation to City infrastructure standards.

Please let me know if you have any questions.

Thank you,

Mike

Mike Miller

Public Works Director
mike.miller@ci.florence.or.us
(541) 997-4106

Mailing Address:
City of Florence
250 Hwy 101

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Clare Kurth

From: Michael Schick <chief@wlfea.org>
Sent: Thursday, September 19, 2024 11:44 AM
To: Clare Kurth
Subject: RE: Referral Request -

Clare,

WLFEA has no issues with the proposal as presented.

Michael R Schick, EFO, PhD

Fire & EMS Chief
Western Lane Fire and EMS Authority
2625 Hwy 101
Florence, OR 97439
(541) 997-3212 (office)
(541) 999-9098 (cell)
chief@wlfea.org

From: Clare Kurth <clare.kurth@ci.florence.or.us>
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To: Mike Miller <mike.miller@ci.florence.or.us>; August Murphy <august@ci.florence.or.us>; BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>; Wilkins, Megan <MWilkins@cencoast.com>; Johnson, Lynnesy <ljohnson@cencoast.com>; thpo@ctclusi.org; Michael Schick <chief@wlfea.org>
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