

## Clare Kurth

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**From:** RODOMSKY Hui \* DLCD <Hui.RODOMSKY@dlcd.oregon.gov>  
**Sent:** Tuesday, October 8, 2024 5:12 PM  
**To:** Clare Kurth  
**Subject:** FW: Florence site development - tsunami considerations

Hello Clare!

I discussed the proposed 10-unit townhouse development on the corner of Vine St and Hwy 126 in Florence with Laura Gabel, coastal field geologist with DOGAMI.

Please see her thoughts below.

Let me know if you have any questions!

Best,  
Hui



**Hui Rodomsky**  
South Coast Regional Representative  
Oregon Coastal Management Program  
Oregon Department of Land Conservation and Development  
810 SW Alder St, Suite B | Newport, OR 97365  
Cell: 541-270-3279 | Main: 503-373-0050  
[hui.rodmsky@dlcd.oregon.gov](mailto:hui.rodmsky@dlcd.oregon.gov) | [www.oregon.gov/LCD](http://www.oregon.gov/LCD)

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**From:** GABEL Laura \* DGMI <Laura.GABEL@dogami.oregon.gov>  
**Sent:** Tuesday, October 8, 2024 5:00 PM  
**To:** RODOMSKY Hui \* DLCD <Hui.RODOMSKY@dlcd.oregon.gov>  
**Subject:** Florence site development - tsunami considerations

