

Overview/Introduction of slide presentation: Leland Associates had originally identified the Lotus and its surrounding properties as a node. The owners of the Lotus approached the City to see if the City might be interested in creating incentives for development. What you are going to see is an effort made on behalf of the City using FURA funds to create a conceptual plan with multiple ideas presented in many layers.

First going to introduce you to the concept of small housing. Becoming popular in urban and rural areas in the country. Taking that as a lead...everyone knows how we all feel ownership of the view to our riverfront properties. We were very sensitive to that fact and realizing you can only control a landlord through zoning and codes. Our recommendation is that the City use this presentation as a tool to possibly attract development. We consider this presentation to be filled with good ideas that we would like to see a developer embrace. Placement of the buildings was as important as shared open space. We tried not to create a wall of buildings. We are recommending passive solar designs and a focus on quality construction with clever storage and linear kitchens all with a slant toward a modern design.

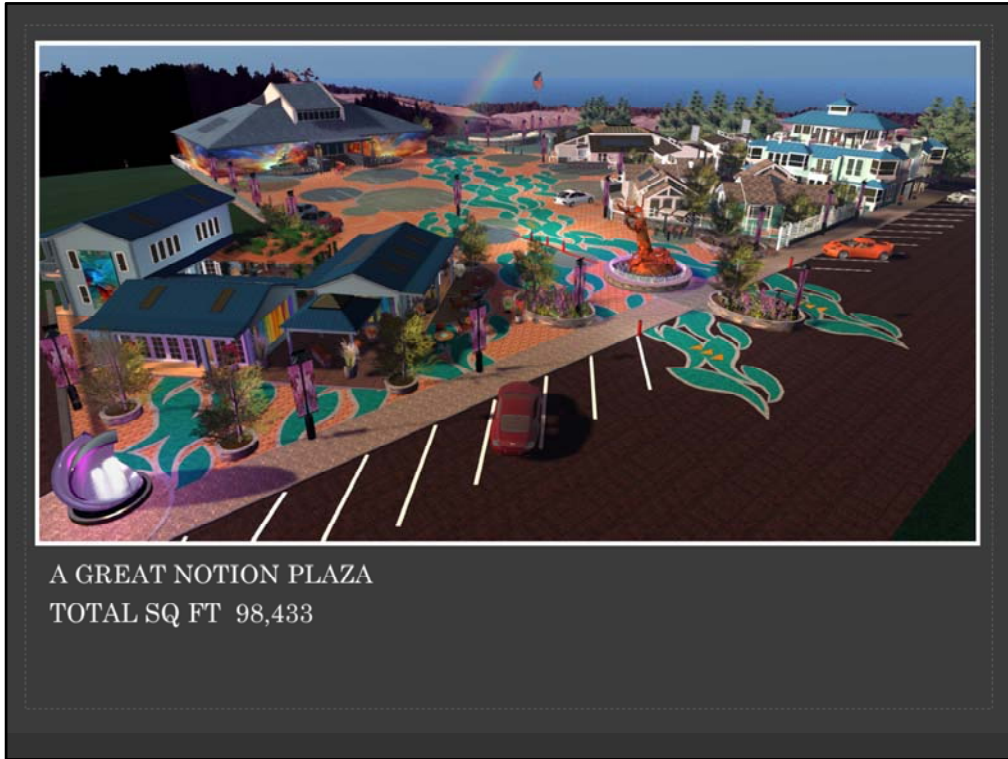
INTRO VIDEO BEST SMALL HOUSE AWARD 2015:

<https://www.youtube.com/watch=RMGGmfwjqxY>

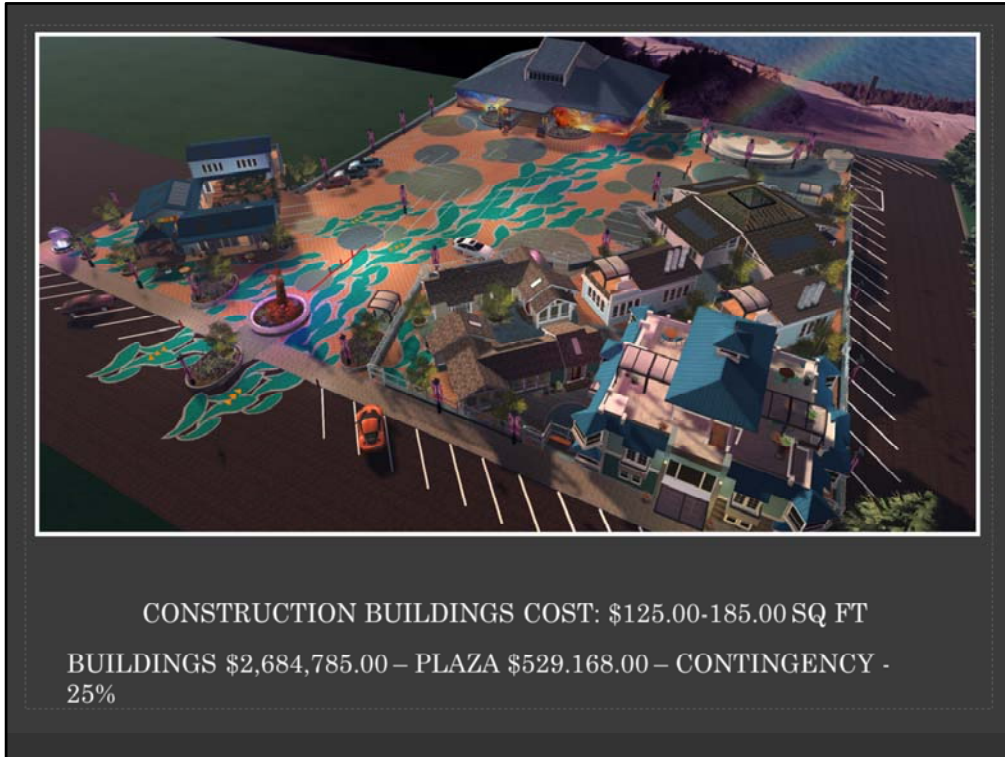
City Of Florence "Once A Great Notion, Plaza" Video Links on Florence Site

Dissolve Version:

VR version :



Sometimes a Great Notion, novel by Ken Kesey set in fictional Wakonda (Florence).
Movie starring Paul Newman filmed on Siuslaw River.



Single story buildings \$125.00 sq. foot pad size
 Two story buildings 185.sq foot pad size

Construction Costs Itemized

Structures \$2,684,785.00

Area Development \$529,168.00 (Plaza, Pavers & Lights, This is based on \$8.00 per sq. ft X 66146)

Sub total \$3,213,953.00

25% contingency \$803,488.00

Total \$4,017,441.00



“QUALITY OF LIFE...”

SQ FOOTAGE COMMERCIAL/RESIDENTIAL: 27,354

SQ FOOTAGE OPEN PLAZA: 66,108



THE CUCKOOS NEST...

TOTAL LIVABLE SQ FT: 6,224 = 8 UNITS

ESTIMATED CONSTRUCTION COST: PAD 3444 X \$185/SQ FT

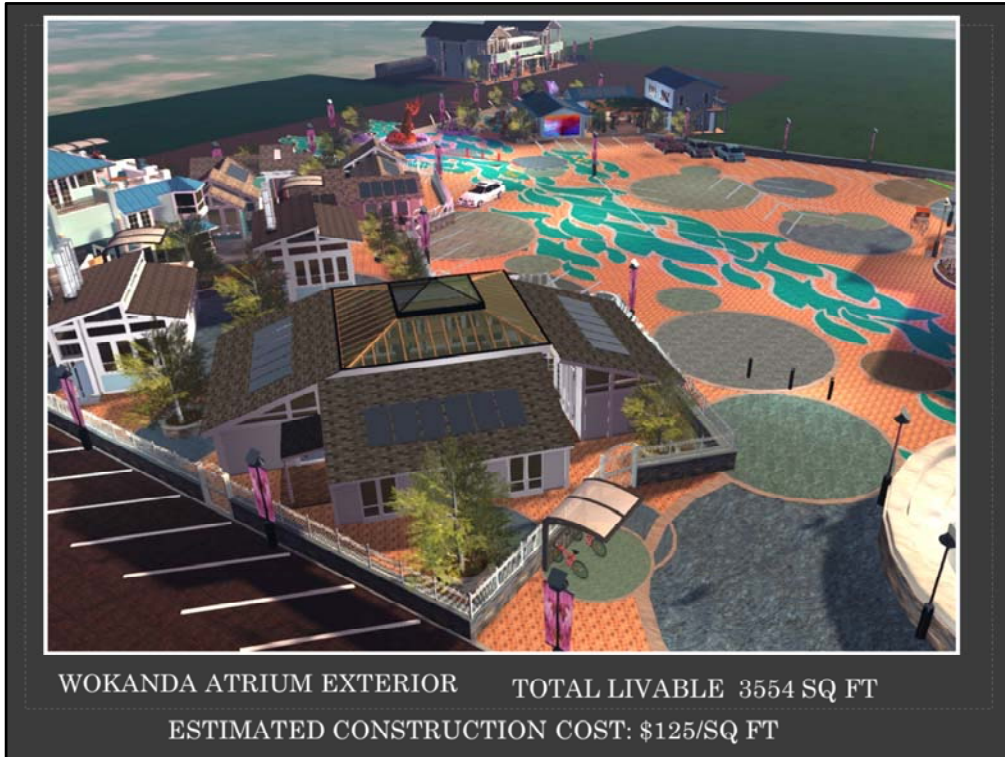
Ken Kesey novel One Flew Over the Cuckoo's Nest



Small compact units with large windows that allow natural light to give a sense of spaciousness



Third floor is a communal space. Outdoor community roof, terrace area. Could be used for shared gardens, BBQ



We Incorporated skylights where ever possible in certain buildings to make smaller spaces more cheerful. Plus it allows natural light to warm up the space. Notice Solar panels as well.

