

Wendy Farley-Campbell

From: Mike Miller
Sent: Friday, January 11, 2019 5:13 PM
To: Glen Southerland; Wendy Farley-Campbell
Subject: FW: Cannery Station

For your records.

Mike

From: Matt Wadlington [<mailto:mwadlington@civilwest.net>]
Sent: Friday, January 11, 2019 2:51 PM
To: Matt Keenan <Matt.Keenan@kpff.com>; Mark Reyes <mark.reyes@kpff.com>
Cc: Aric Farnsworth <afarnsworth@civilwest.net>; Mike Miller <mike.miller@ci.florence.or.us>; Zach Galloway <zgalloway@tbg-arch.com>
Subject: Cannery Station

Matt,

Per our conversation on Wednesday, I have reviewed the submitted drainage reports and have some questions/comments. To help expedite the process, I'm sending this to you directly to see if you can answer these, so I can provide an "all-clear" letter to the City.

Please correct me if the assumptions below are incorrect:

- The original Stormwater Report Dated "Revised March 2018" that we did our initial review on was for the entire Cannery Station Property.
- The new Stormwater Report (dated December 2018) "Attachment N" to the resubmittal is just for Phase 1.
- A supplemental Memorandum, dated December 10, 2018, is specifically for Lot 2 (a portion of Phase 1).

My major concern is that since this is for a PUD application for the entire 16.8 acres(?), that the original report does not address the comments/questions presented during the first review in June.

For the Phase 1 report, I have the following questions/concerns:

1. The report is good for general drainage discussions, but does not address detailed information. For instance, I was curious as to where drainage from Basin A1 goes. In the report there is a discussion that states that "runoff will sheet flow towards the gutters and then north (and south presumably) to the stormwater planters". There is no discussion about how the water gets from the street into the planters. No sizing of curb openings, or grates. This is fine, but will require another Stormwater Report when these plans are prepared, as this does not provide the detail needed to show design configurations of these sorts of stormwater facilities.
2. Our original comment letter asked the question of where did the 0.18cfs/acre requirement come from. I think the description in the report is "from the Branch Engineering" report, however I don't see that identified in that report. If your basis of design is based on a calculation, please provide it. If it is from a calculation provided in the Branch report, please provide the page number that it is derived.
3. Per the City of Florence Stormwater Design Manual, Stormwater Reports should include a comparison table of pre-development vs. post development flows for each basin. This was not provided in the report.

For the Memorandum for Lot 2, I have the following questions/concerns:

4. See comment #3 above. Please provide a pre-development vs. post development flow table.

Exhibit I1.1

5. Per original comment letter: "Minimum freeboard on all three ponds is proposed to be 0-feet. It needs to be at least 1-foot as indicated in the 2010 City of Florence Stormwater Design Manual"
6. There needs to be a "Designer's Certification Statement" per the Stormwater Design Manual Appendix A.3.
7. In line with comment #1 above, this report does not provide design specific calculations to steer design of curb openings. When are those calculations provided?
8. Runoff in Basin A11 from the east-west road is described to enter into RG-2, however no facility is described that would convey that water from the road to RG-2.
9. At the bottom of page 4 of 5 of the Memorandum is a note saying "All of the water quality facilities meet the City of Florence water quality requirements. For full calculations and results, see Exhibit 3." We did not receive Exhibit 3 to be able to review these calculations.

Please let me know how you would like to address these concerns. We'll do what we can to keep this process expedited and on track.

Sincerely,

--

Matt Wadlington, PE, Willamette Valley Regional Manager
d 541.982.4373 | c 520.444.4220



Civil West Engineering Services, Inc.
213 Water Ave. NW, Suite 100, Albany, OR 97322
p 541.223.5130
www.civilwest.com

From: [Matt Keenan](#)
To: [Matt Wadlington](#)
Cc: [Aric Farnsworth](#); [Mike Miller](#); [Zach Galloway](#); [Mark Reyes](#); [Zach Galloway](#); bryancavaness@audgus.com; [Kristen Taylor](#)
Subject: RE: Cannery Station
Date: Wednesday, January 16, 2019 10:01:59 AM
Attachments: [Detention.pdf](#)

Hi Matt,

I greatly appreciate your quick review. I think I can answer your questions and clear up any concerns. My responses are in red following your comments below. Please feel free to call me if you need explanation on any of this.

Thank you

Matt Keenan, PE

KPFF Eugene Civil + Survey
O 541.684.4902 M 541.510.9322 D 541.735.9251

From: Matt Wadlington <mwadlington@civilwest.net>
Sent: Wednesday, January 16, 2019 8:26 AM
To: Matt Keenan <Matt.Keenan@kpff.com>
Cc: Aric Farnsworth <afarnsworth@civilwest.net>; Mike Miller <mike.miller@ci.florence.or.us>; Zach Galloway <zgalloway@tbg-arch.com>; Mark Reyes <mark.reyes@kpff.com>; Zach Galloway <zgalloway@tbg-arch.com>; bryancavaness@audgus.com; ktaylor@tbg-arch.com>
Subject: RE: Cannery Station

Good morning Matt,

Thank you for your comment responses.

For the most part I am OK with the draft revisions you have prepared. I do have a couple questions.

1. The Branch Engineering report for the LID indicated a maximum runoff of 1.4 cfs for basin 4, which is pretty much the proposed Cannery Station. Basin 4 includes 18 acres. The allowable runoff then is 1.4 cfs/18 acres = 0.08 cfs/acre, not 0.18. It appears that you're meeting the overall goal of 1.4 cfs, but we would like that corrected in the reports. Yes, the maximum runoff from the site is limited to 1.4cfs per the Branch report. However, the maximum post-development inflow into the three detention ponds is higher than 1.4cfs. While the three detention ponds are designed to limit the total release rate to be under 1.4cfs (the three ponds are 0.44cfs, 0.68cfs, 0.25cfs, see attached Cannery Pond Summary), the total post-development inflow into the ponds (from the lots and public areas to the ponds) is higher, because the ponds will be detaining water and discharging stored runoff from the ponds to the public storm system at a metered rate, which does not exceed 1.4cfs. Based on the SWMM model we constructed for the Preliminary PUD Storm Report, the total allowable inflow to the three ponds is ~2.7cfs, with the contributing basin areas of ~15.2 acres (18 acres

Exhibit I1.2

minus pond areas), which results in an allowable runoff of 2.7cfs/15.2acres = 0.177 cfs/acre. Please give me a call if you have future questions. The system design is complex and I should be able to explain anything about the design that is not obvious.

2. The Pre vs Post Development runoff table should show pre and post development runoff (after detention) for each basin. The table, as it is, shows post development W/Detention of 0.24 cfs during the 25 year storm, but I can't find in the calculations which basin that is coming out of. My guess is that it's from A11, but the Detention Worksheet for A8, A9, A11 (page 24 of the pdf) show a 25 year runoff of 0.00 cfs. You are correct, the detention worksheet that was attached was an older worksheet. I'm not sure how I managed to send the wrong one. We updated the worksheet, but neglected to send it to you. I have attached the updated worksheet that shows a max post-development release rate for Lot 2 of 0.24 cfs.

Please address these issues and submit the revised documents for approval.

--

Matt Wadlington, PE, Willamette Valley Regional Manager

d 541.982.4373 | c 520.444.4220

10th Anniversary Logo attempt at nonblurry



Civil West Engineering Services, Inc.

213 Water Ave. NW, Suite 100, Albany, OR 97322

p 541.223.5130

www.civilwest.com

From: Matt Keenan <Matt.Keenan@kpff.com>

Sent: Tuesday, January 15, 2019 4:11 PM

To: Matt Wadlington <mwadlington@civilwest.net>

Cc: Aric Farnsworth <afarnsworth@civilwest.net>; Mike Miller <mike.miller@ci.florence.or.us>; Zach Galloway <zgalloway@tbg-arch.com>; Mark Reyes <mark.reyes@kpff.com>; Zach Galloway <zgalloway@tbg-arch.com>; bryancavaness@audgus.com; Kristen Taylor <ktaylor@tbg-arch.com>

Subject: RE: Cannery Station

Hi Matt,

I appreciate your review of the proposed storm drainage design for the Cannery Station project in Florence. Below are your review comments with my responses in red. Attached are DRAFT documents that go with my responses. If these look acceptable, we will submit a revised Stormwater Report for Phase 1 Final PUD and a revised Stormwater Memo for Lot 2 Design Review. Please let me know if you need anything else or have additional questions. Thank you.