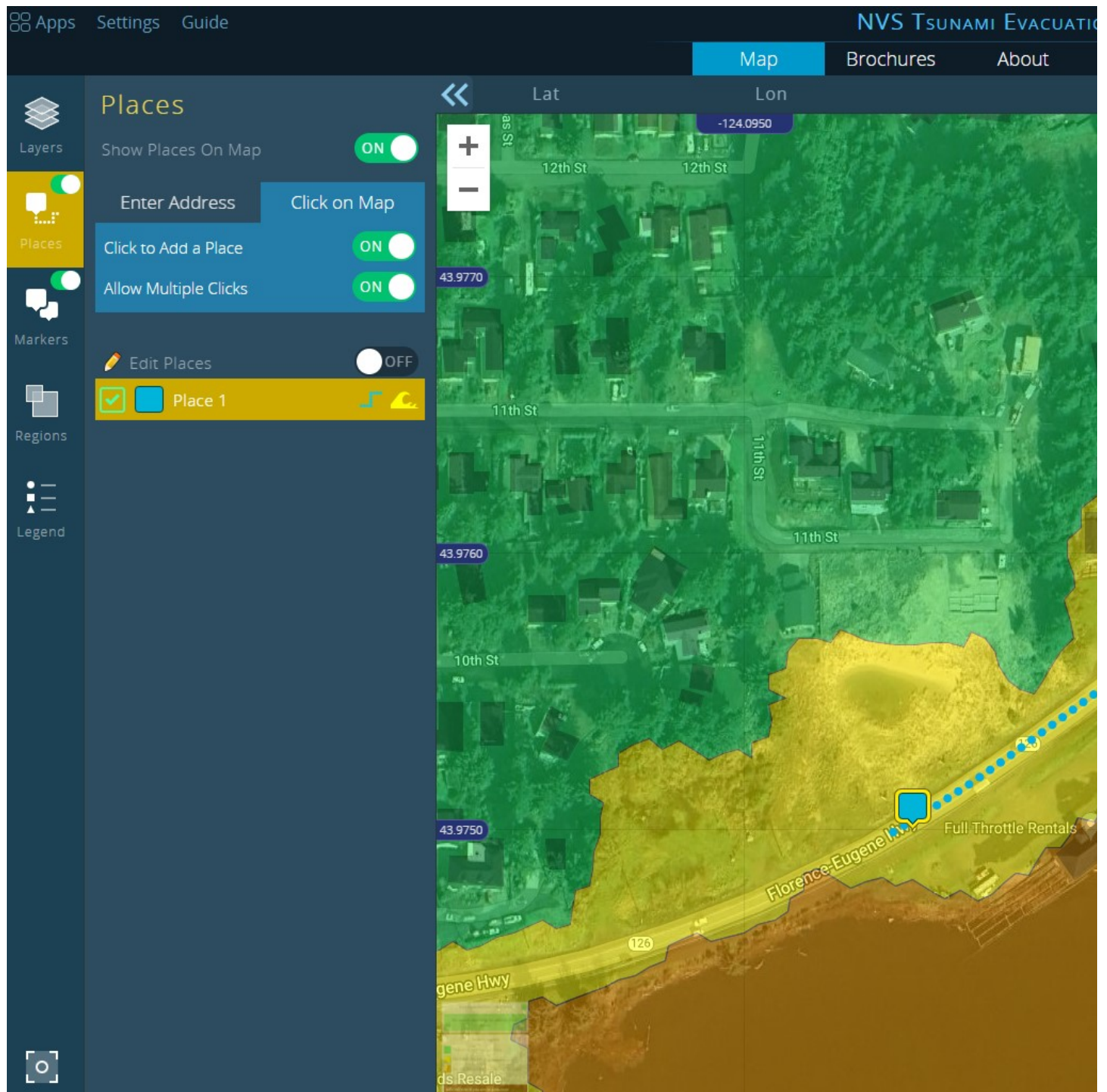
Hi Hui,

Thank you for considering tsunami hazards in your analysis of this site! A Cascadia tsunami is expected to reach this location about 40 minutes after the start of earthquake shaking. Safety can easily be reached before the tsunami's arrival via Highway 126; however, I expect liquefaction and lateral spreading along the river's edge to severely compromise passage along sections of this road. A detailed geotechnical study would be necessary to more fully examine the location and severity of these coseismic hazards (phenomena that occur during an earthquake in addition to ground shaking).

Because this route relies on a road that is likely to be significantly damaged as well as the fact that it requires evacuees to initially travel in the direction of the oncoming tsunami, I strongly encourage the site to develop a more direct evacuation route to the north. A footpath leading from the site to high ground in the direction of 11<sup>th</sup> St would only need to be ~100-200 feet long and would provide evacuees with a more direct and much shorter route to safety that avoids the river entirely.

Please don't hesitate to reach out if you have any questions!  
Laura

Screenshot comes from <https://nvs.nanoos.org/TsunamiEvac>.



**Laura (Stimely) Gabel, MS, RG | Coastal Field Geologist**  
**Oregon Department of Geology and Mineral Industries**  
Coastal Field Office  
PO Box 1033, Newport, OR 97365  
(971) 413-0624  
[Laura.Gabel@dogami.oregon.gov](mailto:Laura.Gabel@dogami.oregon.gov)  
[www.OregonTsunami.org](http://www.OregonTsunami.org) | [nvs.nanoos.org/TsunamiEvac](https://nvs.nanoos.org/TsunamiEvac)

*Unless otherwise indicated, all information in this correspondence is classified*

as Level 1, “Published” according to State of Oregon statute and administrative policy.



## Wendy Farley-Campbell

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**From:** Mike Miller  
**Sent:** Thursday, December 5, 2024 2:07 PM  
**To:** Wendy Farley-Campbell  
**Cc:** Jacob Foutz; kurth.clare@gmail.com  
**Subject:** RE: Butterclam/Siuslaw Bay View Utility Plan  
**Attachments:** As-built water system on Hwy 126.pdf; 23-022\_Leturno\_UtilityPlan\_11-13-2024 - PW Markups.pdf

Good morning,

First thank you for sharing the drawing. The proposed utility layout is not what we have discussed for the project with the developer. Additionally, the existing City water system is not represented on the revised utility plan. Attached is the as-built drawing that shows the 12-inch water main being extended to the east near the property line of the development.

The revised utility plan is confusing and it is unclear what the intent is of the water system at the east end of the development. Are they proposing to connect and loop the lines?

As stated during our conversations with the developer, since they are maintaining the lots and lot lines out to Hwy 126, and not showing any fire hydrants in the interior private street, they can install individual water services and meters at the property line at Hwy 126, so there is no need to extend an 8-inch water main into the private street/easement. The existing 2-inch water service towards the west side of the project will need to be removed at the developer's expense.

The sanitary sewer needs to be extended to and through the project. This will require the installation of a sanitary sewer manhole within the ROW of Hwy 126 at the east side of the development. The manhole needs to have an invert elevation that will allow for the future extension of the sewer system to the east. The invert elevation out of the manhole needs to be 6.02 feet.

Connection to the existing sewer pump station wetwell will be allowed.

Stormwater system will require a design report in order to verify that the facility is sized and designed appropriately.

Public Works reserves the right to provide additional comments and requirements as we receive revised plans for the project.