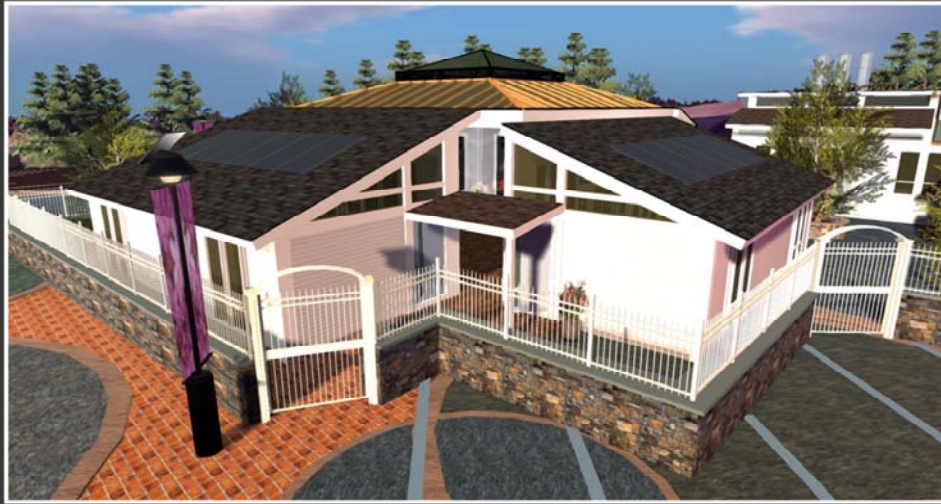
\$ X 432 = 2641

ATTRIUM 913 SQ FT

LIVABLE SPACE = 3554 SQ FT



Modern, more contemporary streamlined approach to design storage and function
Recommend all windows open at bottom due to our climate and for added security
Incorporated skylights in certain buildings to make smaller spaces more cheerful.
It allows natural light to warm up the space instead of heaters.
Focus on quality construction to achieve high energy efficiency over the life time. Of the building.



WOKANDA ATRIUM EXT...

SECURITY FENCE ENCLOSSES ALL 6 BUILDINGS & SHARED
COURTYARDS

White metal Security fence around ALL 6 Buildings of the NW corner of the Plaza.



WOKANDA ATRIUM EXT...

Bring attention to passive green approach, solar panels



BROMDEN PLACE...

TOTAL LIVABLE SQ FT: 1,312

ESTIMATED CONSTRUCTION COST: \$125/SQ FT

Chief Bromden from Kesey's Sometimes a Great Notion
Pad Size 1,312 Sq. Ft X \$125.00



Has its own covered balcony, each building has wind turbines on them.



Interior offers 1.5 story environment introducing loft space and natural lighting
Under stair storage



SHAI-HULUD COURT EXT...

TOTAL LIVABLE SQ FT: 2,240

ESTIMATED CONSTRUCTION COST: \$125/SQ FT

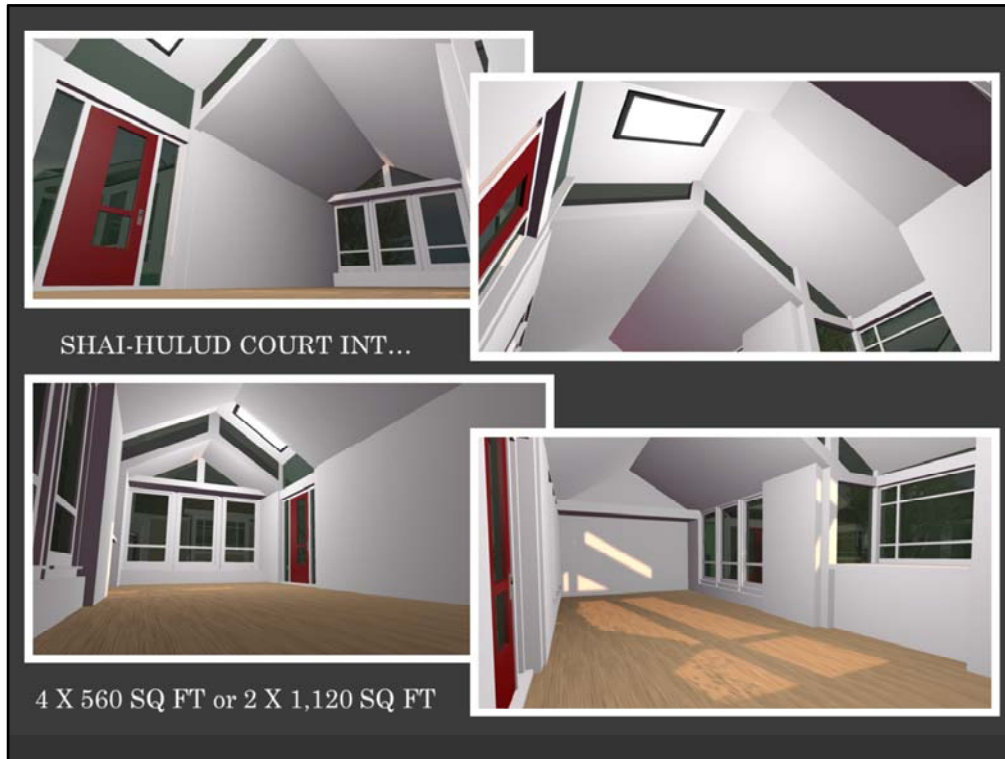
Introduce Shai-Hulud (worms from Frank Herbert's Dune, inspired by Oregon Coast Dunes)

Flexible space that could be comprised of four 560 sq. foot or two 1,120 sq. ft.

Pad Size 2240 X \$125.00 per Sq. Ft



Fencing in all 6 buildings creates Small niche Pockets & hideaways Secured with in the fence for all tenants to share.



Linear storage design and bay window kitchens.
Fabricate furnishings within the design of the space....this is another trend: moving walls, hide away beds, kitchens designed on one flat wall so they could be hidden.
Minimize changes in the design so it costs less to fabricate



We recommend an exciting Design be created with a combination of Colored Bomonite & Porous Colored cement that gets stamped with a design.

Area Development: (lighting, planters, stormwater irrigation, landscaping, open pavers in plaza)

The costs for finishing the plaza can vary greatly based on pavers and design & Labor. Estimated costs \$6.00 to \$20.00 Per Sq. Ft

We calculated \$8.00 per square ft for the 6108 Sq Ft of the Plaza Area Development \$528,864.00.

For example Asphalt can be \$2.00 – \$3.00. Stamped cement \$3.00 - \$5.00, Bomonite & Porous Colored cement can \$5.00 - \$8.00

There are Other Pavers & Tile solutions that can go up to \$20.00 a Sq Ft.

We are recommending research into a factory that fabricates pavers & uses local artists make stamps for cement tiles & Pavers.

The Idea could become an aesthetic treatment that could be used through out The City. Like Prague, Portugal & Barcelona all known for their pavers and decorative walks and streets.



The costs for finishing the plaza can vary between \$4.00 to \$20.00 per square ft.

We recommend an exciting Design be created with a combination of Colored Bomonite & Porous Colored cement that gets stamped with a design.

Plaza Area Development 66108 SQ FT X \$8.00 = \$528,864.00

Opportunity for artists to fabricate these pavers in the Florence-area and participate in the stamping of the cement/bromide



THE PLAZA



PLAZA AMPHITHEATER

SPECIAL EVENTS

The Most Coveted piece of the Plaza near the water edge looking across at the Dunes. It is a wonderful public gathering place.



RIVERS EDGE...

TOTAL LIVABLE SQ FT: 4,913

ESTIMATED CONSTRUCTION COST: \$125 - \$185/SQ FT

Flexibility of square footage based on the design

Pad Size of 2 Single story Buildings 1950 Sq. ft x \$125.00

Pad Size of 1 Two story Building 975 Sq. ft x \$185.00



Mixed Use space Live work artist in residence gallery/studio.
A small market could be here with a take out meals to finish at home.



Mix/Use 975 Sq. Ft 2 spaces



Second Story Building is 975 Sq. Ft X \$185.00
2 STORY 4 X 487 SQ FT Livable Space = 1,948



841 Sq. Ft x \$125.00



DUNE APARTMENTS...

TOTAL LIVABLE SQ FT: 5292 + PERGOLA

ESTIMATED CONSTRUCTION COST: \$185/SQ FT

Dune, novel by Frank Herbert, inspired by the Oregon Dunes
Construction costs are \$185.00 Per Sq. Ft on a Pad of 5292.



DUNE EXT...

6 UNITS X 882 SQ FT = 5,292



1600 Sq. Ft of Outdoor shared space



Flexible and adaptable utilization of the space

6 Units 882 Sq. Ft = 5292

Common Space Roof deck, 2nd Story Balcony, 1st Floor Terrace/Pergola



Modern, more contemporary streamlined approach to design storage and function



Linear storage design and sliding doors.



A KITCHEN ISLAND

Modern, more contemporary streamlined approach to design a cooking island with storage and functionality.