Please correct me if the assumptions below are incorrect:

- The original Stormwater Report Dated “Revised March 2018” that we did our initial review on was for the entire Cannery Station Property.
- The new Stormwater Report (dated December 2018) “Attachment N” to the resubmittal is just for Phase 1.
- A supplemental Memorandum, dated December 10, 2018, is specifically for Lot 2 (a portion of Phase 1).

Yes, all three of the above assumptions are correct.

My major concern is that since this is for a PUD application for the entire 16.8 acres(?), that the original report does not address the comments/questions presented during the first review in June.

For the Phase 1 report, I have the following questions/concerns:

1. The report is good for general drainage discussions, but does not address detailed information. For instance, I was curious as to where drainage from Basin A1 goes. In the report there is a discussion that states that “runoff will sheet flow towards the gutters and then north (and south presumably) to the stormwater planters”. There is no discussion about how the water gets from the street into the planters. No sizing of curb openings, or grates. This is fine, but will require another Stormwater Report when these plans are prepared, as this does not provide the detail needed to show design configurations of these sorts of stormwater facilities.

Yes, the intent is to provide detailed facility design at the time of construction documents.

2. Our original comment letter asked the question of where did the 0.18cfs/acre requirement come from. I think the description in the report is “from the Branch Engineering” report, however I don’t see that identified in that report. If your basis of design is based on a calculation, please provide it. If it is from a calculation provided in the Branch report, please provide the page number that it is derived.

Our site is limited by the existing peak discharge rate set in the Branch report for the LID, which 1.4 cfs (see page 29 of the Branch report). The post development release rate 0.18cfs/acre was determined based on the 1.4 cfs discharge rate divided by the totally site area, to arrive at a per acre release rate.

3. Per the City of Florence Stormwater Design Manual, Stormwater Reports should include a comparison table of pre-development vs. post development flows for each basin. This was not provided in the report.

A table that compares the pre vs post development flows for each basin is attached. This table will be included in the revised Final PUD Stormwater Report that will be submitted to the City.

For the Memorandum for Lot 2, I have the following questions/concerns:

4. See comment #3 above. Please provide a pre-development vs. post development flow table.

A table of the pre vs post development flows for each basin is attached. This table will be included in the revised Final PUD Stormwater Report that will be submitted to the City.

5. Per original comment letter: “Minimum freeboard on all three ponds is proposed to be 0-

feet. It needs to be at least 1-foot as indicated in the 2010 City of Florence Stormwater Design Manual”

All three ponds have a minimum of 1’ freeboard. See sheet C3.0 for Pond information. The overflow for all three ponds is set 1’ below top of pond. Additional details and bank sections will be provided at the time of construction documents.

6. There needs to be a “Designer’s Certification Statement” per the Stormwater Design Manual Appendix A.3.

A certification statement has been added to revised memorandum (attached) and to revised Final PUD report (to be included with the resubmitted to the City).

7. In line with comment #1 above, this report does not provide design specific calculations to steer design of curb openings. When are those calculations provided?

Design calculations for curb opening will be provided at time of construction documents.
The curb openings will be 18” wide.

8. Runoff in Basin A11 from the east-west road is described to enter into RG-2, however no facility is described that would convey that water from the road to RG-2.

Runoff from the east-west road enters the rain garden through a channel drain that conveys gutter flows under the sidewalk and then outfalls into the rain garden. See page 3 of the revised memorandum (attached) for a complete description.

9. At the bottom of page 4 of 5 of the Memorandum is a note saying “All of the water quality facilities meet the City of Florence water quality requirements. For full calculations and results, see Exhibit 3.” We did not receive Exhibit 3 to be able to review these calculations.

Calculations were provided with the December 10, 2018, memorandum; however, the attachments did not include the reference “Exhibit 3” at the top. The reference to “Exhibit 3” has been added to the revised memorandum (attached).

Matt Keenan, PE

KPFF Eugene Civil + Survey

[O 541.684.4902](tel:541.684.4902) [M 541.510.9322](tel:541.510.9322) [D 541.735.9251](tel:541.735.9251)

From: Matt Wadlington <mwadlington@civilwest.net>

Sent: Friday, January 11, 2019 2:51 PM

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Sincerely,

--

Matt Wadlington, PE, *Willamette Valley Regional Manager*
d 541.982.4373 | c 520.444.4220

10th Anniversary Logo attempt at nonblurry



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p 541.223.5130

www.civilwest.com

Detention Worksheet

Project Name: Cannery Station

Basin: A8,A9,A11

Date: 12/5/2018

Instructions:

1. Choose Storm Event to limit
2. Enter maximum runoff
3. Choose detention facility

Storm Event

25-Yr

Max. Runoff

0.24 cfs

Detention Facility

User Defined

Area 963 sf

Void Space 0.4

Depth 0.7 ft (min.)

Infiltration Rate 50 in/hr

Orifice Sizing

$$A_o = \frac{Q}{C_d \sqrt{2gH}}$$

A = Orifice Area, in sf

Q=Max Runoff Flow, in cfs

C=Orifice Coefficient (0.63)