I have attached the markups of the revised utility plan for the development to illustrate our comments.

Thank you,

Mike

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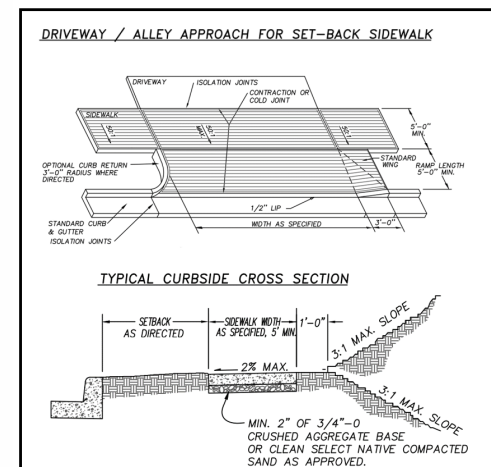




## STORMWATER NOTES:

1. VEGETATED INFILTRATION RAIN GARDEN IS PROPOSED TO PROVIDE STORMWATER TREATMENT AND DETENTION FOR THE PROPOSED DEVELOPMENT.
2. WEB SOIL SURVEY MAPS SOIL TYPES ON-SITE AS: 44 - DUNE LAND AND 140 - YAQUINA LOAMY FINE SAND. THE CITY OF FLORENCE STORMWATER DESIGN MANUAL SECTION 4.6 LISTS SOIL TYPE 140 AS ESPECIALLY PRONE TO SHALLOW GROUNDWATER. AFTER VISITING THE SITE AND VIEWING GOOGLE EARTH AERIAL PHOTOS IT APPEARS SHALLOW GROUNDWATER IS PRESENT ON THE NORTH HALF OF THE SITE IN A LOW AREA.
3. TO MEET SECTION 4.6 OF THE STORMWATER DESIGN MANUAL, AN UNDERDRAIN WITHIN A ROCK CHAMBER OF THE INFILTRATION RAIN GARDEN IS PROPOSED TO BE INSTALLED TO MITIGATE THE SHALLOW GROUNDWATER. THIS UNDERDRAIN IS PROPOSED TO DISCHARGE INTO AN EXISTING DRAINAGE DITCH ON THE SOUTHWEST CORNER OF THE PROPERTY.
4. THE PRIMARY PROPOSED DISCHARGE FROM THE SITE IS INFILTRATION GIVEN THE SANDY SOILS MAPPED BY WEB SOIL SURVEY.
5. STORMWATER RUNOFF FROM PROPOSED ROOFS TO BE COLLECTED BY DOWNSPOUTS AND PIPED TO THE PROPOSED INFILTRATION RAIN GARDEN.
6. STORMWATER RUNOFF FROM PROPOSED DRIVEWAYS AND IMPERVIOUS SURFACES TO BE COLLECTED BY CATCH BASINS OR CURB INLETS AND PIPED TO THE PROPOSED RAIN GARDEN.
7. A SUMP PUMP MAY BE NEEDED TO PUMP ALL STORMWATER RUNOFF INTO THE RAIN GARDEN IF GRADES REQUIRE. THIS DESIGN WILL BE COMPLETED DURING THE BUILDING PERMIT PROCESS OF THE DEVELOPMENT.
8. FINAL STORMWATER DESIGN WILL BE PERFORMED DURING THE BUILDING PERMIT PROCESS AND ADJUSTMENTS TO THE CURRENT STORMWATER PROPOSAL MAY BE REQUIRED.
9. THE FRONT 500 SQUARE FEET OF DRIVEWAY FRONTING HIGHWAY 126 IS PROPOSED TO DISCHARGE RUNOFF DIRECTLY TO THE RIGHT-OF-WAY WITHOUT FLOWING THROUGH THE PROPOSED RAIN GARDEN. THIS IS NEEDED FOR PUBLIC PURPOSES AND IS IN ACCORDANCE WITH THE DESIGN MANUAL.
10. TO ACHIEVE THE INFILTRATION TESTING BY ON-SITE. HOWEVER, SURVEY INFORMATION INDICATES INFILTRATION IN THE FLORENCE AREA. THE BUILDING OF AN INFILTRATION RAIN GARDEN WITH A SEASONAL INFILTRATION RATE THAT WILL FACILITATE A FUTURE COMPLETION OF VINE TOWARDS 11TH.