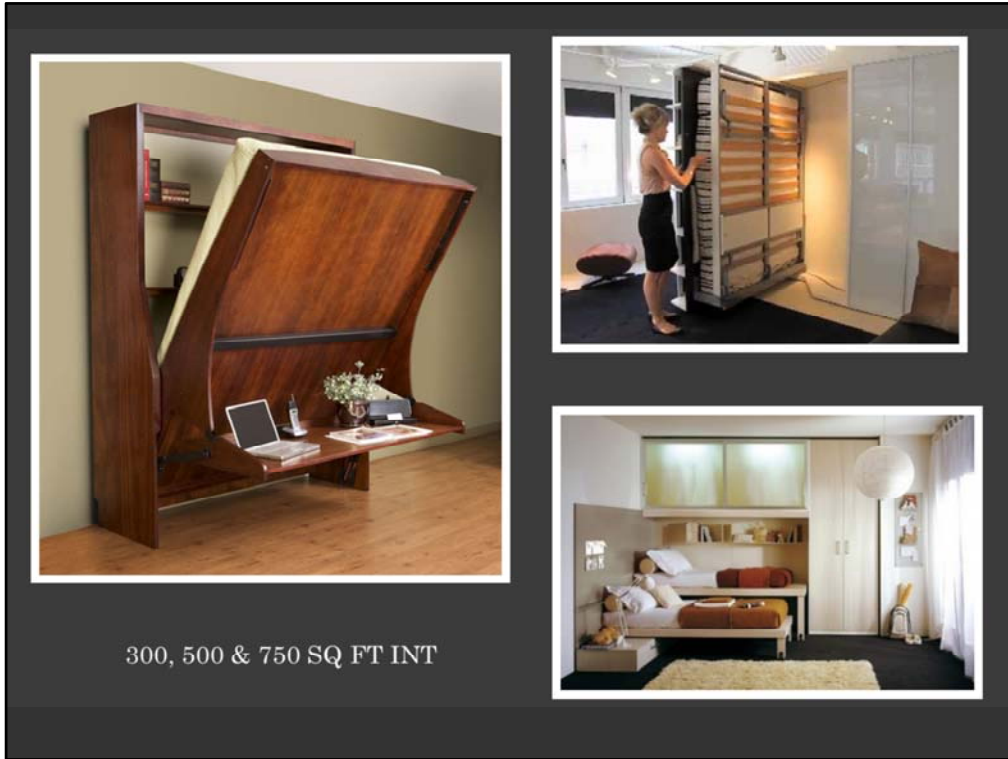


300 SQ FT INTERIORS

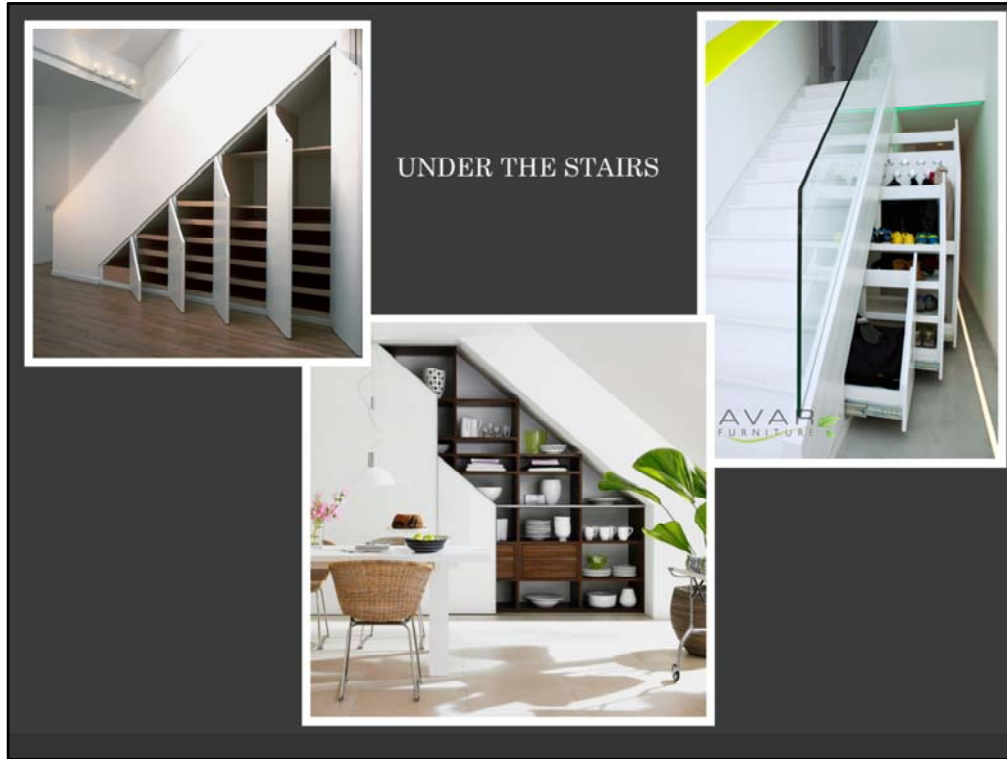
Maximum use of small spaces



Linear storage design deep cabinets to hide appliances and hardware.



Hideaway beds.



Modern, more contemporary streamlined approach to design storage and function under staircases or against a wall



<http://bomanite.com>
<http://bomanite.com/color-charts/>
<http://bomanite.com/bomanite-showroom/>

<http://www.bomaniteconcrete.com>
<http://bomanitev2.riology.com/bomanite-gallery6.html>



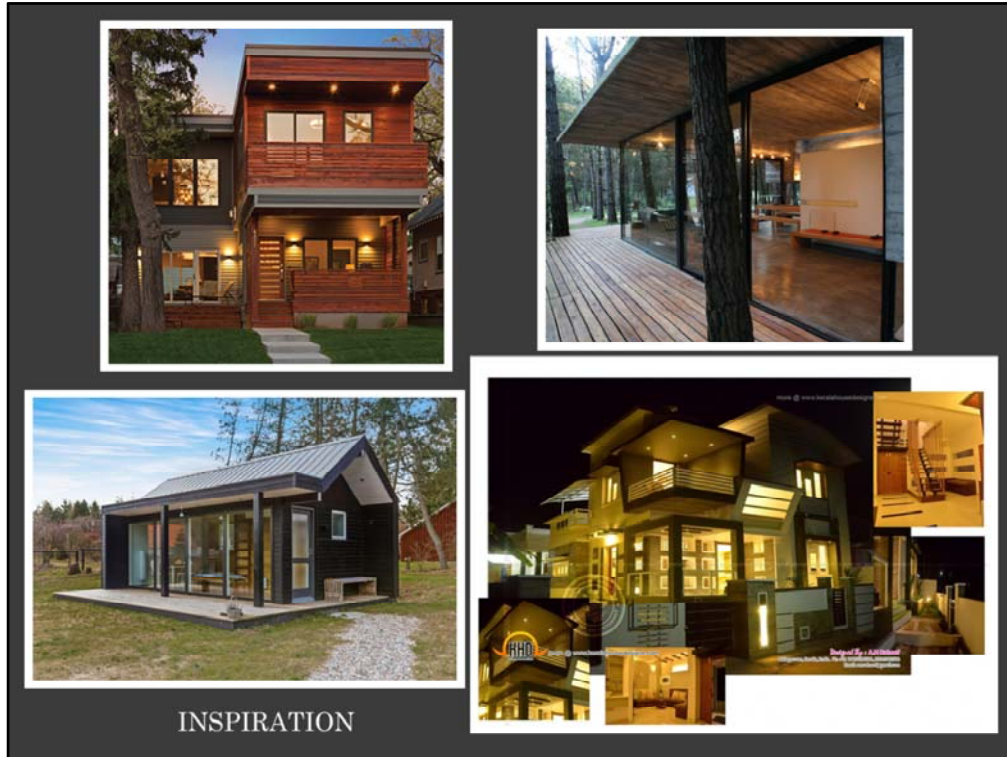
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Incorporated skylights in certain buildings to make smaller spaces more cheerful.
Plus it allows natural light to warm up the space without using energy.
Recommend all windows open at bottom due to our climate and for added security



Small compact units with big windows that allow light to come through
Covered balconies
Simple modern structures that allow a lot of light



Thank You

City of Florence
Oregon's Premier Coastal Community

REVISION FLORENCE

Florence Urban Renewal Agency

Project Update – October 26, 2016

Project Goals & Overview

- Highway Beautification and Safety
 - Sidewalks
 - Bike Lanes
 - Landscaping
 - Gateways
 - Public Art
 - Slow Down Traffic
 - ADA Improvements
 - Defined Parking
 - Pedestrian Amenities
 - Street and Pedestrian Lighting
 - Undergrounding Utilities
- All work proposed to be done within the public right of way.
- Implementation of design elements can be scaled and phased depending on funding availability.
- Maintenance of landscaping, public art, and pedestrian amenities would be performed by the City of Florence.

Highway Beautification and Safety

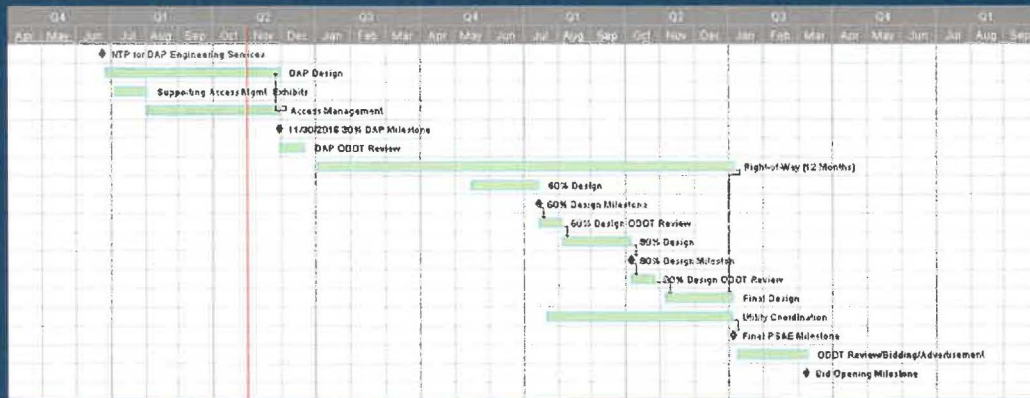
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Project Timeline



Construction, Utility Undergrounding, and ODOT Paving will occur after the Bid Opening Milestone with the final timeline to be determined.

Current date is indicated with the red line.

On track to meet the DAP by November 30th.

Construction, Utility Undergrounding, and ODOT Paving will occur after the Bid Opening Milestone with the final timeline to be determined.

Project Budget

- Project estimate remains at \$6 million.
- More defined estimates will be created through the DAP process.
- The ODOT MOU provides reimbursement for up to \$629,000.
- CLPUD Update
- The project has made it through the STIP Enhancement process for 100% funding recommendation for FY18-21.
 - \$750,000 grant, \$250,000 FURA match

Total Estimated Project Cost (including undergrounding utilities)	\$ 6,000,000
Funding Sources	
FURA—FY 2016	500,000
FURA/LaneACT STIP	1,000,000
ODOT Reimbursement MOU	<u>629,000</u>
Total Funding Available	<u>2,129,000</u>
Funding Gap	\$ 3,871,000

Project estimate remains at \$6 million. – These are preliminary!
More defined estimates will be created through the DAP process.

The ODOT MOU provides reimbursement for up to \$629,000.

CLPUD Update

- CM Reynolds has been speaking with the CLPUD general manager.
- Their funding priorities have been set for the coming years.
- They are operating their district in 11 unique communities and it is difficult for them to operate their service differently in each community.
- Due to the regulatory environment they operate in, they are unable to increase the billings to affected citizens.
- They already pay a 5% franchise fee.
- They are willing to coordinate on the project with us, but they will not be footing the bill for undergrounding the utilities for aesthetic purposes.

The project has made it through the STIP (Statewide Transportation Improvement Program) process for 100% funding recommendation for FY18-21.

- \$750,000 grant, \$250,000 FURA match

Current Status

- Project Team Meetings – July & August with MSA, ODOT, and the City.
- MSA Coordination with ODOT – Continued
- Opportunity to Comment on Access Management Methodology Letters – October 6th
- Public Outreach Requirement – FURA Open House, Business Meetings, & Outreach Survey
- MSA Submitted Technical Memo – October 14th (Draft)
- Notice to Proceed
 - Right of Way Cost Estimating
 - Utility Undergrounding Coordination
- DAP Submission by November 30th – On Track

Project Team Meetings – July & August with MSA, ODOT, and the City.

MSA Coordination with ODOT – Continued

Opportunity to Comment on Access Management Methodology Letters – October 6th

Public Outreach Requirement – FURA Open House, Business Meetings, & Outreach Survey

MSA Submitted Technical Memo – October 14th (Draft)

- ODOT is reviewing.
- City has reviewed.
- Outlines the project objectives in technical detail.