H=Height of Water on Orifice

Results

Depth from Pond Bottom to Orifice: 1.50

Required Detention Volume

284

cf

Water Height: 2.24

Orifice Area: 0.03

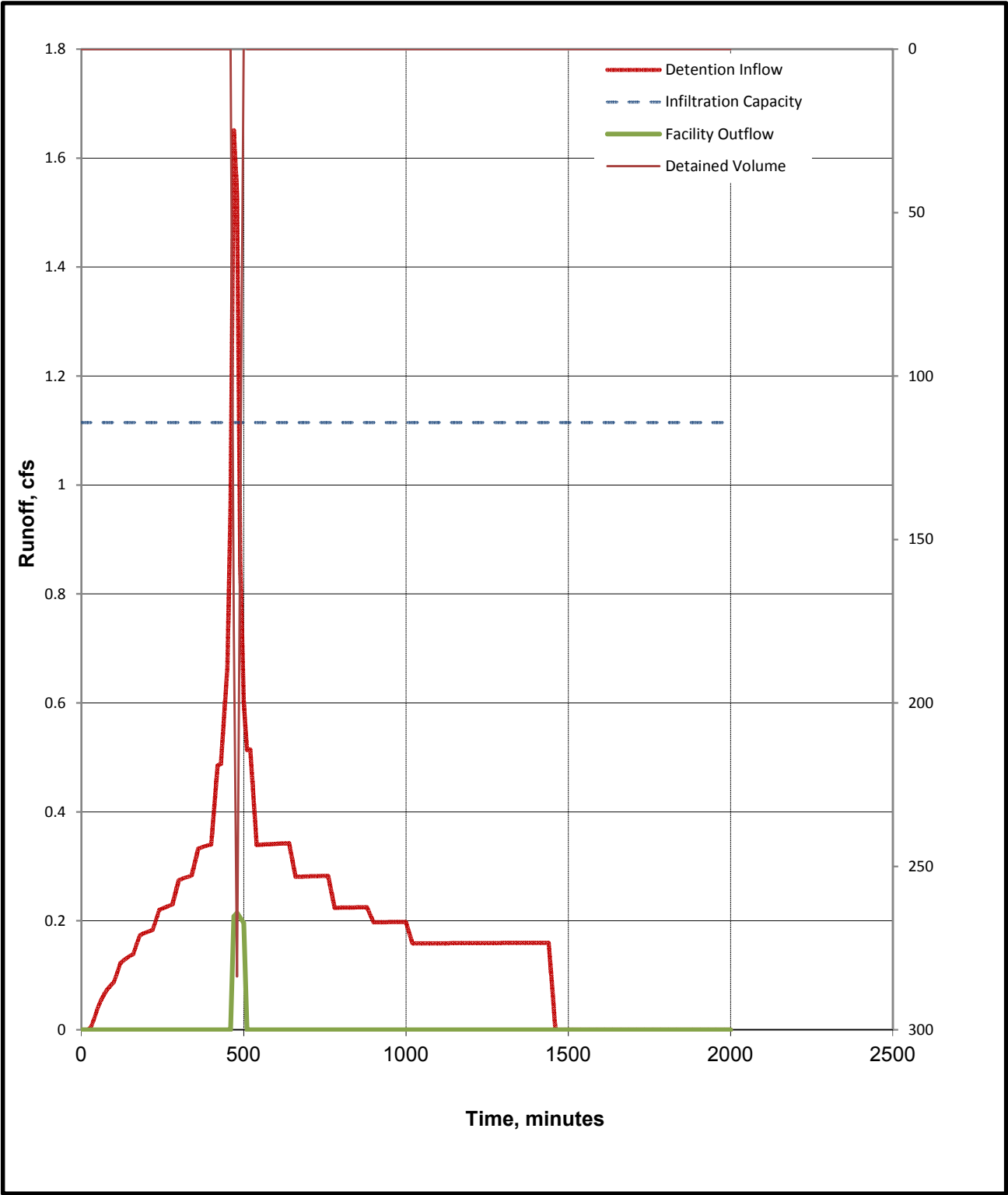
Orifice Size: 2.4

Recurrence Interval	Undetained Flow (cfs)	Undetained Volume (cf)
WQ	0.0000	0
2-Yr	0.0000	0
5-Yr	0.0000	0
10-Yr	0.0000	0
25-Yr	0.0000	0
50-Yr	0.0000	0
100-Yr	1.7296	367

Detention Hydrograph 25-Yr

Basin: A8,A9,A11

Date: 12/5/2018



From: [Mike Miller](#)
To: [Wendy Farley-Campbell](#); [Glen Southerland](#)
Subject: FW: Cannery Station
Date: Tuesday, February 26, 2019 10:21:57 AM
Attachments: [image003.png](#)
[RE Cannery Station.msg](#)

FYI

From: Matt Wadlington [mailto:mwadlington@civilwest.net]
Sent: Tuesday, February 26, 2019 10:22 AM
To: Mike Miller <mike.miller@ci.florence.or.us>
Subject: RE: Cannery Station

Hi Mike,

Based on the latest response we received from kpff (attached), we recommend acceptance of the Cannery Station Phase 1 Drainage Report. The Traffic analysis adjustments from Sandow was acceptable as resubmitted.

--

Matt Wadlington, PE, Willamette Valley Regional Manager
d 541.982.4373 | c 520.444.4220



Civil West Engineering Services, Inc.
213 Water Ave. NW, Suite 100, Albany, OR 97322
p 541.223.5130
www.civilwest.com

From: Mike Miller <mike.miller@ci.florence.or.us>
Sent: Tuesday, February 26, 2019 9:18 AM
To: Matt Wadlington <mwadlington@civilwest.net>
Subject: Cannery Station

Hi Matt,

Do you have any final comments regarding the Cannery Station project? The last comments that I received that I was able to forward was January 11th.

Thanks!

Exhibit I1.4

Mike

Mike Miller

Public Works Director
City of Florence
250 Hwy 101 N
Florence, OR 97439

Phone: 541-997-4106

Fax: 541-590-4017

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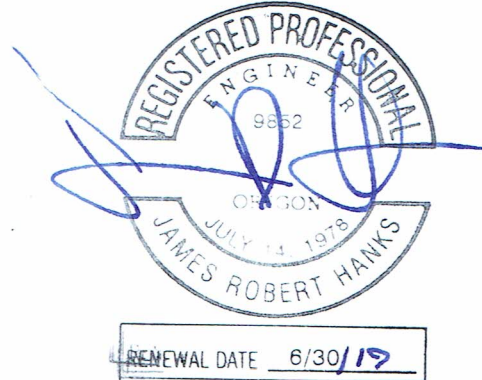
PUBLIC RECORDS LAW DISCLOSURE:

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.



January 20, 2019

Wendy FarleyCampbell
Planning Director, City of Florence
2675 Kingwood Street
Florence, Oregon



Subject: Cannery Station PUD, Response to Sandow Engineering Technical Memorandum dated November 2, 2018 and Issues Discussed in January 16, 2019 Meeting between Applicant and City Representatives.

Dear Ms. FarleyCampbell:

To make this letter easier to understand, each Sandow Memorandum comment is quoted in italics with the response immediately below.

“Bicycle and Pedestrian Facilities:

The applicant has submitted, and the City and Planning Commission has approved, the phasing plan for the project which includes the construction of sidewalks and pedestrian amenities as applicable with City standards. As each lot is constructed as per the phasing plan, the associated public right of way connecting the lots to Highway 101 (and Munsel Lake in the Future) and all applicable pedestrian amenities along the right of way and connecting the buildings to the right of way will be constructed.”

This adequately responds to the comments in the Peer Review.

“Transit:

The applicant has expressed concern with the safety of its vulnerable residents crossing Highway 101 to access transit. As such, the applicant has expressed the willingness to construct a transit stop area within the site. This will allow the sites residents and employees a much safer option for accessing transit than crossing Highway 101. This will be coordinated with the City and the transit authority during the design phase.”

Exhibit I2.1



The Florence City Code States:

“FCC 10-35-4: Transit Facilities

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”.

This provision has not been met in the submittals. Prior to certificate of occupancy for lot 2, the applicant shall provide a plan, coordinated with the City of Florence and ODOT, that meets the requirements of the Florence Code.

Truck and Emergency Vehicle Circulation:

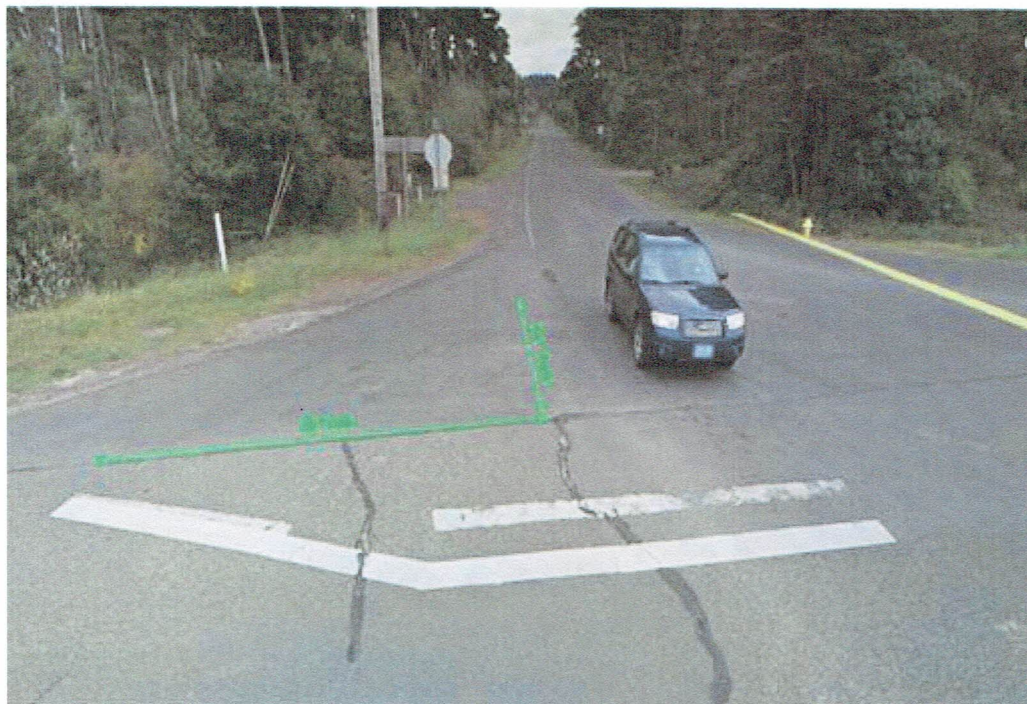
The applicant has completed the phasing and design plans to accommodate the fire and emergency needs as required by the City. All right of way, access points, and internal circulation is designed to accommodate emergency response.

This adequately responds to the comments in the Peer Review.