## SIDEWALK DETAIL & ADA ACCESSIBILITY:

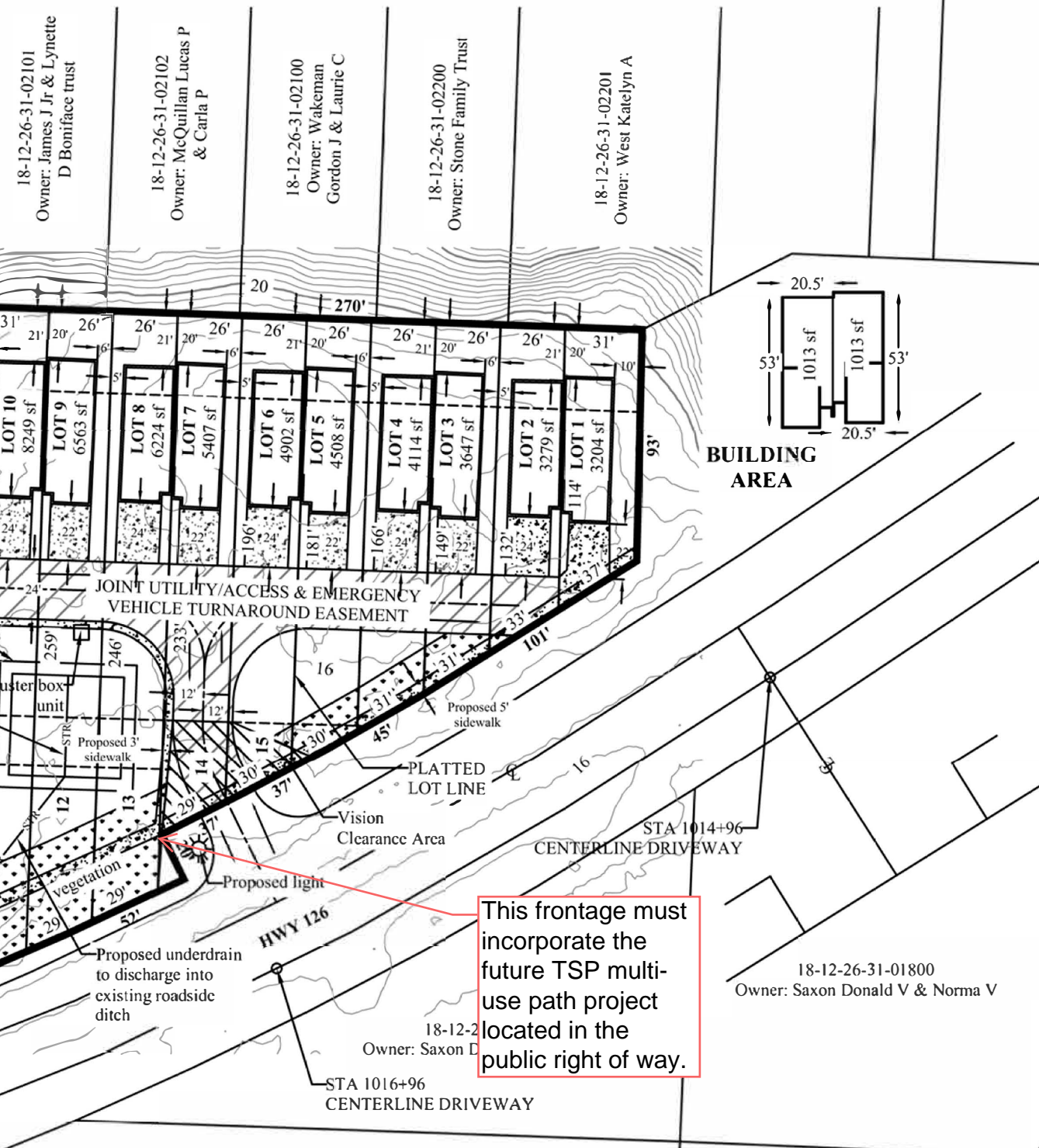


# SITE PLAN WITH PROPOSED UTILITY PLAN FOR LETURNO-HWY 126

NE 1/4 SW 1/4, SECTION 26, TOWNSHIP 18 SOUTH, RANGE 12 WEST, W.M.