Notice to Proceed on Contingency Tasks

- Right of Way Cost Estimating
- Utility Undergrounding Coordination

- After 30% DAP we will have an updated cost estimate
- ODOT reviews DAP for approval.
- ODOT & MSA will have a DAP workshop to comment on the DAP submission and address any concerns. The City will be involved as well.

Billings

- Received billings for July, August, and September.
- Work through September 30, 2016.
- Subcontractor billings are delayed one month. September subs will be included in the October billing.
- Adjusted percentage of completion on required tasks is approximately 25%.
- Contingency tasks are based on need and the timing may be different.
- October and November billings will be the substantial billings.

Task Name	Budget Amount	Total Billed	Fee Remaining	Percent Complete
Project Management	38,844.00	11,150.35	27,693.65	28.71%
Survey	51,962.00	-	51,962.00	0.00%
Public Involvement	14,937.00	-	14,937.00	0.00%
Utility Coordination	12,422.00	1,071.00	11,351.00	8.62%
Hydraulics Design	21,415.00	2,583.00	18,832.00	12.06%
Roadway Design	49,967.00	26,595.50	23,371.50	53.23%
Traffic Engineering	77,544.00	2,723.50	74,820.50	3.51%
Design Acceptance	17,117.00	697.50	16,419.50	4.07%
Landscape Architecture	35,646.00	126.00	35,520.00	0.35%
Additional Project Team Meetings (CT)	8,565.00	-	8,565.00	0.00%
Additional Topographic Survey (CT)	15,756.00	-	15,756.00	0.00%
Utility Undergrounding Coordination (CT)	14,607.00	-	14,607.00	0.00%
DAP Stormwater Management Design (CT)	9,552.00	-	9,552.00	0.00%
Stormwater Management Plan (CT)	8,134.00	-	8,134.00	0.00%
Design Exceptions (CT)	7,910.00	-	7,910.00	0.00%
Right of Way Cost Estimating (CT)	32,191.00	-	32,191.00	0.00%
Rights of Entry (CT)	5,478.00	-	5,478.00	0.00%
Contract Totals*	422,047.00	44,946.85	377,100.15	10.65%
Required Tasks	319,854.00	44,946.85	274,907.15	14.05%
Contingency Tasks (CT)	102,193.00	-	102,193.00	0.00%

Contract outlines the a not to exceed amount of \$319,854 for the required tasks. FURA Board approve a not to exceed budget of \$460,000 to cover project.

Business Access Outreach



- There are a few driveways that will be altered during the design of ReVision Florence.
- Project Manager Messmer visited businesses with potential impact to discuss their delivery routes and access needs.



- Los Amigos
- Pro Lumber (front and back lots)
- Safeway (store and gas station)
- Sears
- The Shippin' Shack
- Space Age Gas



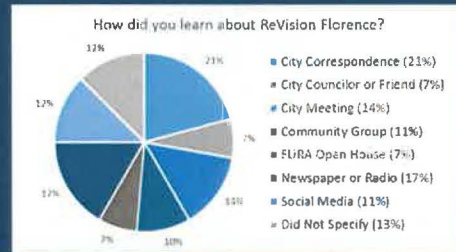
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Outreach Survey

- ReVision Florence Outreach Survey sent to 665 recipients on September 22, 2016.
- ODOT requested additional outreach.
- Shared via City's website and social media.
- Received 106 responses:
 - 72 (68%) previously knew about ReVision Florence.
 - 70 (66%) live within the Florence City Limits.
 - 24 (23%) own or operate a business within Florence.
 - 63 (59%) signed up to receive the City newsletter.



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Outreach Survey

General comments regarding the existing conditions along Highway 101.

- Doesn't Represent Florence
- Not Safe
- Needs Improvement
- Unappealing, Uninviting, Ugly
- Outdated, Run Down
- Empty Buildings
- Speeding, Traffic
- Asphalt, Terrible Condition



General comments regarding the existing conditions along Highway 101.

Question resulted in two fold responses. Opinions on the existing conditions and what it needed.

- Comments on existing conditions
 - Doesn't Represent Florence
 - Not Safe
 - Needs Improvement
 - Unappealing, Uninviting, Ugly
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Outreach Survey

General comments regarding the existing conditions along Highway 101. Needs

- Landscaping, Flower Baskets
- Signage
- Tourism
- Old Town Entry, Match Old Town Feel
- Crosswalks, Sidewalks, Bike Lanes, Lighting
- Repaving
- Identity, Visual Appeal
- Continue North on Highway 101



General comments regarding the existing conditions along Highway 101.

-- *What it Needs*

- Landscaping, Flower Baskets
- Signage
- Tourism
- Old Town Entry, Match Old Town Feel
- Crosswalks, Sidewalks, Bike Lanes, Lighting
- Repaving
- Identity, Visual Appeal
- Continue North on Highway 101

Outreach Survey

General comments regarding the proposed ReVision Florence design.

- Like the Greenery & Landscaping
- Looks Great, Looks Good, Love It
- Extends Old Town
- Beautiful, Inviting, Improvement, Appealing, Attractive, Exciting
- Use Short Vegetation, Native Plants, Rhododendrons, Flower Baskets
- Better Sidewalks, Bike Lanes, Lighting
- Public Art – Arch/Gateway
- Undergrounding
- How will it be funded?
- Extend North on Highway 101
- Need to Improve Buildings



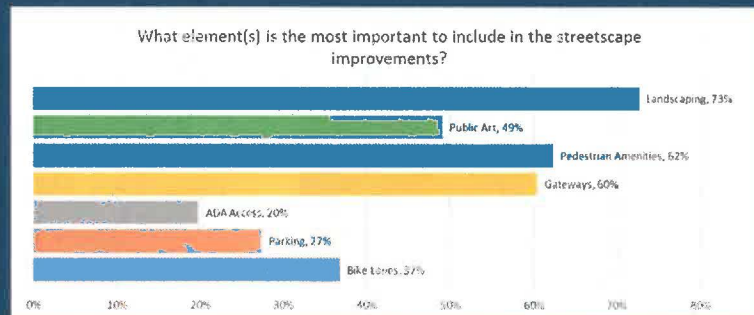
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Outreach Survey

Are there other elements we should be including in the ReVision Florence design?

- Revitalization of Existing Buildings – Design Standards/Architectural Guidelines
- Banners
- Crosswalks
- Traffic Control
- Native Plants
- Vertical Elements
- Rain Shelters
- Additional Parking (Events)
- Tribal Input
- North Highway 101



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- North Highway 101



TECHNICAL MEMORANDUM

DATE: October 14, 2016

PROJECT: 30 Percent Design for Hwy 101 and Hwy 126 Streetscaping

TO: Megan Messmer, Assistant to the City Manager/PIO
City of Florence
250 Hwy 101
Florence, OR 97439

FROM: Chris Link, P.E.
Murray, Smith & Associates, Inc.

REVIEW: Bill Hollings, P.E.
Murray, Smith & Associates, Inc.

RE: Design Criteria Technical Memorandum

Introduction

The Hwy 101 and Hwy 126 Streetscaping Project is located along the US101 corridor between the Siuslaw River Bridge and OR126 (MP 190.22 to MP 190.84) and along OR126 from US101 to Spruce Street (MP 0.02 to MP 0.24). Key goals of this project include streetscape improvements along US101 that are visible and attract visitors and business to the area. The intent is to develop designs that will build upon revitalizing and sustaining the Downtown area as a destination, while maintaining a very livable area for the community residents. Anticipated improvements include:

- Widened sidewalks and ADA improvements
- Curb extensions/bulb outs
- Median treatments
- Safer crosswalks (to increase safe access from one side of the highway to the other)
- Continuation of existing bike lane from OR126 to the bridge.
- Pedestrian scale lighting
- Street furniture (benches, bike racks, trash receptacles, resting areas, art)
- Information signage of areas of interest
- Landscaping improvements

This project is currently being funded by the City and the Florence Urban Renewal Agency. Per the Concept Plan and project scoping notes, the construction budget is anticipated to be approximately \$6 million.

The project is being designed in tandem with ODOT's US101: OR126 JCT. – Siuslaw River Bridge 1R pavement preservation project. The overall goal is to construct the City's streetscape improvements in 2018, prior to ODOT's pavement preservation project.

Project Design Team

The Project Design Team (PDT) for this work is comprised of the following members:

Megan Messmer, City's Project Manager
Chris Link, P.E., Consultant's Project Manager, MSA
Bill Hollings, P.E., Consultant's Principal in Charge, MSA
David Dougherty, Lead Landscape Architect, DLA Inc.

Additional resources and expertise are available to the PDT as needed. These resources include ODOT technical staff, additional MSA technical staff, and subconsultants to MSA.

MSA's role includes general project design, utility coordination and overall project management. The subconsultants comprising this team are OBEC Consulting Engineers, Inc. (OBEC) for production of additional survey; Kittelson & Associates, Inc. (KAI) for traffic engineering; and Epic Land Solutions, Inc. (Epic) for right-of-way services.

Existing Highway Conditions

Highway 101

This section of US101 is classified as a Statewide route under the State Classification System and is part of the National Highway System as identified by the Oregon Highway Plan (OHP, 1999). Per the OHP, the project area is a designated State Freight Route and is a Federally Designated Truck Route. The functional classification of US101 within the projects limits, as identified in the ODOT Highway Design Manual (HDM), 2012, as an Urban Principal Arterial. This section of US101 is also classified as a Special Transportation Area (STA) by the OHP.

In general, US101 is a four-lane highway with a striped median/turn lane, on-street parking, curb, and sidewalk. US101 tapers down to a two-lane highway prior to the Siuslaw River Bridge at the south end of the project area. The existing highway does not include dedicated bike lanes, has limited pedestrian accessibility, and is deficient of streetscape and landscaping that will allow this area to reach its highest potential. The existing conditions of this section of the highway placed an emphasis on moving freight and did not address the need for pedestrians, bicyclists and local vehicular traffic.

The posted speed for this section of US101 is 30 MPH.

Per ODOT's scoping notes for the project, the 2014 average daily traffic (ADT) is 11,000 to 16,000 vehicles per day. According to the 2015 Safety Priority Index System (SPIS) map, there are no top 5 percent and 10 percent SPIS sites within the US101 project limits.

Highway 126

This section of OR126 is classified as a Statewide route under the State Classification System and is part of the National Highway System as identified by the OHP. Per the OHP, the project area is a designated State Freight Route and is a Federally Designated Truck Route. The functional classification of OR126 within the projects limits, as identified in the ODOT HDM, is "Urban Principal Arterial".

