

Memorandum



To: Wendy Farley-Campbell, Community Development Director

From: Mike Miller, Public Works Director *MM*

Date: August 15, 2022

Re: PC 22 05 DR 05 & SR 22 11 SIR 06 – Quince Street Wyndham Microtel Design Review

Florence Public Works is pleased to provide the following comments regarding the 86 room Wyndham Microtel project proposed to be located on Quince Street.

Water:

City of Florence and the Florence Urban Renewal Agency (FURA) has made significant investments of resources within the Quince and 2nd Street corridor during the last ten years. This includes the installation of a 16-inch water main from OR126 south along Quince Street to 2nd Street and then along 2nd to Kingwood Street. With the new major water main and other improvements along Kingwood Street; US101; OR126; and Rhododendron Drive the City has significantly increased the available water supply to the area. Water supplies to the Wyndham Microtel site is more than adequate for the proposed uses in the area.

Specifically, the City has a water static pressure of 53 pounds per square inch (psi) on Quince Street at the fire hydrant near 6th Street. Fire flows were calculated with a residual water pressure of 48 psi and a flow of 1,160 gallons per minute (gpm). Taking into account the 16-inch water main on Quince Street, the fire flow capacity out of two fire hydrants would be a total of 4,000 gpm.

The development is proposing to add one additional fire hydrant along its frontage on Quince Street and install a fire sprinkler system. Again, water is available at the quantities and quality necessary for this development.

The developer is responsible for installing the appropriate backflow protection device(s) on the domestic, irrigation and fire system. The domestic and irrigation system both shall be a minimum of a double check valve assembly device. As noted on the plans the backflow prevention device for the fire sprinkler system shall be a detector double check valve assembly and will be located in a concrete vault near the property line. A drain or sump pump shall be installed as part of the installation of the detector double check valve assembly in the vault.

Wastewater:

The City has an 8-inch wastewater main line within Quince Street that the development is proposing to connect. The 8-inch sewer main is adequate in meeting the needs of the development.

If the Microtel provides a hot breakfast or coffee bar, they will need to include a grease interceptor as part of their kitchen design.

The City wastewater treatment plant has adequate excess capacity to meet the needs of the Wyndham Microtel facility.

Stormwater:

Public Works has reviewed the Civil West stormwater management plan dated June 2022 along with the geotechnical report dated February 1, 2022 by Professional Service Industries, Inc (PSI). The design concept relies upon 100% infiltration of stormwater on site as the geotechnical report and investigation supports. The system as designed, provides detention and treatment of the stormwater through the use of a vegetated stormwater facility.

While there is no emergency overflow connection to Quince Street, given the soils and infiltration rates, if the stormwater facility were to ever not infiltrate correctly or become overwhelmed, there is adequate emergency surcharge (overflow) area within the parking lot of the Microtel site to contain an overflow if one was ever to occur.

A fully executed operations and maintenance plan will need to be submitted to Public Works for review prior to the completion of the stormwater facility.

Transportation:

There has been a lot of discussions with the developer and our transportation professionals regarding transportation and transportation impacts. The following is a recap of those discussions and agreements.

Quince Street. The City enlisted the help of DOWL to provide input on traffic operations and develop a cross section of Quince Street in the vicinity of the Florence Event Center (FEC) and the Microtel development. Quince Street is a collector in the City's Transportation System Plan (TSP) and currently it has a roadway cross section of 40-foot curb-to-curb with sidewalks directly adjacent to the curbs. Bicycles share the roadway with vehicles, with sharrows painted on the roadway and a posted speed of 25 mph.

The new road section for Quince Street, which the developer has already agreed to participate in, will be a roadway section within at 75 foot right-of-way. The new cross section will include 8-foot sidewalks; 7-foot parking lane; 2-foot buffer; 6-foot bike lane; and 11-foot travel lane(s). As mentioned, the developer has already agreed to the proportional share of the roadway improvements. The proportional share is \$315,000 of an estimated \$1.8 million roadway project. Timing of the project is to coincide with the future expansion of the FEC. This proportional cost is already contained in the development agreement between the City/FURA and the developer. No additional consideration is necessary from the developer of the Microtel site.

Siuslaw Estuary Trail. In May 2022, the City received a Recreational Trails Program (RTP) grant from the Oregon Parks and Recreation Department. The grant provides up to \$115,000 in grant funds towards the \$208,700 project. The local match plus additional funding for the project has been budgeted by the City as well as FURA.

Phase One of the Siuslaw Estuary Trail includes building a trailhead and parking lot on the southside of Highway 126 at Spruce Street (where Spruce Street would be extended to the south across the roadway). The trail would utilize the existing sidewalk along Highway 126 to Redwood Street and then a new sidewalk would be constructed to the current terminus of Redwood. A compacted gravel multi-use (pedestrian and bicycle) path would then lead trail users along the upland area of the estuary on the City

owned property meandering to Quince Street. We expect that this project will be completed in Spring 2023.

Other transportation projects. Over the course of discussions regarding the Microtel development the issue of additional off-site transportation projects have arisen. As Public Works Director, I have determined that given the contribution towards the Quince Street frontage improvements including the substantial transportation SDC's that the developer will be paying, there is no need for a proportional share of costs for the intersection of Quince and Hwy 126. The issue at Quince and Hwy 126 is that sometime in the future, the intersection will fail (not meet standards), however it is too close to Hwy 101/9th Street which prevents the installation of a signal and/or roundabout at this location. Given this fact and realization, the TSP is recommending Quince Street to be right in right out only. This means that left turns from Hwy 126 onto Quince will not be permitted.

Additionally, prior to restricting the intersection at Quince and Hwy 126 (which is the east entry into Old Town) to a right in right out only intersection, the extension of 8th Street to the east of Quince Street, with a bridge crossing of Munsel Creek and connection to Spruce Street, needs to be completed. This multi-million-dollar project would also include traffic control treatment of the intersection of Spruce and Hwy 126, and an extension of Spruce Street to 8th Street. A project of this size and magnitude will depend upon the resources of Oregon Department of Transportation, the City and possibly FURA in order to make this project possible in the future. This project is beyond the scope and timeline of any development proposal.