FLORENCE, LANE COUNTY, OREGON

DATE PREPARED: APRIL 2024



SCALE 1" = 60'  
1-FOOT CONTOUR  
INTERVALS



VICINITY MAP  
NOT TO SCALE

## Utility plan incomplete:

**Proposed sanitary sewer infrastructure not shown in plan and profile format with connection to existing utility and specific COF elevation requirements for future development to east**  
**Proposed Water system improvements not shown with connections to existing utility**  
**Proposed storm sewer plan requires more detail including a profile plan showing proposed slopes**  
**All construction plans shall include detail sheets with all pertinent COF Standard Drawings for construction**

Map compiled from record data, Lane County GIS Shapefiles, Aerial photos, and Dogami Lidar data. Survey field data was not gathered, and this map is not a survey.

This frontage must incorporate the future TSP multi-use path project located in the public right of way.

ASSESSORS MAP: 18-12-26-31 TAX LOT: 02300

Revised By: TS



METRO PLANNING, INC

846 A STREET  
SPRINGFIELD, OR. 97477  
541-302-9830  
JOB NO. 23-022

## Jacob Foutz

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**From:** Michael Schick <chief@wlfea.org>  
**Sent:** Thursday, November 21, 2024 5:35 PM  
**To:** Jacob Foutz  
**Subject:** RE: Referral Request: PC 24 01 CUP 01 - Residential Development of 10 Units in a Commercial Zone

Jacob,

Western Lane Fire and EMS Authority has no issues with the proposed change in zoning to allow residential development in a commercial zone as indicated.

### 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](mailto:chief@wlfea.org)

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**From:** Jacob Foutz <Jacob.Foutz@ci.florence.or.us>  
**Sent:** Wednesday, November 20, 2024 1:46 PM  
**To:** Mike Miller <mike.miller@ci.florence.or.us>; thpo@ctclusi.org; August Murphy <august@ci.florence.or.us>; BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>; Michael Schick <chief@wlfea.org>; Jeremy Austin <jeremy.austin@ci.florence.or.us>; Dave Mortier (DaveM@nwcodepros.com) <DaveM@nwcodepros.com>; Johnson, Lynnesy <ljohnson@cencoast.com>; Wilkins, Megan <MWilkins@cencoast.com>  
**Cc:** Peighton Allen <peighton.allen@ci.florence.or.us>  
**Subject:** RE: Referral Request: PC 24 01 CUP 01 - Residential Development of 10 Units in a Commercial Zone

Good afternoon,

The City of Florence has received an updated application requesting approval of 10 single unit attached dwellings (5 buildings) to be located in the Commercial Zoning District at 5439 Hwy 126. After a request to postpone at the previous hearing, this item will be going to the Planning Commission for a public hearing on December 10, 2024. This application is a request for the residential development in a Commercial Zone only. An additional application will be filed for the complete design review of the units.

I've attached the *updated* documents for you to look over.

Any comments or concerns would be appreciated no later than November 26<sup>th</sup> to provide time to incorporate them into the staff report.

Please let me know if you need additional information or have any questions.

## Clare Kurth

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**From:** Michael Schick <chief@wlfea.org>  
**Sent:** Monday, July 29, 2024 8:17 AM  
**To:** Clare Kurth; Mike Miller; thpo@ctclusi.org; August Murphy; BAUMGARTNER Douglas G; Jeremy Austin; Dave Mortier (DaveM@nwcodepros.com); Johnson, Lynnesy; Wilkins, Megan  
**Cc:** Sharon Barker  
**Subject:** RE: Referral Request: PC 24 01 CUP 01 - Residential Development of 10 Units in a Commercial Zone

Clare,

WLFEA has no concerns other than those already satisfactorily addressed in the plans concerning emergency access and water supply.

**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](mailto:chief@wlfea.org)





## Siuslaw Valley Fire and Rescue

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2625 Highway 101 North  
Florence, OR 97439-9702

(541) 997-3212

05/26/2022

To the City of Florence Building/Planning Department:

On 05/26/2022, I was involved with a pre-plan review regarding the Butter Clam Court project located at Map & Tax Lot #18-12-26-31 02300. The meeting was to discuss options for fire department access and water supply for the projected plan to build five 1 & 2 family dwellings and a commercial building (proposed to be built at a later date). The discussion for fire department access was to incorporate the cul-a-sac, Butter Clam, and the parking lot for the commercial business to create an approved T turn around to meet the fire department turnaround requirements (noted on the proposed plan). See 2019 Oregon Fire Code, Appendix D, Figure D103.1 for approved turn arounds. We also discussed the need for a fire hydrant to be located on Vine Street or on Butter Clam Court to meet the 400' distance requirement between fire hydrants for dead end roads. The existing fire hydrant is located on Hwy 126 and does not meet the 400' requirement to the far east proposed structure on Butter Clam Court. See 2019 Oregon Fire Code, Appendix C, Table C102.1 for spacing details.