Westbound Turn Lane on Munsel Lane:

While the asphalt is not specifically striped for a right-turn pocket, there is indeed sufficient pavement width for a vehicle making a right turn to be in a separate space from the vehicles making a left turn. As you can see in Figure 1 below, there is sufficient area for a separate space for a right turn movement. During the traffic count, vehicles were observed frequently utilizing this space for a right turn movement. The traffic models were calibrated to existing conditions including the use of that space for a right turn pocket. ODOT has conditioned the project to install a separate right turn pocket when the Munsel Lake Road frontage is improved.

Figure 1: Right Turn Area on Munsel Lake Road at Highway 101.



The location indicated as a turn lane, will conflict with the legal unmarked crosswalk as defined in ORS 801.220 (1) (a) “The connection of the lateral lines of the sidewalks ... on opposite sides of the streets.”

Prior to final approval of Phase 2 of the Development the applicant shall construct or enter into an agreement with the City to construct, a right-turn lane for westbound-to-northbound right turns. The turn-lane shall meet ODOT standards (Lane County uses ODOT Standards as well) for tapers and storage length. The applicant shall also dedicate sufficient width to provide a minimum 35 feet right-of-way on the southerly side of the Munsel Lake Road centerline for the length of the site property. This dedication shall meet the requirements of Lane County as described in separate correspondence dated January 14, 2019 from Brad Lemhouse. In addition, the dedication shall include sufficient right-of-way at the southeast corner of Munsel Lake Road maintain curb return radii required intersection setbacks.

**Additional Items:**

Although it appears that the number of peak-hour trips calculated in the analysis reflects the trips that might be expected to result from the development, the Traffic Impact Analysis is confusing and hard to follow. Provide a supplemental memo showing each parcel, its land use, the independent variable used (dwelling units, 1000 square feet, beds, etc.), the size of the independent variable and a description of the land use as described in the ITE publication: *Trip Generation 10th Edition*. If there is ambiguity in the potential land use, (shopping center versus office for instance) please provide the reasoning for the land used presented.

ODOT requires a reservation to provide for a future right-turn lane from Highway 101 to 47th Street. Details can be coordinated with ODOT.

Based on our initial review of the trip generation, this review may show that more trips were analyzed than result from this more specific analysis. This number of trips analyzed in the TIA will still cap the number of trips permitted for development.

Let me know if you need any further information.

JAMES R, HANKS, PE
3672 River Pointe Drive
Eugene, OR 97408
541 953-6574

Wendy Farley-Campbell

From: JAMES HANKS <jimhanks@jrhweb.com>
Sent: Thursday, October 18, 2018 3:49 PM
To: Wendy Farley-Campbell
Subject: FW: Completeness Review - Cannery Station TIA, dated July 26, 2018

From: JAMES HANKS
Sent: Thursday, October 18, 2018 11:56 AM
To: wendy.farleycampbell@ci.florence.or.us
Subject: Completeness Review - Cannery Station TIA, dated July 26, 2018

E

Dear Wendy,

I have reviewed the July 26, 2018 "CANNERY STATION PUD TRAFFIC ENGINEERING TRAFFIC IMPACT ANALYSIS" for completeness. The analytical results were not investigated in detail. A small number of issues need further information for a complete review of the TIA itself.

There is almost no information in the TIA regarding travel modes other than the private automobile. As outlined below, and in accordance with the Oregon Transportation Planning Rule, the following additional information is requested:

Bicycle and Pedestrian Facilities: The project Master Plan shows sidewalks along all project roadways including Munsel Lake Road and Highway 101. Given the number of proposed project phases and there should be a facility phasing plan that provides a logical sequence of construction to ensure the needs of cyclists and pedestrians are not overlooked.

Transit: Lane Transit District provides bus service to a Major Transit Stop in the Fred Meyer Development west of the proposed project. Given the potential for transit-dependent users and employees in the development, the TIA should propose means to facilitate access to the transit facilities across Hwy 101.

Truck and Emergency Vehicle Circulation: Because of the developer's intention of making the internal street network public streets, it is important to have a street development sequence plan. In the sequencing, all occupied portions of the development must have at least two access points available to them or be on a cul-du-sac less than four hundred feet long. On temporary street stubs, there should be adequate paved vehicle turn-arounds. Turning movement software should be used to ensure that roadways can accommodate vehicles such as moving vans, fire trucks, and street sweepers.

Although I did not conduct a thorough check of the study, I did notice a small mistake, that might be addressed in the resubmittal. The queueing analysis for westbound Munsel Lake Road shows a westbound left-turn lane of 300 feet and a 25-foot right-turn lane. There are no turn lanes striped and there is not pavement width for two-approach lanes. Quite often, combined through-left lanes onto multi-lane highways lead to a very low level-of-service.

Your analysis did not include an investigation of AM conditions. At the intersection of Munsel Lake Road and Hwy 101, the PM counts showed that there are 97 NB right turns onto Munsel Lake road. In the morning, a similar number of vehicles might be expected to make the WB left-turn. This might mean that the AM peak level-of-service would be lower and the queue lengths longer than indicated for PM flow.

Please let me know if you have any questions regarding this letter.

Exhibit I2.2

Very truly yours,
Jim Hanks

James R. Hanks, PE
Oregon Professional Engineer# 9852
Especially Qualified in Civil and Traffic Engineering
3672 River Pointe Drive
Eugene, OR 97408

Glen Southerland

From: Wendy Farley-Campbell
Sent: Monday, January 14, 2019 4:13 PM
To: Glen Southerland; jimhanks@jrhweb.com; Mike Miller
Subject: Fwd: Cannery Station Florence

FYI...county comments.

Sent from my iPad

Begin forwarded message:

From: LEMHOUSE Brad <Brad.Lemhouse@CO.Lane.OR.US>
Date: January 14, 2019 at 9:58:25 AM PST
To: "'kellysandow@sandowengineering.com'" <kellysandow@sandowengineering.com>
Cc: "GALLUP Steve S (LCPW)" <Steve.GALLUP@co.lane.or.us>, PARKER Laurie M <Laurie.PARKER@co.lane.or.us>, 'Wendy Farley-Campbell' <wendy.farleycampbell@ci.florence.or.us>
Subject: RE: Cannery Station Florence

1) Munsel Lake Rd is classified as a Urban Major Collector and as such requires 70' right-of-way to accommodate the future Code required urban street improvements. The current right-of-way appears not to be adequate. The current right-of-way appears to be of varying width so the Developer will need to dedicate right-of-way on the southerly side of Munsel Lake Rd to provide 35' strip from existing centerline of right-of-way. This is also addressed in June 11, 2018 comments from Monica (Witzig) Sather.

2) I'm currently reviewing a plan for Phase I Cannery Station, Sheet C6.0, dated 12/10/18 and it clearly shows and provides construction instructions for a temporary emergency access road along the alignment of Redwood St. I assume this is the alignment for the emergency access that is being reviewed by other agencies including the Fire Marshal and will be presented at the Public Hearing. I feel the County issuing a facility permit for the emergency access using the existing access at this time is a bit premature as this alignment has not been reviewed by the planning action process.

We also need to clarify what is "temporary use". If the use of the existing access is for temporary use as a temporary construction access it has a set life, will be obliterated when its use is complete and we will require a bond. But, as we discussed, the temporary use is for a temporary construction access that will also be used as an emergency access road until such time the permanent road is constructed. This takes on a more unknown life and should be shown on the planning action review plans for comment by stakeholders and interested parties. If the emergency access is going to be taken from the existing access, this information needs to be shown and addressed on the subdivision review plans.

If the City has any issues with the timing for obtaining a facility permit for the emergency access please direct them to me. I would prefer to wait until the planning action is complete so I know what the conditions of approval are and that the alignment of the emergency access has been addressed.

Brad Lemhouse, P.E.
Senior Engineering Associate
Lane County Public Works
(541) 682-6928, FAX (541) 682-8500
brad.lemhouse@co.lane.or.us

Exhibit I3.1

From: kellysandow@sandowengineering.com [<mailto:kellysandow@sandowengineering.com>]
Sent: Friday, January 11, 2019 3:00 PM
To: LEMHOUSE Brad
Subject: Cannery Station Florence

Hi Brad,

We just received comments from the City and are working through our response. I have a couple of items

1) The City is wanting to know if the current ROW on Munsel Lake Road is adequate. I know we shouldn't have to really deal with this issue until a later date but it's important for them to get this issue resolved with this phase. Can you tell me if there is adequate ROW

2) As we talked before, the City is really more comfortable if we get an access permit now even for the temporary use. So can you direct me on what we need to do for submitting the payment.