OR126 generally consists of one travel lane in each direction with a striped median/turn lane, curb and sidewalk. Near the intersection with US101 there are additional right turn lanes.

The posted speed for this section is 35 MPH.

Per ODOT's scoping notes for the project, the 2014 average daily traffic (ADT) is 7,800 to 9,500 vehicles per day. According to the 2015 Safety Priority Index System (SPIS) map, there are no top 5 percent and 10 percent SPIS sites within the OR126 project limits.

Proposed Design

The proposed typical section for US101 will consist of a 14-foot median/left turn lane, two 12-foot inside travel lanes, and two 11-foot outside travel lanes. In areas with on-street parking, a 5-foot bike lane, 7-foot parking and an 8-foot sidewalk is proposed. In areas without on-street parking, a 6-foot bike lane, 6-foot landscape buffer and an 8-foot sidewalk is proposed. The project does not propose to modify the typical section on OR126.

The proposed design at the intersection will add curb extensions to accommodate ADA ramps, reduce the pedestrian crossing distance and provide space for landscape and streetscape elements. Median landscaping areas will also be added at certain crosswalk locations to allow an ADA landing in the median of the highway.

Decorative pedestrian scale lighting is proposed along US101. The project team will complete a lighting analysis to determine the preferred type and spacing. Any pedestrian lighting will need to be approved by ODOT Traffic Structures Engineer for crash worthiness.

The existing signals will be reviewed review with respect to the sidewalk improvements and the team will assess whether signal modifications will be required to meet current ADA requirements.

Drainage modifications will be required due to the new curb extensions (typically relocated or new inlets). Modifications to the storm main are not anticipated at this time.

Design References

The principal reference for highway design will be the ODOT Highway Design Manual, 2012. Additional information as necessary will be used from AASHTO, A Policy on Geometric Design of Highways and Streets, 2011 (also known as the Green Book); AASHTO Roadside Design Guide, 2011; and the ODOT Standard Drawings, current effective date. The plan sheets will be developed according to the ODOT Contract Plans Development Guide, Volumes 1 (2005) and Volume 2 (2004).

In addition to the HDM, the principal references for ADA ramps and other pedestrian facilities will be the United States Access Board Public Rights-of-Way Accessibility Guidelines (PROWAG), the ODOT Standard Drawings, current effective date and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004.

Any necessary drainage design elements will follow the ODOT Hydraulics Manual, 2014 requirements and reference the ODOT Standard Drawings, current effective date, for culverts, inlets, and manholes.

All traffic design will follow the Manual of Uniform Traffic Control Devices (MUTCD), 2009 with the Oregon Supplement; the ODOT Traffic Signal Design Manual 2014; the ODOT Traffic Signal Policy and Guidelines, 2013; and the ODOT Standard Drawings, current effective date.

The principal references for striping and signage design for the project are the Manual of Uniform Traffic Control Devices (MUTCD), 2009 with the Oregon Supplement; ODOT Pavement Marking Design Guidelines Manual, 2011; the ODOT Traffic Line Manual, 2012; the ODOT Sign Design Manual, 2015; the ODOT Sign Policy and Guidelines, current effective date; and the ODOT Standard Drawings, current effective date.

Design Exceptions

A design speed-posted speed concurrence was previously requested and approved for US101 as part of ODOT's pavement preservation project.

ODOT has indicated that a design exception will be required to maintain the existing signalized intersection geometry that accommodates a WB-67 versus fully designing for the WB-67. A design exception will also likely be required for the proposed 8-foot curbside sidewalk along US101 (City of Florence standard is 8 feet US101 while ODOT's STA standard is 10 feet).

Design Exceptions relating to ADA ramps are not anticipated. MSA will review other existing roadway features and geometric elements to determine if these elements meet the applicable ODOT standards.

Design Criteria Table

The standards for this project are summarized in the Design Criteria Table. 4R New Urban STA standards, per Chapter 6.2.2 of the HDM are generally used for US101, unless otherwise noted. 3R Urban Non-Freeway standards are used for OR126. Where appropriate, the value(s) to be used are identified in the table. Comments are provided for clarification of certain items.

Design Criteria Table
ReVision Florence - Hwy 101 and Hwy 126 Streetscaping

DESIGN ELEMENT	REFERENCE	US101 PROJECT STANDARDS - 4R/New Urban Standards - STAs (HDM Chapter 6.2.2)	OR126 PROJECT STANDARDS - 3R Urban Non-Freeway (HDM Chapter 6.4)	COMMENTS
Project Data				
Project Limits		- US101 from OR126 (MP 190.23) to Siuslaw River Bridge (MP 190.84) - OR126 from US101 (MP 0.02) to Spruce Street (MP 0.24)		
Applicable Standards	ODOT Scoping Notes	- ODOT 4R/New Urban Standards - STAs (HDM Chapter 6.2.2) - US101 ONLY - 3R Urban Non-Freeway (HDM Chapter 6.4)		US101 passing through Florence is classified as a Special Transportation Area (STA) as defined in the HDM Chapter 6.2.2
Functional Classification	ODOT <i>Highway Design Manual</i> , 2012, Appendix A	- US101: Urban Principal Arterial - STA - O126: Urban Principal Arterial - Other - Both are Federally Designated Truck Routes and State Freight Routes within project limits		
ADT (2014)	ODOT Scoping Notes	- Current ADT: US101 - 11,100 to 16,000 (2014); Heavy Vehicle Percentage: 18.7% - Current ADT: OR126 - 7,800 to 9,500 (2014)		
Design Speed	ODOT Scoping Notes	- US101: 30 MPH (posted speed) - OR126: 35 MPH (posted speed)		
Roadway				
Lane Width	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- Outside Lanes: 12 ft - Inside Lanes: 11 ft	- 12 ft	For STA's, 12 foot lanes should be used where higher speeds and high truck volume exists. ODOT has approved 11 inside lane width for US101.
Left Turn Lane/Striped Median	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 14 ft recommended (includes 2 ft median separator for LTL.)	- 14 ft (includes 2 ft median separator for LTL)	
Left Side Shy Distance	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 1 ft	- 1 ft	Left side shy distance is applicable in one-way couplet situations and sections with raised median

Design Criteria Table
ReVision Florence - Hwy 101 and Hwy 126 Streetscaping

DESIGN ELEMENT	REFERENCE	US101 PROJECT STANDARDS - 4R/New Urban Standards - STAs (HDM Chapter 6.2.2)	OR126 PROJECT STANDARDS - 3R Urban Non-Freeway (HDM Chapter 6.4)	COMMENTS
Right Side Shoulder Width/ Striped Bike Lane	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 6 ft standard - 5 ft min can be used next to parking	- 6 ft	Currently no bike lane exists between the bridge and 8th Street on Hwy 101. The City would like to consider extending the bike lanes south to the bridge.
On-street Parking	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 7 ft min. with striped bike lane	- 8 ft	On-street parking does not exist and is not proposed on OR126.
Sidewalk	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- Separated: 8' width with 4' to 6' landscaped buffer - Curbside: 10 ft	- 6 ft	City of Florence standard is 8 ft for US101. ODOT's STA standard is 10 ft on US101 or 8 ft if there is 4 ft to 6 ft buffer strip. (May be possible to get a design exception from ODOT to use an 8 ft sidewalk w/o a buffer where there are other constraints).
Cross Slope	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- Max cross slope not provide in STA standards - 2% crown (per 3R standards)	- 2% crown	
Curvature and Superelevation	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 19° Max. degree of Curvature - 4% Max. Superelevation	- Evaluate reconstruction of horizontal curvature when the design speed of the existing curve is more than 15 mph below the project design speed, and the current year ADT is 2000 or greater. - 4% Max. Superelevation	Per 6.4.4, if correction of the superelevation and curve is not justified, appropriate mitigation measures should be applied.
Stopping Sight Distance	ODOT <i>Highway Design Manual</i> , 2012, Chapter 3 / AASHTO, <i>A Policy on Geometric Design of Highways and Streets</i> , 2011, Chapter 3 (Exhibit 3-1)	- 200 ft (for 30 MPH design speed)	- 250 ft (for 35 MPH design speed)	
Max Grade	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- 8% Max.	- Not provided in 3R standards	

Design Criteria Table
ReVision Florence - Hwy 101 and Hwy 126 Streetscaping

DESIGN ELEMENT	REFERENCE	US101 PROJECT STANDARDS - 4R/New Urban Standards - STAs (HDM Chapter 6.2.2)	OR126 PROJECT STANDARDS - 3R Urban Non-Freeway (HDM Chapter 6.4)	COMMENTS
Vertical Curvature	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6.2.2 and 6.4	- Not provided for STA standards (see 3R standards for guidance)	Evaluate reconstruction of crest vertical curves if all of the following criteria are met: 1. The crest obstructs from view major hazards such as intersections, sharp horizontal curves, or narrow bridges, and the current year ADT is greater than 2000, or 2. The design speed based on the existing Safe Stopping Distance is more than 20 mph below the ODOT Urban Standards, and the current year ADT is greater than 2000.	Per 6.4.5, If reconstruction of the vertical curve is not justified or cost effective, or the curve is not reconstructed to new construction standards, appropriate mitigation measures should be applied
Vertical Clearance	ODOT <i>Highway Design Manual</i> , 2012, Chapter 4, Section 4.5.1	- 17' - 4" (High Route) - Maintain the existing clear height of all structures. If the existing vertical clearance of a structure is less than the minimum height as shown in Section 4.5.1, or if the project will result in any reduction in the vertical clearance, contact MCTD.	- 17' - 4" (High Route) - Maintain the existing clear height of all structures. If the existing vertical clearance of a structure is less than the minimum height as shown in Section 4.5.1, or if the project will result in any reduction in the vertical clearance, contact MCTD.	
ADA Ramps	ODOT <i>Highway Design Manual</i> , 2012, Chapter 6 / ODOT Technical Bulletin RD13-02(B) / ODOT Standard Drawings, current effective date	Ramps shall be added at intersections where absent. Existing non-standard Ramps shall be upgraded to current standards.	Ramps shall be added at intersections where absent. Existing non-standard Ramps shall be upgraded to current standards.	Noted as a mandatory corrective measure in Tables 6-8.
Mobility				
Min. Clear Width	ODOT Mobility	Per ODOT mobility, the minimum curb to curb clear width for oversized loads is 28 ft.		
Design Vehicle	ODOT Highway Design Manual, 2012, Chapter 8	- Both OR126 and US101 are on MCTD Route Map 7. - Signalized Intersections: Design for WB-67 - Non-signalized Intersections: Accommodate SU-40, school bus, and fire truck. Additionally, accommodate appropriate delivery trucks as required for adjacent businesses.		ODOT has indicated that a design exception will be required to maintain the existing signalized intersection geometry that accommodates a WB-67 versus fully designing for the WB-67
Pavement				
New work section	ODOT Scoping Notes	Per ODOT's Scoping Notes, new work pavement section for curb construction (2 ft width): - 3.0" Level 3, 1/2" Dense Graded ACP Wearing Course - 4.0" Level 3, 1/2" Dense Graded ACP Base Course - 12.0" Aggregate Base - Subgrade Geotextile		