Tony Miller, Fire Marshal

2625 Hwy 101

Florence, OR 97439

(541) 997-3212

[tony@wlfea.org](mailto:tony@wlfea.org)

## Clare Kurth

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**From:** BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>  
**Sent:** Friday, August 23, 2024 3:40 PM  
**To:** Clare Kurth  
**Subject:** RE: Hwy 126 Improvements and Land Use Application PC 24 01 CUP 01

Hi Clare,

ODOT can support the new approach proposal for this development. I do have some draft input into the frontage improvement plans for this development. I am still awaiting input from our District 5 Maintenance Office as to their support for the sidewalk and light pole. Who would maintain the light pole and new sidewalk? Would the City be ok with a separated sidewalk such that a curb would not be necessary? I am still waiting for more input from our maintenance District but so far our Roadway reviewer has shared that if a light pole is proposed within the ODOT right of way fronting this property than it must be up to ODOT standards for breakaway design for light poles within the clear zone. ODOT does not have the authority to require sidewalk from developments, but sidewalk could be placed within ODOT right of way behind ditch with transitions back to highway shoulder as has been done recently with developments on the north end of Florence on US101. If the sidewalk is intended for public use but located on private property, then ODOT recommends a minimum 6' wide sidewalk in a public easement if it is on private property (6' minimum width this is a requirement if it is placed within ODOT right of way). If the sidewalk were placed on private property and for site use only then ODOT would have no comments regarding the sidewalk. A stormwater report detailing the tested infiltration rates, ground water elevations and expected discharge rates into our R/W will be required.

Our District management input will have a huge bearing on ODOT support for the sidewalk and light pole. I was unable to contact the District staff yesterday or today and I will be out on vacation until Thursday. If it can wait until then we can have a more final set of comments for this development.

Thanks and have a great weekend!

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, August 22, 2024 10:10 AM  
**To:** BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>  
**Subject:** Hwy 126 Improvements and Land Use Application PC 24 01 CUP 01

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good morning Doug,

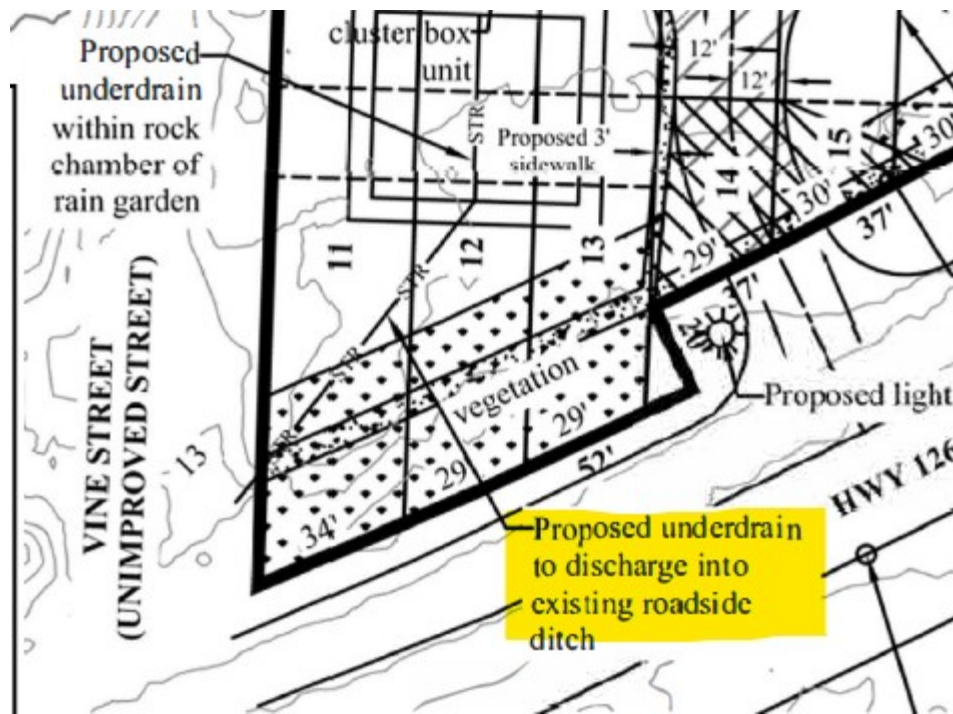
We have an application for a CUP to allow 10 residential units on a commercial lot located at 5439 Hwy 126. All application materials can be found [HERE](#). This goes to a public hearing August 27<sup>th</sup> and any written comments before 3:00 pm on Tuesday would be very appreciated. I included a snip of the area below



