

Memorandum

To: Wendy Farley-Campbell
From: Mike Miller
Date: January 7, 2025
Re: PC 24 39 DR 13 – NW 9th Street Neighborhood Project



Project Proposal – NW 9th Street Neighborhood Project

Background

The City received a Direct Appropriation from SB1530 Section 9 during the 2024 short legislation session. We were identified as a local City government to receive funding for an infrastructure project to catalyze building much needed housing in Florence by unlocking an undeveloped section of our town in the heart of the City with easy access to all necessary and discretionary amenities and services.

The City submitted several proposals to the State, and this project was selected since it ‘unlocks’ two full blocks of City owned property that can be developed into housing. The Direct Appropriation will allow the City to construct local streets and utilities to create ready to build lots at a cost of \$1.9 million. With the infrastructure investment in the public rights-of-way (ROW for transportation related facilities, water, wastewater, stormwater and open space (park)) the City can unlock and provide access to 6 privately owned blocks and two City owned blocks creating ready to build lots for a minimum of 113 to 176 units of housing for the area that we are calling the Northwest 9th Street Neighborhood.

New information since December 17, 2024

In reviewing the information and comments during the December 17, 2024 Planning Commission meeting, we believe that Florence City Code (FCC) 10-7-4-G and FCC 9-5-5-3-F permit street and utility infrastructure such as our proposal to cross a buffer area from one side to the another. During the Planning Commission meeting we only had the 50% design level plans available and the wetlands and riparian area (including the buffer) were not identified with survey level accuracy. Our engineering team, along with their surveyor has completed survey work between Christmas and New Year’s holiday. The seasonal channel has been identified along with the riparian buffer boundary. Now that we have the actual survey accurate information, we know the true limits of the wetlands, seasonal stream channel and the riparian buffer.

With this new information, we have been working with our engineering team to minimize intrusion into the riparian buffer area. These measures include reducing the standard street cross section from the standard of two 10-foot travel lanes; two 7-foot parking lanes; and two 5’ foot

wide sidewalks (5.5 feet including curb) to a minimized cross section with only two 11-foot travel lanes and sidewalk on the south or east side of the street (Fir Street would be east side and 11th Street would be south side). We also show an area along Fir Street with a minimized street cross section that included one 7-foot parking lane and two 11-foot travel lanes. With the potential development of the City park, Elm Park, west of Fir Street, we are showing parking on both sides of Fir Street from 9th and to the alley between 10th and 11th streets, The standard street cross section would equal 17,500 square feet, however using these minimized street cross sections, we are able to reduce the impervious area to 14,000 square feet which is a 20-percent reduction.

We have also shifted the roadway along Fir Street right-of-way to the east with the back of sidewalk at the property line and curb extension or curb bulb outs at the intersection corner to avoid the sidewalks from encroaching upon private property. The design also calls for the elimination of the sidewalk on the north side of 11th Street between Greenwood and Fir streets. The sidewalk along the west side of Fir Street between 9th and 11th streets would also be eliminated. Stormwater facilities (swales or raingardens) will be incorporated along 11th and Fir streets.

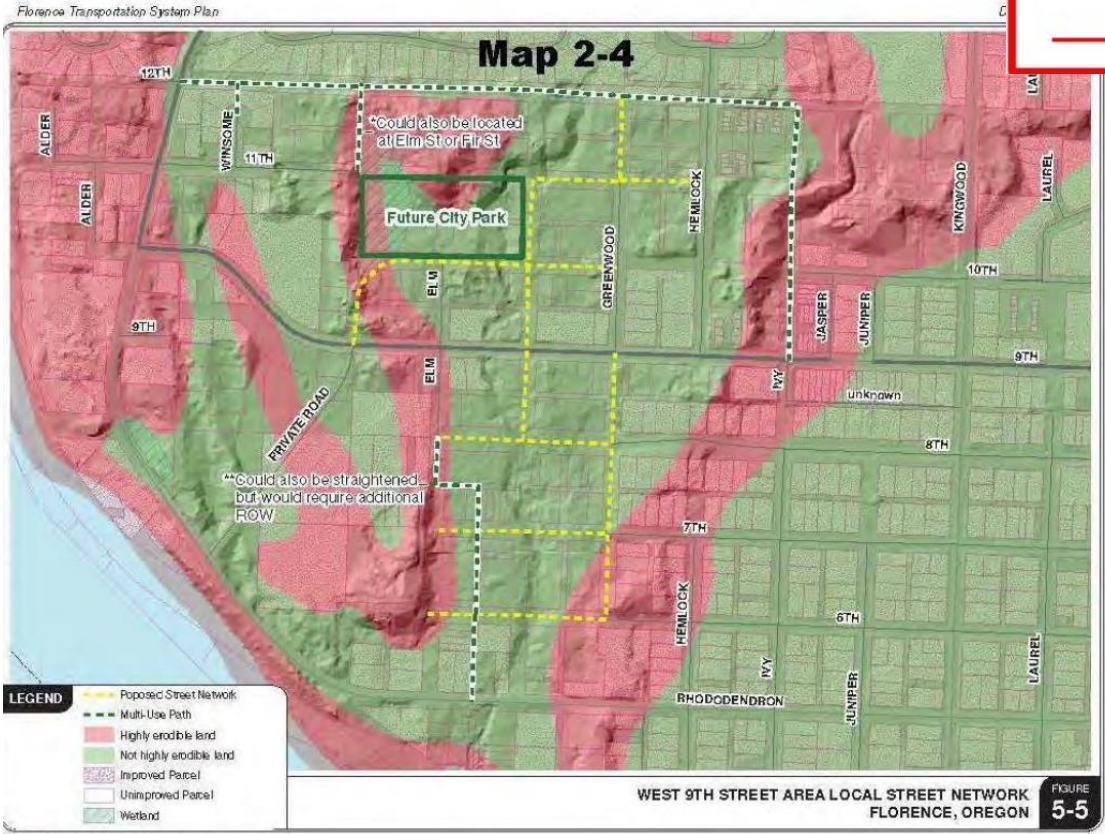
Another change, since Fir Street will not extend past the north boundary of 11th Street right-of-way, there is no need to install a box culvert or arched pipe. The project will have a minimal impact to the seasonal stream channel.