Design Criteria Table
ReVision Florence - Hwy 101 and Hwy 126 Streetscaping

DESIGN ELEMENT	REFERENCE	US101 PROJECT STANDARDS - 4R/New Urban Standards - STAs (HDM Chapter 6.2.2)	OR126 PROJECT STANDARDS - 3R Urban Non-Freeway (HDM Chapter 6.4)	COMMENTS
Drainage				
Inlets / Manholes / Pipe	ODOT <i>Hydraulics Manual</i>	- Inlets and manholes will be added or relocated, as required for new curb alignment and curb extensions. Replacement and/or upsizing the storm main is not anticipated or included in this project at this time. - Design will be according to ODOT Hydraulics Manual.		
Traffic				
Signaling	ODOT Highway Design Manual, 2012, Chapter 6 / MUTCD 2009 w/ Oregon Supplement / ODOT <i>Sign Policy and Guidelines for the State Highway System</i> / ODOT <i>Sign Design Manual</i> , 2015 / ODOT <i>Standard Drawings</i> , current effective date / ODOT Scoping Notes	- Per ODOT scoping notes assume non-standard signs will be replaced and additional signs may be added as mitigation for non-standard elements.		
Striping	ODOT Highway Design Manual, 2012, Chapter 6 / MUTCD 2009 w/ Oregon Supplement / ODOT <i>Pavement Marking Design Guidelines Manual</i> , 2011 / ODOT <i>Traffic Line Manual</i> , 2012 / ODOT <i>Standard Drawings</i> , current effective date	- ODOT pavement project to replace striping		
Signals	ODOT <i>Traffic Signal Loop Layout Examples</i> , 2006 / ODOT <i>Traffic Signal Policy and Guidelines</i> , 2006, ODOT <i>Signal Design Manual</i> , 2007 / ODOT <i>Standard Drawings</i> , current effective date	Per ODOT's scoping notes, the push buttons on the existing signals will need to be relocated to meet current ADA standards. The new standards are: - Push button horizontal reach is 10 inch max - Push buttons will require 10+ feet of separation (i.e. no longer allowed to place 2 or more buttons on a single pole) - Push buttons will need to be within 10 inches of the roadway ramp turning space Push button pedestals will need to be added at the intersections of US101 at Rhododendron and US101 at OR126.		
Illumination	ODOT <i>Traffic Lighting Design Manual</i> , 2009 / ODOT <i>Lighting Design Guides</i> , 2003 / ODOT <i>Standard Drawings</i> , current effective date	- Pedestrian scale illumination is proposed for Project. Analysis to be completed to determine appropriate spacing, pole type/height, and lamp type. - Per ODOT scoping notes, pedestrian illumination will need to be approved by ODOT Traffic Structures Engineer for crash worthiness.		



Oregon

Kate Brown, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road, Bldg B
Salem, OR 97301
Phone (503)986-2751

10/6/2016

«OwnerAgent_Name»
«Name2»
«Mailing_Address»
«City», «State», «Zip»

**Subject: Opportunity to Comment on Access Management Methodology
OR126/US101:Spruce Street – Siuslaw River Bridge (Florence)**
ReVision Florence
Oregon Coast Highway, (US101), No. 009
Florence – Eugene Highway, (OR126), No. 062

Dear «OwnerAgent_Name»:

Murray Smith and Associates is currently designing a streetscape project for the City of Florence. The project limits include US101 from mile point 190.22 (OR126 Junction) to 190.84 (Siuslaw River Bridge) and OR126 from mile point 0.00 to 0.30.

Project Goals: The project will modernize bicycle, pedestrian and Americans with Disabilities Act (ADA) facilities as well as improve several city street connections within the project limits.

Relocation, modification or closures of approaches will be necessary in order to achieve the project goals.

More information on this project is available at Florence City Hall, or online at:
<http://www.ci.florence.or.us/urbanrenewal/revision-florence>

Purpose of this Letter: The purpose of this letter is to share with you the broad outlines of the project, and to share and seek your input on the Access Management Methodology. The Methodology, which was developed pursuant to OAR 734-051-5120, explains the criteria that the city of Florence and ODOT will apply in determining whether changes are needed to highway approaches to meet the goals and objectives of the project. By design, the evaluation criteria in the methodology are intended to ensure that project decisions balance the economic development needs of property owners abutting the state highway with the safety and mobility considerations of the travelling public and stakeholders using the state highway. The Methodology is found in Attachment A.

No decisions have been made about how any existing highway approach might be affected by the project. At this time we are simply seeking input on the criteria that will be used by project staff to evaluate whether changes to individual highway approaches are necessary to meet the goals and objectives of the project.

Review Process: Please review the Access Management Methodology. If you have questions or comments please contact Chris Primm within 21 calendar days of the date of this letter. He can be reached by phone at (503)986-5830 or email at chris.j.primm@odot.state.or.us.

You are also entitled to a formal review of the Access Management Methodology through either a Collaborative Discussion or a Dispute Review Board pursuant to OAR 734-051-5120(6), (7), (8) and (9) as described in Attachment B. If you wish to request a formal review of the Methodology please submit your request in writing no later than 21 days from the date of this letter to:

Sonny Chickering
Region 2 Manager
455 Airport Road SE, Bldg. B
Salem, Oregon 97301-5395

We would like to emphasize that no decisions have been made about individual highway approaches at this time. After the adoption of the Access Management Methodology, we look forward to meeting with you to get your input on any proposed changes to your existing driveway(s).

We value your input and thank you for your time in helping make this a successful project.

Sincerely,

Scott Nelson
Region 2 Access Management Engineer

Enclosure: Attachment A: Access Management Methodology
Attachment B: Methodology Review Processes

Attachment A Access Management Methodology

OR126/US101: Spruce Street – Siuslaw River Bridge (Florence)

ReVision Florence

Oregon Coast Highway, (US101), No. 9

Florence – Eugene Highway, (OR126), No. 062

Access Management Methodology Background:

The access management methodology provides the criteria the Oregon Department of Transportation (ODOT) will use to evaluate whether existing road approaches (driveways) require modification, relocation or closure as a part of the project. The methodology is intended to balance the economic development objectives of properties abutting the state highway with the transportation safety and access management objectives of state highways, in a manner consistent with local transportation system plans and the land uses permitted in the local comprehensive plans.

Access Management Methodology:

Florence adopted an Access Management Plan (AMP) on October 21, 2002. When the AMP was created, the development committee intended to guide future state highway projects, development and redevelopment along Hwy 101 by creating a plan that optimized locations and widths for road approaches. The development committee considered many competing and often conflicting factors, but did not incorporate current Americans with Disabilities Act (ADA) policies. These policies, which are mandated by Federal law, conflict with some approach decisions that were made and adopted in the 2002 AMP.

The criteria for the Methodology are structured to work with the AMP where possible. The AMP is available free of charge at Florence City Hall and online at: <http://www.ci.florence.or.us/planning/access-management-plan>

The City of Florence and ODOT have developed the following methodology to determine whether changes are needed to highway approaches within project limits:

Objectives of property owners:

1. Ensure that the location and design of the approach adequately serves the volume and type of traffic reasonably anticipated to enter and exit the property, based on the planned uses for the property.

2. Ensure that the location and design of the approach reasonably addresses the unique aspects of the business or property use, including, but not limited to, the location of the building(s), parking and site circulation.
3. Ensure that the approach to the property is safe to enter and exit.

Public policy considerations:

4. Close, modify or relocate approaches which are in conflict with Americans with Disabilities Act (ADA) ramps.
5. Close approaches to the highway that do not meet spacing standards where the property has reasonable alternate access to the highway and a local street.
6. Close, modify or relocate approaches to the highway to optimize their number, width and location where existing approaches exceed widths recommended by ODOT Highway Design Manual guidelines or there are 3 or more approaches to the highway.

Where a need for closure, modification or relocation of an approach to the highway is indicated, the following specific considerations will be evaluated:

- a. City of Florence Access Management Plan (AMP) recommendations;
- b. Alternate pedestrian routing;
- c. Whether the approach is shared;
- d. Whether crossover easements are necessary and in effect;
- e. How approach changes will impact site circulation;
- f. What type and volume of vehicles use the approach and the site; and
- g. Possible city development plans for the alley running perpendicular to Hwy 101 between 8th and 9th streets on the west side of the highway.

Attachment B
OAR 734-051-5120(6) (7) (8) & (9)
Review Processes for Access Management Methodology

ReVision Florence
Oregon Coast Highway, (US101), No. 9
Florence – Eugene Highway, (OR126), No. 062

734-051-5120

Access Management in Project Delivery

(6) Request for Review of the Access Management Methodology.

(a) The department shall provide written notice to all affected real property owners at least twenty-one (21) calendar days prior to taking action to finalize the access management methodology for a highway project.

(b) Affected real property owners may make a written request for a review of the access management methodology prior to the department finalizing it, through either of the following:

(A) A collaborative discussion under section (7) of this rule; or

(B) An Access Management Dispute Review Board under section (8) of this rule.

(c) Affected real property owners may request a review of the Access Management Methodology not later than twenty-one (21) calendar days following the date of the department notice under (a) of this section. Only an affected real property owner may request a review of the Methodology. The request for review must be made in writing and state whether the request is for a review through a collaborative discussion under Section (7) or an Access Management Dispute Review Board under Section (8).

(d) An affected real property owner who requests a review of an access management methodology by collaborative discussion may also request a review by an Access Management Dispute Review Board after completion of the collaborative discussion. The request for review by an Access Management Dispute Review Board must be made not later than twenty-one (21) calendar days after the date of the final decision issued by the region manager following the completion of the collaborative discussion under section (7) of this rule.

(7) Collaborative Discussion Process.

(a) If an affected real property owner requests a collaborative discussion to review the access management methodology, the collaborative discussion shall be conducted within forty five (45) calendar days from the date of written request from the affected real property owner(s), unless the department and affected real property owner(s) agree to a time extension in writing.