So I have a few questions on this.

- 1) Please let me know what comments ODOT has for the stormwater plan attached. Below are two snips from the plan on where they are proposing the discharge.
  - City Code doesn't permit the stormwater discharge into ROWs, but ODOT comments would be great too since Hwy 101 is an ODOT facility



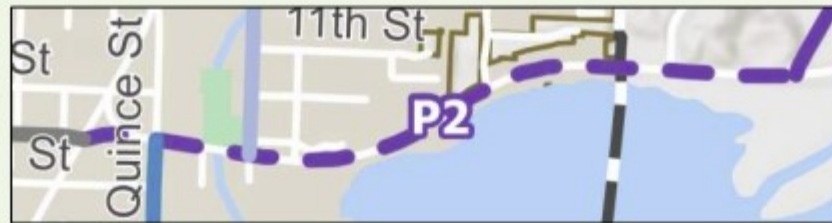


9. THE FRONT 500 SQUARE FEET OF DRIVEWAY FRONTING HIGHWAY 126 IS PROPOSED TO DISCHARGE RUNOFF DIRECTLY TO THE RIGHT-OF-WAY WITHOUT FLOWING THROUGH THE PROPOSED RAIN GARDEN. THIS IS NECESSARY FOR GRADING AND HYDRAULIC PURPOSES AND IS ALLOWED IN THE FLORENCE STORMWATER DESIGN MANUAL.

- 2) They are asking for a non-remonstrance for the sidewalks on the Hwy 126 street frontage. What are ODOTS thoughts on this request?
  - City Code provides a path for this request with residential zoning, but not residential uses. So, City Code doesn't support this.
  - However, if there is a plan for street improvements or realignments then that would offer a path for a non-remonstrance.
  - Also, please note, the sidewalks are proposed on private property. Does ODOT have a preference on whether this will require an easement or a dedication?
- 3) Below is a snip from the 2023 TSP discussing a project for a walking and bike connection along Hwy 126.
  - What expectations does ODOT have for the applicant on this project?
  - Is there adequate space for this project, or will the pathway affect their proposed site plans