Florence Comprehensive Plan

In reviewing the Florence Comprehensive Plan, we believe that the Comprehensive Plan limits of Subarea 2 should not be expanded outside of Subarea 2. Subarea 2 restrictions do not impact the proposed project. We do acknowledge that Fir Street north of 11th Street could fall within the Comprehensive Plan Subarea 2, and we have eliminated that portion from our project. Additionally, the Comprehensive Plan diagram (Map 2-4) does not show Fir Street extending north of 11th Street.

Map 2-4 from the December 2012 Florence Transportation System Plan is shown below:

EXHIBIT
B2



Additionally, the West 9th Street Planning Area Map 2-3, showing the sub areas is below:



We do not believe that the Comprehensive Plan descriptions of the Subareas within the 9th Street Area actually describe mandatory criteria for development proposals. The Comprehensive Plan is pretty clear when it sets out policies and recommendations. The Subarea provisions do not list out specific policies but instead provides a narrative that could be read to require subsequent action by the City to implement. The 9th Street Area is in a section of the Comprehensive Plan

dealing with “other plan designations” and there are only two “policies” in this section of the Comprehensive Plan. As a result, it is not entirely clear that the narrative describing the 9th Street Area contains any policies or mandatory criteria. The introduction to the 9th Street Area even states that the Comprehensive Plan provides “recommendations” for this subarea (rather than mandatory criteria). In addition, the subareas within the 9th Street Area are so defined “for planning purposes.” All this indicates that these provisions in the subarea narrative form recommendations on the City itself for its future planning.