(b) The region manager may include any department staff that he or she finds appropriate or necessary in the collaborative discussion process. In addition, the region manager shall invite local government representatives, and may include other facility users, economic development representatives or other parties which the region manager believes will contribute to finding appropriate solutions. The collaborative discussion shall be conducted under the alternative dispute resolution model in ORS 183.502, unless a different process is agreed upon by the department and the affected real property owner(s).

(c) The region manager shall consider the information presented as part of the collaborative discussion and make the final decision. Within twenty-one (21) calendar days following the completion of the collaborative discussion, the region manager shall notify the property owner(s) in writing of the final decision to:

(A) Modify the access management methodology; or

(B) Finalize the access management methodology without modifications.

(8) Access Management Dispute Review Board Process.

(a) The actions and recommendations of the Access Management Dispute Review Board are not land use decisions, as defined in ORS 197.015, and may not be appealed to the Land Use Board of Appeals.

(b) Where more than one affected real property owner with the same or similar concerns requests review of the access management methodology by an Access Management Dispute Review Board, the department may consolidate the reviews.

(c) The Access Management Dispute Review Board shall include the following:

(A) The director, or a designee of the director, who is familiar with the location of the project;

(B) A representative of the local jurisdiction for which the state highway is located;

(C) An independent professional engineer with education or experience in traffic engineering as defined in OAR 820-040-0030; and

(D) A representative from the economic or business sector.

(d) The Access Management Dispute Review Board shall be conducted not later than forty-five (45) calendar days from the date of written request from the affected real property owner(s), unless the department and affected real property owner(s) agree to a time extension in writing. The Access Management Dispute Review Board shall make its recommendation to the director not later than fourteen (14) calendar days following the conclusion of its deliberations.

(9) Director Decisions Based on the Recommendations of the Access Management Dispute Review Board.

(a) The director shall consider the recommendations of the Access Management Dispute Review Board and make the final decision. The director shall notify in writing all parties participating in the review of the final decision to either:

(A) Modify the access management methodology; or

(B) Finalize the access management methodology without modifications.

(b) The director's decision under Section (1) of this rule shall be issued not later than twenty-one (21) calendar days after receiving the recommendation of the Access Management Dispute Review Board.



ReVision Florence Outreach Survey Summary

On behalf of the Florence Urban Renewal Agency (FURA), the City of Florence conducted an outreach survey regarding the ReVision Florence streetscape project. The goal of this outreach survey was to build upon the feedback that was received at the FURA open house earlier in the year when the design concepts or ReVision Florence were presented to the community. Since the initial open hours, the FURA Board, City Council, and City staff have provided both written communication and in-person communication with key stakeholders in the affected area, key members of our community, interested citizens, and the general public. This general outreach has been provided in the form of the City newsletter, City website, weekly City Manager radio program, FURA and City Council meetings, face-to-face meetings with property and business owners, and discussions with individuals as they ask general questions about the project.

The survey was sent out on September 22, 2016, to 665 recipients from the City's various email distribution lists. It was also posted on the City's social media accounts and shared with several local social media groups. A copy of the survey can be found in Attachment 1. As of Monday, October 24, 2016, the City received 106 survey responses with the results demonstrated below.

Project Awareness

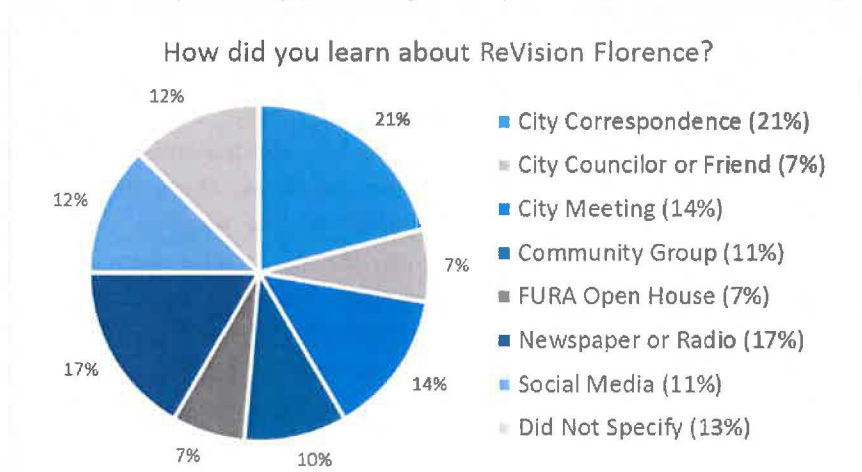
With all of our outreach over the past year on this project, we wanted to know if our respondents had heard about this project prior to either being sent the survey or finding in on social media. Of the 106 respondents, 72 of them stated that they had previously heard about ReVision Florence. Of those 72 respondents, 63 shared how they heard about ReVision

Had you heard of ReVision Florence prior to the survey?



Florence. The majority of respondents had heard about ReVision Florence through some form of City Correspondence, which included the City Newsletter. Information shared via the Siuslaw News, KCST, and KXCR made up the Newspaper or Radio category. Several others had heard about ReVision Florence via the various City Meetings, including the City Council, FURA, and Planning Commission. Another means of

communication that seems to have been effective is the City's Social Media accounts, as well as discussions at various Community Groups, which included the Chamber of Commerce, the Florence Garden Club, Rotary, and the West Lane Emergency Operations Group.



General Thoughts

Through this process, we thought it would be important to hear how people view the current condition of the Highway 101 corridor that is proposed to be revitalized through ReVision Florence, and what they think about the design concept. To do this, we asked two simple questions after providing a brief overview of the project and the conceptual design. We wanted to know what respondents' general comments regarding the existing conditions along Highway 101 and their general comments regarding the proposed ReVision Florence streetscape conceptual design. Since these two questions were qualitative in nature, it is difficult to quantify them. In reviewing the answers, key phrases, words, and themes were pulled out to create word clouds that best represent the comments received. The full responses to both questions are available upon request.

General comments regarding the existing conditions along Highway 101.

The overall response to the current conditions (right) of the Highway 101 corridor in between the bridge and the Highway 126 intersection was that of needs improvement and that it is not representative of what Florence has to offer, while there were a few respondents who liked the way it is. There was an underlying feeling of the corridor not being safe for pedestrians and bicyclists, as well as being unappealing, uninviting, ugly, and outdated.



While respondents presented their feedback on the corridor's current conditions they also provided their thoughts on what could be done to improve the area (left). Respondents overwhelmingly outlined the need for landscaping, signage, and an Old Town entry as key components that would improve the area. These items were supported by the need to create an identity for the corridor that is visually appealing and will spur economic development and tourism. It was also noted by many respondents that there was a desire to continue improvements on Highway 101 further north.

General comments regarding the proposed ReVision Florence streetscape conceptual design.

The response to the ReVision Florence design concept was positive overall. We received some good feedback on elements of the design, what people liked, and what they didn't like. The feeling of the design elicited descriptions such as exciting, overdue, beautiful, improvement, inviting, appealing, and attractive. There was a theme throughout the comments that the improved sidewalks, bike lanes, and lighting made the corridor safer and would slow traffic.



One of the most frequent comments was that the design extended the Old Town feel up to the highway by improving the walkability, sidewalks, lighting, bicycle lanes, and design elements. Several participants appreciated the historic elements that had been incorporated to the gateway and other elements. Many also mentioned the undergrounding of utility lines and the positive impact that would have. There were a few comments on the possibility of different themes, such as nautical.

There was positive feedback on the landscaping and added greenery with the caveat that vegetation needed to be kept short in order to retain visual access to the local businesses. Specific landscaping requests included adding flower baskets, incorporating rhododendrons, and utilizing the native species to the area. The incorporation of public art was received well by most, while some did not appreciate it. The concern was that it would be kept tasteful and understated. Many did not want it to become distracting or overwhelming. There were a few comments that expressed the desire to utilize vegetation as public art focuses.

Some of the other design elements that were mentioned included the arch gateway into Old Town. Many respondents complimented the look and feel of the gateway entrance and noted the incorporation of historical elements. There was some discussion over the design as portrayed, which we have touched on

in several of our meetings. As the project progresses, the actual design will include more public input and be finalized. With most items, there were some who did not like it. As we develop the final design we can address some of the expressed concern. In addition to the arch, there were comments on the medians. Some respondents liked them, while others didn't want them included. One item of note, the design concept that was presented in the survey was not the final design and several of the initial medians proposed in the concept have been removed.

As mentioned previously, there were a few who would like the area to remain the way it currently is today as a way to keep the small town feeling. Those comments often centered around the idea that spending funds on ReVision Florence was not their priority. Some had suggestions on where the funding should be spent, such as education. Those concerns would require education on how different services are funded within our community and where the funding for this project would come from. This will be a task as we move forward with the project planning and design, as well as construction if directed so by FURA.

Building upon the comments of why are we funding this project, there were several that liked the project but had the question of how would the funding gap be made up. This is reasonable to ask as we are working on that very question. As we move forward through the 30% Design Acceptance Package (DAP), we will have a more accurate estimate from the engineers on the project costs. The initial estimates were very high level based on the concept. We continue to seek funding from our government partners and will do so as we progress to finalize a funding package.

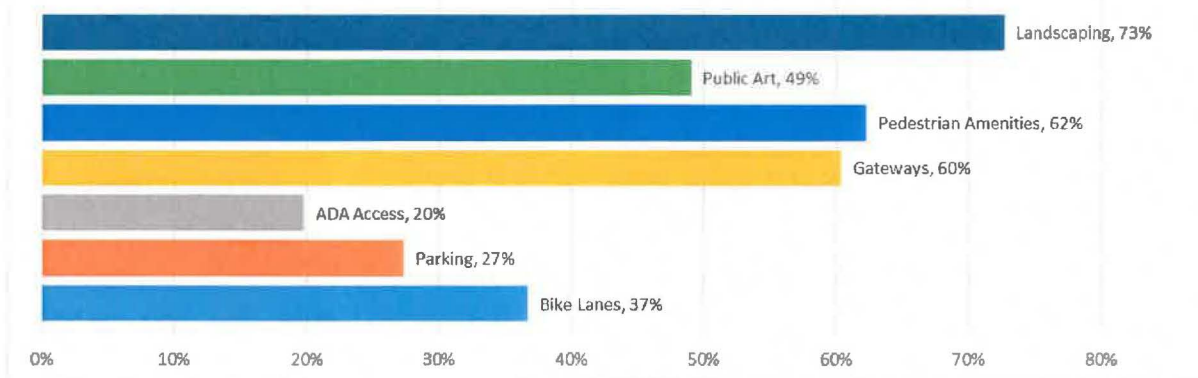
In addition to the comments received on the design concept, we received input outside the scope of work of this project. Similar to the previous question, there is the desire to continue improvements north along Highway 101 to extend through Florence. There were also many comments about the condition of the buildings along the corridor and that they need a face list. We have recognized this through our recent FURA projects and there were recommendations to revive the façade improvement program or something similar. This project is seen as an economic development driver with the goal of the positive outcomes from ReVision Florence resulting in surrounding property owners improving the curb appeal of their properties as well as triggering interest in the area from potential developers and new businesses to fill the vacant spaces.