KELLY SANDOW PE
SANDOWENGINEERING

Cell: 541.513.3376

Email: kellysandow@sandowengineering.com

Office: 160 Madison St. Suite A Eugene, Oregon 97402

Web: sandowengineering.com

Oregon DBE/WBE/ESB Certified: #8760



CITY FILE: RESOLUTION PC 18 34 SUB 01
MAP & TAX LOT: 18-12-14-20-00700
OWNER/APPLICANT: Cannery Station Development, LLC
AGENT: TBG Architects & Planners
PROPOSAL: **TENTATIVE SUBDIVISION OF CANNERY STATION PHASE 1: 6-LOT COMMERCIAL SUBDIVISION TO BE LOCATED AT THE SOUTHEAST CORNER OF US 101 AND MUNSEL LAKE ROAD**

COMMENTS FROM LANE COUNTY TRANSPORTATION PLANNING

CONDITIONS

Lane County Transportation Planning recommends the following items be addressed as conditions of approval based on a review of the plan set and the findings for Cannery Station Phase 1:

- Munsel Lake Road is classified as an Urban Major Collect. Urban design road improvements to Munsel Lake Road will be postponed until the next Phase of the Cannery Station Development. Per Lane Code 15.702 urban street improvements for an Urban Major Collector include, but are not limited to, a center turn lane, travel lane, bike lane, curb, gutter, planter strip, and sidewalk.
- As an Urban Major Collector, per Lane Code 15.070, Munsel Lake Road has a planned right-of-way of 70 feet. Lane Code 15.105 allows for the dedication of right-of-way for roadway improvement during a land division or other development process. The current right-of-way appears to be of varying widths so the Developer will need to dedicate right-of-way on the southerly side of Munsel Lake Road to provide a 35 foot strip from existing centerline of right-of-way.
- The proposed emergency access along the alignment of the future Redwood Street must be gated and gates closed and locked once Phase I construction is complete. Applicant will need to obtain a Facility Permit for the access to Munsel Lake Road. Existing access to the site off Munsel Lake Road will need to be obliterated and match existing roadside ditch.
- A Facility Permit is required for: (1) the placement of temporary and/or permanently installed facilities; and/or, (2) development within the right-of-way of a County Road. Facilities and development include, but are not limited to: road improvements; sidewalks; new or reconstructed driveway or road approach intersections; utility placements; excavation; clearing; grading; culvert placement or replacement; stormwater facilities; or any other facility, thing, or appurtenance [LC 15.205(1)].
- In accordance with Lane Manual 15.515, stormwater runoff from private property must not be directed to the Lane County road right-of-way or into any Lane County drainage facility, including roadside ditches.

Lane County Transportation Planning requests that the following items be provided to the applicant as informational items:



- To clarify an item noted in a previous e-mail from Lane County Transportation Planning (d. June 11, 2018): Lane County stated that the minimum required right-of-way width was 70 feet per Lane Code 15.070. Instead, this stated width applies for the purpose of establishing development setbacks. Development setbacks within the subject property are established by the City of Florence in this case. The correct reference to the minimum required right-of-way width for Munsel Lake Road is Lane Code 15.702 (standards for Urban Collectors and Arterials). Minimum width requirements vary depending on the number of lanes proposed within the street segment (e.g., two, three, etc.). At this time the design street segment is three lanes (two travel lanes and center turn lane) and a 70 foot right-of-way is sufficient.
- The plans are not clear on the end of the walking path at the northerly property line / Munsel Lake Road right-of-way line. If the walking path is extending into the Munsel Lake Road right-of-way additional detail information is needed and a Facility Permit will need to be obtained.

FINDINGS/COMMENTS

As noted in Lane County Transportation's comments regarding the preliminary PUD application:

Munsel Lake Road is under the jurisdiction of Lane County and is functionally classified as an Urban Major Collector though it is annexed into Florence city limits. Unless the transfer of the segment of Munsel Lake Road along the property's frontage occurs, Lane County's requirements for Urban Major Collector roads apply. The segment of Munsel Lake Road requiring improvements must include sidewalks, planter strip, and a bike lane within the right-of-way of Munsel Lake Road as required for Urban Major Collectors (see attached for code language). Project 107 of the Lane County Transportation System Plan (TSP) identifies improvements necessary for Munsel Lake Road from US 101 to North Fork Siuslaw Road. The scope of improvements describe the need to construct Munsel Lake Road to Major Collector standards with two 11-foot travel lanes and 6-foot shoulders on both sides while integrating systemic safety measures. This work is consistent with the current Florence Transportation System Plan (ref. pgs. 141, 178, 187).

The preliminary PUD application has since been conditionally approved, and the applicant submitted plans for Phase 1 of the subdivision. Lane County Transportation received notification and opportunity for comment on Phase 1 of the application. Lane County Transportation appreciates the list of conditions for preliminary PUD approval specified on Sheet A0.02. The following conditions as listed on Sheet A0.02 are most relevant to impacts on Lane County facilities for Phase 1 of the PUD based on a review of the plan set:

- **Condition 12:** The application for Phase 1 Final PUD, Subdivision, and Final Design Review shall include evidence of application for an access permit and coordination with Lane County on construction of needed pedestrian, vehicular, and stormwater infrastructure. The final design and implementation of the improvements shall be coordinated with the County, State, and the City. Any additional right-of-way required under Lane Code 15.105 on Munsel Lake Road may be required to be dedicated as County right-of-way. If public pedestrian and stormwater amenities are proposed to remain on the applicant's property, then an access and maintenance easement shall be provided.



Bicycle and pedestrian access plans will be required for Munsel Lake Road with a Final PUD application when the nexus is met and/or code requires their construction.

- **Condition 36:** Sidewalk construction timeline along Highway 101 will be reviewed with Phase 1 Final PUD and tentative subdivision and require ODOT approval. Munsel Lake Road sidewalk construction will be reviewed with phasing as appropriate once access is proposed for Munsel Lake Road and require Lane County approval.
- **Condition 40:** To provide adequate fire flows for the project, either a 12" water line at 47th Street entry or the complete looped system that connects to Munsel Lake Road shall be installed in conjunction with Phase 1 construction.
- **Condition 43:** Preliminary construction plans for interior and off-site vehicular, bicycle, pedestrian and utility infrastructure are required to be submitted for review and approval with application for Final PUD and Tentative Subdivision for each phase of development. All facilities whether proposed by the applicant or found during land use review to be needed are required to meet and are subject to applicable... Lane County Code standards... as appropriate unless specific exception is granted by the agency and included in the Planning Commission approval specifically listed and documented in the findings of fact...
- **Condition 47 (to verify any impacts to Munsel Lake Road):** In conjunction with application for Final PUD approval and tentative subdivision for the first phase, the applicant shall submit revised stormwater drainage system plans for review and approval by the Public Works Director and meeting City of Florence standards and specifications in Title 9 Chapter 5 and the Stormwater Design Manual.

Proposed development resulting from the PUD Phase 1 subdivision will have minimal impact to Munsel Lake Road given that permanent access to Munsel Lake Road is not proposed with Phase 1. Accordingly, Lane County will not require full urban improvements to Munsel Lake Road at this time.

Lane Code 15.105(1) When a land division or other development is proposed, the County may require dedications of right-of-way or easements and improvements necessary to meet the applicable road design standards of LC 15.700 through LC 15.708 and other requirements of this chapter. Planned right-of-way is 70 feet. Existing right-of-way is varying width at or less than 35 foot from centerline. A 70 foot right-of-way width is sufficient for an urban design of center turn lane, two travel lanes, bike lanes, curb, gutter, and sidewalk. Per LC 15.105(1) additional right-of-way should be dedicated to provide for the required urban improvements.