# OR 126: US 101 TO N FORK ROAD (P2)

**PROJECT PURPOSE:** CREATE SAFE WALKING AND BIKING CONNECTIONS ALONG OR 126



## PROJECT INFORMATION

<b>Description</b>	<p>OR 126 is an ODOT Statewide highway that runs from Florence to Eugene, and then continues east McKenzie Bridge and Santiam Pass in the Cascade Mountains. The highway serves regional and state but it is also an important connection to the residential areas east of US 101 and to the Three Rivers Casino outside of the city. Providing a complete walking network between US 101 and N Fork Road will provide connections to these city neighborhoods and to the casino.</p> <p>This project has two elements: first, the sidewalks that end at Spruce Street will be extended to Tamarack and second, a multi-use path will run alongside OR 126 between Tamarack Street and N Fork Street. design work will determine the best location for a multi-use path, the TSP assumes that the path will be on the north side of OR 126 to better connect with these two destinations and where there is space for a path. The Siuslaw River immediately to the south. This connection will create a safe and accessible way for people to move between these destinations without needing to drive.</p>	
<b>Roadway Characteristics</b>	<ul style="list-style-type: none"> <li>Functional Classification: OR 126 – Other Urban Principal Arterial (FHWA), Major Arterial (City)</li> <li>OHP Classification: OR 126 – Statewide Highway</li> <li>Posted Speed: 35 – 55 MPH</li> <li>Existing (2021) ADT: 7,970 at US 101, 7,100 at N Fork Rd</li> <li>Forecast (2045) ADT: 10,000 at US 101, 8,540 at N Fork Rd</li> <li>Travel Lanes: Four 12-foot lanes from US 101 to Quince St, two 12-foot lanes and one 15-foot center turn lane from Quince St to Spruce St, and two 12-foot lanes from Spruce St to N Fork Rd</li> </ul>	<ul style="list-style-type: none"> <li>Pavement Width: 64 feet from US 101 to 48-80 feet from Quince St to Spruce St, 64 feet from Spruce St to N Fork Rd.</li> <li>Shoulders/Bike Lanes: 6-foot shoulder bike lane</li> <li>On-Street Parking: None</li> <li>Curb and Gutter: On both sides of the street between US 101 and Tamarack St, no curb east of Tamarack St</li> <li>Sidewalks: 6-foot sidewalk on both sides between US 101 and Spruce St</li> <li>Reported Crashes (2016-2020): Unknown city UGB</li> </ul>
<b>Benefits</b>	<ul style="list-style-type: none"> <li>Provides a safe and comfortable pedestrian experience along a state highway that is currently a hostile environment for people walking.</li> <li>Reduce vehicle trips on OR 126, which will have downstream impacts at other intersections such as US 101 and OR 126 and OR 126/Quince Street</li> </ul>	
<b>Constraints</b>	<ul style="list-style-type: none"> <li>Funding, ODOT Coordination, Right-of-Way, Environmental Challenges, Tribal Coordination</li> </ul>	
<b>Planning-Level Cost Estimate</b>	<ul style="list-style-type: none"> <li>\$1,605,000 (estimated in 2023 dollars)</li> <li>Assumes architecture/engineering work and construction (including clearing and grubbing, excavation, embankment/fill, new pavement drainage and landscaping, mobilization, erosion control, traffic management, and a 25% contingency)</li> </ul>	
<b>Potential Funding Sources</b>	<ul style="list-style-type: none"> <li>Surface Transportation Block Grant (STBG) program</li> <li>Highway Safety Improvement Program (HSIP)</li> <li>Statewide Transportation Improvement Program (STIP)</li> <li>State Highway Trust Fund/Bicycle Bill</li> <li>All Roads Transportation Safety (ARTS)</li> </ul>	
<b>Additional Considerations</b>	<p>OR 126 is a Reduction Review Route, meaning that any project cannot impact the "hole in the air" movement. Also, there is no pedestrian walkway between OR 126 and Three Rivers Casino. The Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians will need to provide this pedestrian connection.</p>	

Any help with these questions would be great. Thank you,

**Clare**



## Clare Kurth

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**From:** BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>  
**Sent:** Monday, October 16, 2023 1:50 PM  
**To:** Clare Kurth  
**Cc:** HEARLEY Henry O  
**Subject:** RE: Application for residential access on HWY 126 - TIA?

Good afternoon, Clare,

If the current land use action is based on 10 homes than there is not enough traffic generation and concerns for ODOT to require a TIA. The remainder of the property aside from the homes, the internal roadway and any necessary stormwater treatment and pedestrian facilities appears to be quite small for five significant commercial pads. Is there any indication what type of commercial uses could occupy these spaces? If ODOT approves the highway approach for 10 homes at this time it is possible that with future commercial land use applications that the approach will need to be re-permitted and that may result in the need for a TIA if the increase in site traffic generation is substantial.

Thanks,

Doug,

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

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**From:** Clare Kurth <clare.kurth@ci.florence.or.us>  
**Sent:** Thursday, October 12, 2023 1:58 PM  
**To:** BAUMGARTNER Douglas G <Douglas.G.BAUMGARTNER@odot.oregon.gov>  
**Cc:** HEARLEY Henry O <HHEARLEY@Lcog.org>  
**Subject:** Application for residential access on HWY 126 - TIA?

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good afternoon Doug Baumgartner,

I attached the application, applicant narrative, and site plan for a residential development application the City received. They are proposing accessing the site from Hwy 126 and the application is proposing 10 residential unit now and a future plan for up to 5 commercial spaces. The City is trying to determine if a TIA is required. Does ODOT feel this development triggers the need for a TIA at this time?

Please let me know if you need additional information.

Thank you,

**Clare Kurth** (She/Her)

Assistant Planner | City of Florence

[clare.kurth@ci.florence.or.us](mailto:clare.kurth@ci.florence.or.us)

City of Florence

250 Hwy 101

Florence, OR 97439

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