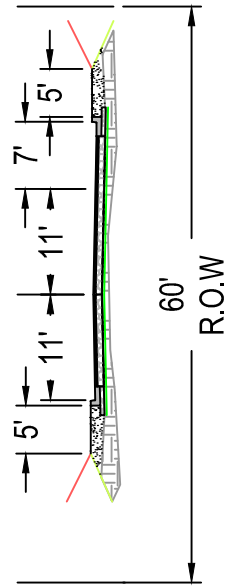
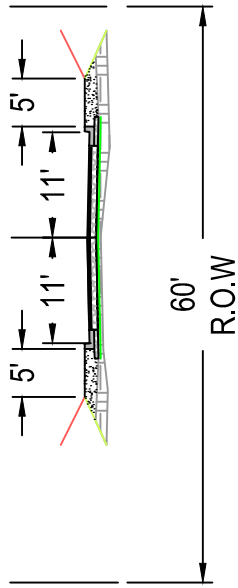
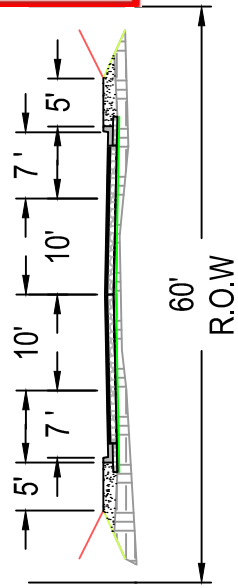
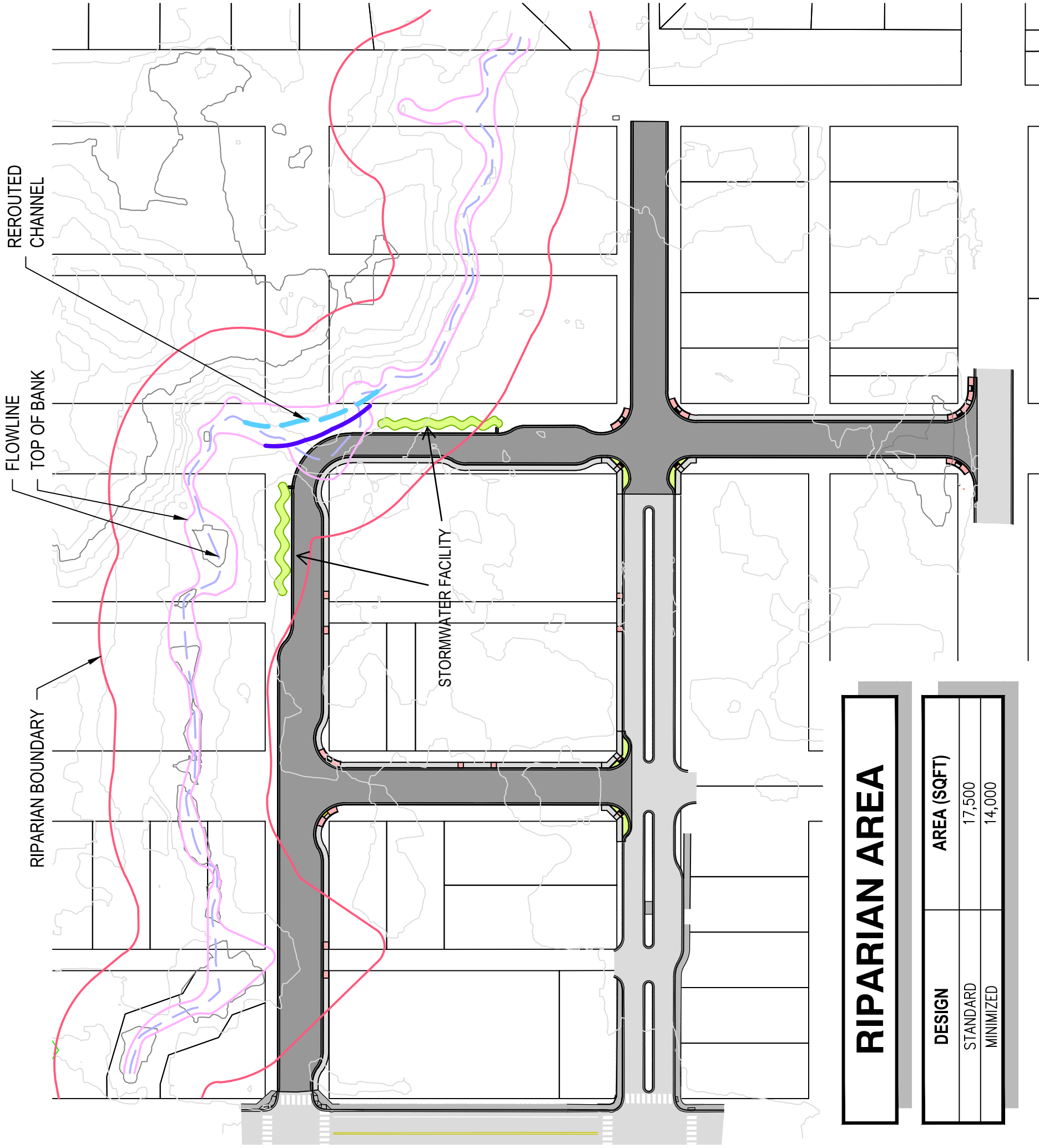
Conclusion

We believe that the proposed NW 9th Street Neighborhood Project provides balance between protecting the riparian area, while at the same time allowing for valuable development opportunities as well as life safety concerns. The ability to extend Fir Street from 9th Street to 11th Street with minimized street cross sections and shifting the roadway to the eastern right-of-way line, provides traffic circulation and fire district apparatus access to the proposed three-story Elm Park Apartments.

Additionally, by reducing the roadway cross section along 11th Street from Fir Street to approximately mid-block (between Fir and Greenwood streets) to only 11-foot travel lanes with no parking on either side and sidewalk along the south side of the roadway further minimizes the impact to the riparian buffer area. Once we are outside of the riparian buffer area, we transition with a parking lane on the south side of the right-of-way with the sidewalk near the property line. As we continue to head to the east, and we are clear of the riparian buffer area on the north side of the right-of-way, we provide the standard cross section with parking lanes, but with a sidewalk only along the south side of 11th Street to Greenwood Street.

The attached Wetland/Riparian Area Exhibit drawing illustrates the flowline of the seasonal stream, top of bank and riparian buffer boundary with survey accuracy in relationship to property lines. The drawing, as an exhibit illustrates the possible location of stormwater facilities, however more engineering work is necessary to fully develop the total construction level plans and approach to stormwater management. The exhibit further illustrates how we are minimizing our impacts to the riparian buffer area by shifting the roadway to the east side of Fir Street and 11th Street to the south right-of-way line. We are providing curb extension/bulb outs so as not to encroach upon private property for ADA ramps and sidewalks. With the end goal of balancing life safety; traffic and pedestrian circulation and flow; and still allowing on street parking where possible, we are able to provide residents and visitors access to the future City park on the west side of Fir Street.

With these revisions, we believe we meet the intent of the Comprehensive Plan and Land Use requirements.



RIPARIAN AREA

DESIGN	AREA (SQFT)
STANDARD	17,500
MINIMIZED	14,000

Wetland/Riparian Area Exhibit

9TH Street Improvements

SCALE: 1" = 40'

DRAWING IS FULL SCALE WHEN BR MEASURES 1"

DATE: 11/20/05
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