Sheet C6.0 show proposed work within the Munsel Lake Road right-of-way: emergency access and a walking path. This work will require Lane County approval of a Facility Permit. A Facility Permit is required for: (1) the placement of temporary and/or permanently installed facilities; and/or, (2) development within the right-of-way of a County Road. Facilities and development include, but are not limited to: road improvements; sidewalks; new or reconstructed driveway or road approach intersections; utility placements; excavation; clearing; grading; culvert placement or replacement; stormwater facilities; or any other facility, thing, or appurtenance [LC 15.205(1)].

Glen Southerland

From: VARTANIAN Sasha L <Sasha.VARTANIAN@co.lane.or.us>
Sent: Wednesday, February 06, 2019 2:43 PM
To: Glen Southerland
Cc: Wendy Farley-Campbell; GREEN Lori M; LEMHOUSE Brad
Subject: Lane County Transportation Planning Comments - Cannery Station Referral
Attachments: PC 18 34 SUB 01_Cannery Station_Munsel Lake Rd.doc

Hello Glen,

Please find attached Lane County Transportation comments prepared by Brad Lemhouse. Please let me know if you have any follow-up questions.

Best,
Sasha

Sasha Vartanian
Transportation Planning Supervisor
Lane County Public Works
Transportation Engineering Services
3040 N Delta Hwy, Eugene, OR 97408
Office: 541.682.6598; Cell: 541.914.8045





Oregon

Kate Brown, Governor

Department of Transportation

Region 2 Headquarters
455 Airport Road SE, Bldg. B
Salem, Oregon 97301
(503) 986.2600
FAX (503) 986.2630

October 19, 2018

ODOT #8644

ODOT Response

Project Name: Cannery Station Development LLC	Applicant: Kelly Sandow
Jurisdiction: City of Florence	Jurisdiction Case #: PC 18 12 PUD 01
Site Address: 87344 Munsel Lake Road, Florence, OR 97439	Legal Description: 18S 12W 1420 Tax Lot(s): 00700
State Highway: US 101	Mileposts: 187.94

The site of this proposed land use action is adjacent to US101, Oregon Coast Highway. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

Tax lot 700 is adjacent to US101 immediately south of the Munsel Lake Road intersection. The applicant has a highway approach application in process with ODOT that has been conditionally approved subject to concurrence between the supporting documentation that was submitted to ODOT for the approach application and what the City approves in the land use application where the approach is to be constructed. The applicant is advised that the subject property's highway frontage is access controlled as ODOT has acquired and owns access rights to the subject property. The subject property was granted an unrestricted Reservation of Access that is 70 feet in width as recorded in the property deed. Due to the presence of access control along the property frontage, if the proposed approach does get dedicated as a public street then the applicant is strongly advised to record cross-over access easements to the newly partitioned properties with the County Assessor if the applicant desires to have legal access to US101.

As part of the approach application the applicant has provided a traffic impact study, dated July 26, 2018, to support the master plan development and also included the two proposed phases of the development build-out. US 101 is classified in the adopted 2012 City of Florence Transportation System Plan (TSP) as a major arterial and the TSP identified the following two projects on US 101 in the vicinity of this development:

Exhibit I4.1

- PRJ-9 Installation of a traffic signal at the intersection of US 101/Munsel Lake Road when warranted with a projected time frame of 2018.
- PRJ-15 Widen US 101 to provide two northbound travel lanes from 42nd Street to Munsel Lake Road when warranted.

The analysis provided in the TIA did not show the need for the TSP projects during the phases; however, the City at a minimum should require that enough R/W be dedicated from the development so that the identified TSP projects could be built without requiring further right of way acquisition. All improvements to be constructed within the necessary right of way should also not prevent or impede the construction of the TSP projects. By current minimum ODOT standards the right of way needed for a half street width of a five-lane highway would need to be approximately 50 feet from centerline of highway which would include a 14 foot center median, two 12 foot through lanes, a 6 foot bike lane, a 6 foot sidewalk with 1 additional foot behind for maintenance and utility purposes, and potentially a 4 - 8 foot planter strip. If the City intends to condition either of the projects on the land use approval for the development then ODOT will need further analysis to be able to determine whether the projects could be approved at that time. It is the authority of the State Traffic-Roadway Engineer to approve all signal installations on the State Highway System. In order for a traffic signal to even be considered for installation, an intersection must meet at least one Manual on Uniform Traffic Control Devices (MUTCD) traffic control signal warrant, as identified from a traffic analysis consistent with ODOT-standard analysis procedures as outlined within the Analysis Procedures Manual and be supported by the local ODOT region traffic office. Simply meeting a signal warrant does not imply or ensure a signal will be supported or approved by the State Traffic-Roadway Engineer. Other types of intersection control should also be evaluated as the MUTCD states, "since vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied." Short of requiring a traffic signal to alleviate delay on Munsel Lake Road, which is currently a two lane side street, consideration should be given to channelizing the side street to provide separate turn lanes.

When the land use process reaches design review the applicant must provide ODOT Region 2 with engineered plans detailing all frontage improvements within the ODOT right of way for review and approval before a construction permit will be

issued. The newly dedicated 47th St approach will also have recognized public crosswalks by law and should the City desire any crossing to be marked then potential treatments could impact turn movements at the new approach. The applicant must also provide a stormwater management plan according to ODOT Hydraulics Manual Chapter 4, Appendix C and ensure that the design follows Chapter 12.5 of the Hydraulics Manual. Stormwater from the proposed development must be collected and treated on the Cannery Station property within a system that is adequate to handle treatment for the full build-out of the development. The applicant is advised that there has been a history of problems with stormwater drainage in this area and so the plans must detail where stormwater from onsite and from the highway frontage will outlet and ensure the adequate capacity of the receiving facilities. Plans are to include details of the connections to any existing drainage system in the ODOT right of way. Connection to State highway drainage facilities requires an ODOT Miscellaneous Permit from the ODOT District 5 Maintenance Office.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 2 Planning
Development Review
455 Airport Road SE, Bldg. B
Salem, Oregon 97301

ODOTR2PLANMGR@odot.state.or.us

Development Review Coordinator: Douglas Baumgartner, P.E., P.E.	Douglas.G.Baumgartner@odot.state.or.us
District 5 Contact: April Jones	541-726-2577



Oregon

Kate Brown, Governor

Department of Transportation

ODOT District 5

2080 Laura Street

Springfield, OR 97477

(541) 744-8080

Fax: (541) 726-2509

April.C.JONES@odot.state.or.us

September 07, 2018

File Code: PMT 4-11

Kelly Sandow
Sandow Engineering LLC
160 Madison Suite A
Eugene, OR 97402

**Subject: Notice of Conditional Approval for State Highway Approach,
Without Permission to Construct**
Highway Number 009, (Oregon Coast),
at Mile Point 187.94
Application Number 92240

Dear Kelly Sandow:

Approval of Application for State Highway Approach

I am pleased to inform you that the Oregon Department of Transportation (ODOT) has **conditionally approved** your *Application for State Highway Approach*, which means ODOT has reached a final decision about the location and concept for the approach that satisfy the department's basic safety and operations standards.

Pursuant to OAR 734-051-3040(8)(a), your *Application for State Highway Approach* Application number 92240, is **conditionally approved** subject to receipt of the following materials:

- ☒ A copy of the final local jurisdiction's land use approval of the development phase in which the approach will be built, including the approved site plan and project description for the development.

It is important that the plans and project description approved by your local jurisdiction are consistent with the plans submitted to ODOT. If the approach location on the locally approved plans and project description varies from the plans submitted to ODOT, it may be necessary to reapply to ODOT for the highway approach or request approval of a modified site plan from the local jurisdiction.

A copy of this letter has been sent to the local jurisdiction because ODOT and your local jurisdiction are required to coordinate on matters involving land development. ODOT's coordination rule is set forth in OAR 734-051-1030(3)¹.

¹ If you would like a complete copy of the Chapter 734 Division 51 Rules, you may obtain them by either visiting our website at: http://www.odot.state.or.us/tdb/planning/access_mgt/ or by contacting ODOT's Rules Coordinator, Brenda Trump, at (503) 945-5278

Exhibit I4.2

Your submittal deadline will be **no later than 5:00 p.m. on March 29, 2019**, sent to the following address:

April Jones, Permit Specialist
ODOT District 5
2080 Laura Street
Springfield, OR 97477

Under Oregon Administrative Rule (OAR) 734-051-3040(7)(c), you are required to submit the requirements or request a time extension by the submittal deadline or the **conditional approval of your application will expire**. If necessary, the Department may extend the time for your submittal if both you and the Department agree in writing before the deadline listed above. Please contact me if you would like to request an extension of time.

PLEASE NOTE: This conditional approval is an approval of your concept plan only. It is NOT a construction permit.

**Remaining Actions to be Completed Prior to
Issuance of Construction Permit**

After we have received the local land use approval with site plan and project description as described above, the District Office will contact you regarding the next steps. To give you a heads up when your Land Use approval is complete with the Local Jurisdiction, your next steps with ODOT will be to submit construction drawings and plans for review and approval by the Department.

If you have any questions about the content of this letter or specifically about what we are asking for, please feel free to contact me at (541) 744-8080

Sincerely,



April Jones, Permit Specialist
ODOT District 5, Maintenance Office

c: James Gamble, District Manager
Scott Nelson, Regional Access Management Engineer
Wendy Farley-Campbell, Local Government Official

Wendy Farley-Campbell

From: Tony Miller <tony@svfr.org>
Sent: Friday, August 31, 2018 2:42 PM
To: Bob Nicholls; jmoore@gma-arch.com; Jim Langborg; James Dickerson; Mike Miller; Wendy Farley-Campbell; Glen Southerland
Cc: 'Matt Keenan'
Subject: RE: Cannery Station PUD Buildings PC 18 12 PUD 01
Attachments: 2014 Oregon Fire Code Appendix D.pdf

Bob,

I should have stated the 2014 Oregon Fire code in my request for 26' road widths. 2014 Oregon Fire Code Appendix D, Fire Apparatus Access Roads, Sections D101-D108. The actual I quoted was Section D103.1. See attached code.

Hope this clarifies my information.

Respectfully

Tony Miller
Fire Prevention Captain
Siuslaw Valley Fire & Rescue
2625 HWY 101
Florence, OR 97439
(Office) 541-997-3212
(Fax) 541-997-9116
(Cell) 541-999-9076
tony@svfr.org
www.svfr.org



From: Bob Nicholls <BNicholls@gma-arch.com>
Sent: Thursday, August 30, 2018 2:08 PM
To: jmoore@gma-arch.com; Tony Miller <tony@svfr.org>; Jim Langborg <jlangborg@svfr.org>; James Dickerson <James@svfr.org>; mike.miller@ci.florence.or.us; wendy.farleycampbell@ci.florence.or.us; glen.southerland@ci.florence.or.us
Cc: 'Matt Keenan' <Matt.Keenan@kpff.com>
Subject: RE: Cannery Station PUD Buildings PC 18 12 PUD 01

Tony / All,

Can you please provide some clarity on the comment of city code requirements for 26' street widths? In FCC 10-36-2-5 A. it shows that local streets require a 20' wide travel way for two way traffic. Is it an accurate assumption that our

street width can be 20' minimum at the locations we don't have parking on either side? Let me know your thoughts, thank you

Bob Nicholls

541.344.9157

GMA Architects | 860 W. Park St. Suite 300 | Eugene, OR 97401

From: jmoore@gma-arch.com [<mailto:jmoore@gma-arch.com>]

Sent: Thursday, August 30, 2018 1:50 PM

To: 'Bob Nicholls' <bnicholls@gma-arch.com>

Subject: FW: Cannery Station PUD Buildings PC 18 12 PUD 01

Joseph E. Moore, AIA

GMA Architects

860 W. Park Suite 300

Eugene, OR 97401

(541)344-9157

From: dpklute@gma-arch.com <dpklute@gma-arch.com>

Sent: Tuesday, August 28, 2018 4:03 PM

To: 'Tony Miller' <tony@svfr.org>; 'Jim Langborg' <jlangborg@svfr.org>; 'James Dickerson' <James@svfr.org>

Cc: jmoore@gma-arch.com; mike.miller@ci.florence.or.us; 'Wendy Farley-Campbell'

<wendy.farleycampbell@ci.florence.or.us>; 'Glen Southerland' <glen.southerland@ci.florence.or.us>

Subject: RE: Cannery Station PUD Buildings PC 18 12 PUD 01

Tony,

Thank you for the update.

Daniel P Klute, AIA

541-344-9157

From: Tony Miller <tony@svfr.org>

Sent: Tuesday, August 28, 2018 3:40 PM

To: dpklute@gma-arch.com; Jim Langborg <jlangborg@svfr.org>; James Dickerson <James@svfr.org>

Cc: jmoore@gma-arch.com; mike.miller@ci.florence.or.us; Wendy Farley-Campbell

<wendy.farleycampbell@ci.florence.or.us>; Glen Southerland <glen.southerland@ci.florence.or.us>

Subject: RE: Cannery Station PUD Buildings PC 18 12 PUD 01

Daniel,

Per our phone conversation;

- I requested you meet all city code requirements for 26' street widths.
- Requested to add a loading zone on the south side of 47th street in front of the ALF building between 47th south and Redwood South Center. Our discussion was not to require an emergency only, but to maintain access for medics or fire during an emergency/public safety situation, so a loading zone will suffice.

- Hydrant locations; our request was to have FDC connections for sprinklers and stand pipes for stairwells to be out of the collapse zone, and at a key location not to block traffic. The FDC location we would prefer for the ALF building is at the fire hydrant on the corner of 47th and 47th South. This could also be the location to supply water to the stand pipe. Other structures with sprinkler systems can have the FDC's attached to the building. We would also like Storz fittings installed on all fire hydrants on the property, to accommodate our large diameter hose 4.5-inch NH to 4-inch quick connect. (See attached link for specifications). The City of Florence Public Works has all the specifications for the hydrant large outlet port.
- 2014 Oregon Fire Code, appendix D, Sections D101- D108, for Fire apparatus access will need to be followed during all projected phases of construction, and during construction.

The City of Florence Public Works and Building/Planning Department may have comments or additional information to add to this email.

<http://www.redheadbrass.com/shop/style-s-37-storz-to-rigid-female/>

Any questions, comments, and concerns let me know.

Respectfully

Tony Miller
Fire Prevention Captain
Siuslaw Valley Fire & Rescue
2625 HWY 101
Florence, OR 97439
(Office) 541-997-3212
(Fax) 541-997-9116
(Cell) 541-999-9076
tony@svfr.org
www.svfr.org



From: dpklute@gma-arch.com <dpklute@gma-arch.com>
Sent: Tuesday, August 28, 2018 7:20 AM
To: Tony Miller <tony@svfr.org>; Jim Langborg <jlangborg@svfr.org>
Cc: jmoore@gma-arch.com
Subject: Cannery Station PUD Buildings PC 18 12 PUD 01

With Corrected email address for Chief Director Jim Langborg.
My apologies.

Daniel P Klute, AIA
541-344-9157

From: dpklute@gma-arch.com <dpklute@gma-arch.com>
Sent: Tuesday, August 28, 2018 6:41 AM
To: 'tony@svfr.org' <tony@svfr.org>; 'jlangborn@svfr.org' <jlangborn@svfr.org>
Cc: 'jmoore@gma-arch.com' <jmoore@gma-arch.com>; Bob Nicholls <bnicholls@gma-arch.com>
Subject: FW: Cannery Station PUD Buildings PC 18 12 PUD 01

Tony,

Good Morning. We spoke on July 30th regarding the issues listed below from my July 19 email.

I am just following up to see if there are any more comments from you or your staff.

Briefly we discussed the following issues:

1. Internal Street layout (Finding 11).
2. Loading Zone location. This discussion included the IBC Occupancy Classification for the Assisted Living Center of I-1, Condition 2 and that most deliveries to the facility will be short duration food and supplies for the Kitchen, less than one hour in duration. We have indicated loading on the North and South sides of the ALF. The North side loading is on 47th street adjacent to the building.
3. Driveway design.
4. Types of Construction.
5. Fire Hydrant location.

We left the discussion with you stating that you would discuss the site plan and buildings with your staff and City of Florence Public Works and get back to me if there are concerns that we can address prior to our Final PUD submittal in September 2018.

We are developing our final site plans this week.

Thank you for attention to this matter.

Daniel P Klute, AIA
541-344-9157

From: dpklute@gma-arch.com <dpklute@gma-arch.com>
Sent: Thursday, July 19, 2018 3:49 PM
To: 'jlangborn@svfr.org' <jlangborn@svfr.org>; 'tony@svfr.org' <tony@svfr.org>
Cc: 'jmoore@gma-arch.com' <jmoore@gma-arch.com>; 'Matt.Keenan@kpffcivilpdx.com' <Matt.Keenan@kpffcivilpdx.com>; Bob Nicholls <bnicholls@gma-arch.com>
Subject: Cannery Station PUD Buildings

Good Afternoon,

I understand that you are pretty busy during Fire Season, however we are hoping to connect via Conference Call and discuss a few details regarding the Assisted Living Facility and Multi Family apartment buildings as we start designing the structures.

There are issues raised during the Preliminary CUP that include the following:

1. Internal Street Layout (Finding 11)
2. Location of Loading Zones (Finding 25)
3. Driveway Design 10-35-2-12-B & C (Finding 35)
4. Types of Construction and Occupancies of the two multi-story buildings, Automatic Fire Sprinkler and Fire Alarm Systems.

We will be open to this discussion whenever you are available, hopefully before August 3rd.

Thank you

Daniel P Klute, AIA
GMA ARCHITECTS
860 West Park Street, Suite 300
Eugene, Oregon 97401
o 541-344-9157
c 541-510-8661
www.gma-arch.com

Wendy Farley-Campbell

From: Tony Miller <tony@svfr.org>
Sent: Wednesday, October 17, 2018 4:50 PM
To: Wendy Farley-Campbell
Cc: James Dickerson
Subject: The Cannery Station

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Wendy,

I hope I can still give input for The Cannery Station project.

I would like to see intersection detail for Spruce street & 47th street and would like them to comply with 2014 Oregon Fire Code, Appendix D, Section D105.1 – D105.4.

I would like to see a second separate approved fire apparatus access road, to comply with 2014 Oregon Fire Code, Appendix D, Section D106.1.

Not sure if this is the opportunity to ask for this or if there will be another opportunity. Just though I would add my two cents!

Let me know your thoughts

Thanks

Tony Miller
Fire Prevention Captain
Siuslaw Valley Fire & Rescue
2625 HWY 101
Florence, OR 97439
(Office) 541-997-3212
(Fax) 541-997-9116
(Cell) 541-999-9076
tony@svfr.org
www.svfr.org



From: [Tony Miller](#)
To: [Glen Southerland](#)
Cc: [Wendy Farley-Campbell](#); [Stephen Abel](#); [James Dickerson](#)
Subject: RE: Cannery Station Drawings
Date: Tuesday, December 18, 2018 11:30:19 AM

Glen,

I looked at the intersection details, it appears they meet the required fire apparatus access code for the Ladder Truck, and turn arounds are detailed out also.

The second means of ingress/egress are not noted or detailed on the plans. The requirement in 2014 Oregon Fire Code states in Appendix D, **Section D106.1**, Projects having more than 100 dwelling unit shall be equipped throughout with two separate and approved fire apparatus access roads.

Exceptions: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when **all buildings, including nonresidential occupancies**, are equipped throughout with approved automatic sprinkler system installed in accordance with section 903.3.1.1 or 903.3.1.2. They may have plans to install fire sprinkler systems in all buildings.

I would be glad to get together and discuss the project, let me know what works for you all.

Thanks

Tony Miller
Fire Prevention Captain
Siuslaw Valley Fire & Rescue
2625 HWY 101
Florence, OR 97439
(Office) 541-997-3212
(Fax) 541-997-9116
(Cell) 541-999-9076
tony@svfr.org
www.svfr.org



From: Glen Southerland <glen.southerland@ci.florence.or.us>
Sent: Tuesday, December 18, 2018 8:56 AM
To: Tony Miller <tony@svfr.org>
Cc: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>

Exhibit I5.3

Subject: Cannery Station Drawings

Hi Tony,

I emailed you yesterday a Dropbox link to the Cannery Station application materials. In particular, I was hoping for feedback on [Sheet C6.2](#) (either PUD or DR set) and whether the intersection details demonstrate compliance with Fire Code for maneuvering. The notes do not say what length of fire apparatus was used.

There's a few other questions we were trying to formulate for you, but maybe it would be easiest to meet and talk about it? We can find a time that is good for you in the next couple of weeks, if that will work.

Thank you!

Glen Southerland

Associate Planner

City of Florence Planning Department

ci.florence.or.us

City of Florence Public Works

(Temporary Location)

2675 Kingwood Street

Florence, OR 97439

Phone: (541) 997-8237

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From: [Mike Miller](#)
To: [Wendy Farley-Campbell](#)
Cc: [Sean Selig](#)
Subject: Cannery Station - Public Improvement Plans
Date: Tuesday, March 5, 2019 10:52:12 AM

Hi Wendy,

The plans for public improvements (water, wastewater, stormwater and street) have been designed to a level that is sufficient for Planning Commission approval. However, these plans are not ready for construction. There are still details, specifications and other items for constructability that will need to be included and reviewed prior to the plans being approved for construction. Items such as details and elevations for ADA ramps, curb cuts, water meter final placement, etc.

Thank you,

Mike

Mike Miller

Public Works Director
City of Florence
250 Hwy 101 N
Florence, OR 97439

Phone: 541-997-4106
Fax: 541-590-4017

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From: [Mike Miller](#)
To: [Wendy Farley-Campbell](#)
Subject: Public vs Private Streets for Cannery Station
Date: Tuesday, March 5, 2019 4:08:09 PM

Hi Wendy,

Cannery Station will be constructing the streets to City standards, however since this is a multi-phase multi-year project, with a lot of construction, it makes sense to keep the street private until such time that the entire project is completed. This will place maintenance responsibility on the developer to ensure that the streets are maintained and repaired prior to being dedicated to the City.

This project is unique in that it is a mixed use development with a heavy emphasis on commercial activities. We would like the developer to have a larger role and control over the road system while the entire project is under construction. Unlike a residential development, the commercial component(s) of the project may contribute to unreasonable damage to the new streets. Again, this is a timing issue. Once the project is complete, the streets (47th, Redwood and Spruce) can be transferred to the City for maintenance.

Thank you,

Mike

Mike Miller

Public Works Director
City of Florence
250 Hwy 101 N
Florence, OR 97439

Phone: 541-997-4106

Fax: 541-590-4017

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Wendy Farley-Campbell

From: Erin Reynolds
Sent: Monday, February 04, 2019 11:50 AM
To: Janis Jones
Cc: Wendy Farley-Campbell; Vevie McPherren
Subject: RE: Traffic safety

Janis and Coleman,
Thank you for your comments. I am forwarding them to our Planning Department so that they can be included in the appropriate files and records.

Erin Reynolds
City Manager
erin.reynolds@ci.florence.or.us
(541) 997-3437

City of Florence
250 Hwy 101
Florence, OR 97439

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From: Janis Jones [<mailto:tigerwalker83@gmail.com>]
Sent: Sunday, February 03, 2019 7:35 AM
To: Erin Reynolds <erin.reynolds@ci.florence.or.us>
Subject: Traffic safety

Mr. Reynolds,

We live in Florentine Estates, and we are not at all opposed to the seventeen acre development that will be directly across PCH from Fred Meyers.

We are, however, concerned about what will happen to the already problematic traffic situation in the area. Turning onto PCH from Munsel Lake Rd. is currently a challenging maneuver. The same can be said when exiting the Fred Meyers parking lot whether from the north or the south. Surely traffic will only increase once the development is completed.

Hopefully a new traffic light is being considered. That would greatly reduce the number of south bound PCH speeding vehicles as well as reducing the risk factor for those entering the highway from both Fred Meyers and the new development parking lots.

Regards,

Coleman and Janis Jones
304 Manzanita Dr.
Florence

Exhibit J1.1