Project Elements

Throughout the project, the FURA Board has discussed which elements they thought were important to incorporate into the streetscape design with ReVision Florence. Several elements of the project were already scheduled to be included into the ODOT pavement rehabilitation project for this section of Highway 101. ODOT was scheduled to repave the roadway, restripe the travel lanes, add striping to indicate bike lanes, and make need ADA accessibility improvements to several of the sidewalk intersections.

As a result of the FURA discussion, coordination with ODOT, and in speaking with the public at the FURA Open House, seven elements stood out as important to include. Those include defining bike lanes, improving parking, ADA accessibility, gateway features, pedestrian amenities, incorporating public art, and providing landscaping along the corridor. Respondents of the survey were asked to choose which of these item were the most important to them. They were not limited on how many they could choose.

What element(s) is the most important to include in the streetscape improvements?



The results of this survey question matched what the FURA Board and staff had been hearing anecdotally in that there is a desire to make the area more aesthetically pleasing through landscaping, public art, gateway treatments, and pedestrian amenities such as better lighting, benches, bicycle racks, trash receptacles, etc. Those treatments to the streetscape will transform Highway 101 from a simple transportation corridor to more of a city street with a safer feel for multi-modal transportation. Bike lanes and parking were also important to not based on their level of priority. The current roadway is vast and incorporates areas for bicyclists and parked cars on the sides. Unfortunately, those areas are currently not marked or designated for those purposes. ReVision Florence will help to define the roadway uses.

We thought it important to ask the respondents if there were any elements that they thought we missed. Forty respondents stated that there were other items that should be included. Those items included:

Are there any elements that you think should be added to the ReVision Florence project?

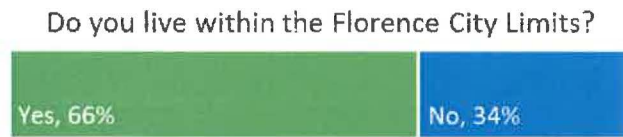


- Revitalization of Existing Buildings
- Design Standards/Architectural Guidelines
- Hanging Baskets & Planter Boxes
- Banners Representing Florence
- Include Rhododendrons
- Water Fountains & Vertical Elements
- Festive Lighting (Tree Lights)
- Rain Shelters
- Defined Crosswalks with Lights
- Crosswalk North of Bridge at the Staircase
- Bicyclist & Pedestrian Enforcement
- Raised Dividers in Center Turn Lane
- More Beautification in Old Town
- Dog Friendly Elements
- Slowing Down Traffic
- Better Traffic Control at Kingwood
- Redo Highway 101 & 126 Intersection
- Roundabout at Highway 101 & 126
- Traffic Lights on Highway 126 at Spruce Street and Quince Street
- RV Parking & Parking for Special Events
- Attracting People North of 9th Street
- Highlight Public Transportation
- Solicit Input from the Confederated Tribes of the Coos, Lower Umpqua, & Siuslaw Indians
- Include Native Plants with Tribal Significance
- Highlight Commercial/Sport Fishing Industry
- Incorporating Community Volunteerism

These items can be evaluated by the FURA Board for possible inclusion into the final design, including suggestions such as types of plantings, public art, or other specific features.

About the Respondents

As with any solicitation of input, it is important to know who you are hearing from. We asked respondents if they lived within the Florence City limits, and, if not, where they lived. Seventy of our respondents lived within the City of Florence. Of the thirty-six who lived outside the City limits, fourteen live within the Urban Growth Boundary (UGB), eight live north of Florence, eleven live south of Florence, two live east of Florence, and one lives in Eugene. The respondent pool was overwhelmingly local to the Florence area.



We also inquired as to whether they owned or operated a business in Florence. Twenty-four of the respondents stated that they owned or operated a business in Florence. The majority of those businesses were located in either in Old Town or along Highway 101. We have worked to communicate with the businesses



within the Urban Renewal District, as well as the greater Florence area, about the project. It is the goal of FURA and the City to keep these business community involved in ReVision Florence since it will have an impact on economic development in our community as well as a direct impact on the businesses along the corridor, both during and after the project is constructed.

The City continually strives to increase our ability to communicate with the public about ReVision Florence and the many other projects and services that we provide. Through this survey, sixty-three respondents signed up to receive the City newsletter via email. We will continue to provide information on this project via the newsletter, social media, the City website, at meetings, and through one-on-one conversations.

Conclusion

The overall response to ReVision Florence via this survey was in line with the general response that we have received over the past year. The majority of people are positive and excited about the streetscaping that will be incorporated along the Highway 101 corridor between the Siuslaw River Bridge and the Highway 126 intersection. There is an overall feeling that it has been neglected and needs a face lift. Again, there were still the individuals who do not think there is a problem with the current conditions and think the funding could be spent elsewhere. These are expected, provide a different perspective, and are appreciated. Those viewpoints can be built into the design by building on what people love about Florence and enhancing those elements. The City understands the desire to keep the small town feel and that it is the reason many people move to Florence, including many local officials.

The majority of citizens do not see the difference between ODOT and the City of Florence when it comes to the maintenance and responsibility of the State highway. As a City, we understand that and know that partnering with ODOT on the highway rehabilitation they have planned for this stretch will allow the project to be done in a cohesive manner. The coordinated project will occur in two phase, with each entity completing their portion of the project. The resulting outcome should be seamless to the public as they see a completed streetscape and repaved highway.

ReVision Florence Outreach Survey



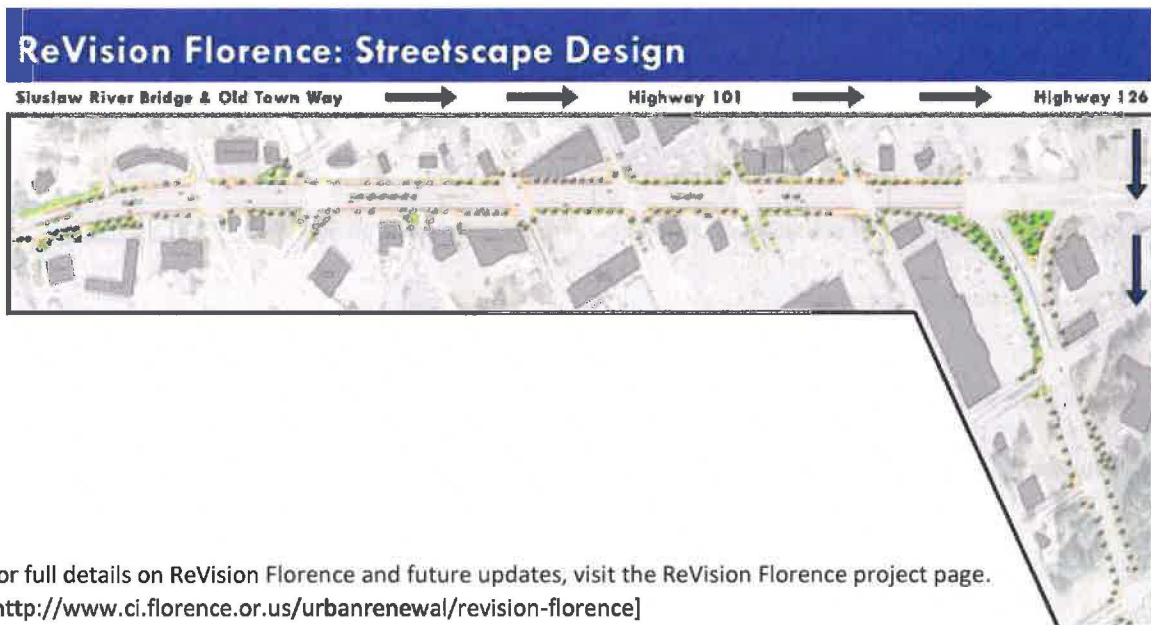
The Florence Urban Renewal Agency (FURA) has been working with the Oregon Department of Transportation (ODOT), Murray Smith & Associates (MSA), and Dougherty Landscape Architects (DLA) on the designs for ReVision Florence. The desire of the Urban Renewal Agency and the City is to build upon what is great about Florence and to put our best foot forward for our citizens and visitors as they travel through our beautiful community.

ODOT will be repaving the segment of Highway 101 from the Siuslaw River Bridge to the Highway 126 intersection. Their paving project will also include ADA improvements along the highway. To leverage the work being planned for 2017-18 by ODOT, the FURA Board is working on a streetscape design for the Highways 101 and 126 corridors. ReVision Florence will improve the visual aesthetics of these major transportation facilities through the heart of our community.

Over the past year, we have been working with our community and local business owners to develop ReVision Florence in a way that will make the areas safer for pedestrians and bicyclists, more attractive for visitors, provide visual cues to drivers to slow down, and to promote economic development for current and future businesses in our community.

ReVision Florence will coordinate with the work ODOT has planned to repave Highway 101 and will provide streetscaping along the Highways 101 and 126 corridors. This will include:

- Defining Bike Lanes and Parking along the highway.
- Building ADA compliant sidewalks.
- Adding gateway features to Florence and Old Town.
- Adding pedestrian amenities to improve walkability, including lighting, benches, bike racks, trash receptacles, etc.
- Incorporating Public Art.
- Adding Street landscaping.



For full details on ReVision Florence and future updates, visit the ReVision Florence project page. [<http://www.ci.florence.or.us/urbanrenewal/revision-florence>]

Had you heard of ReVision Florence prior to this survey?*

- Yes
- No

If yes, how did you learn about ReVision Florence? _____

What do you think about ReVision Florence?

We are interested in your general thoughts and comments regarding the existing conditions and proposed improvements of the Highway 101 corridor between the Siuslaw River Bridge and the Highway 126 intersection. (Traffic, Pedestrian Safety, Bicyclist Safety, On Street Parking, Visual Appeal, Sidewalks, Business Access, etc.)

General comments regarding the existing conditions along Highway 101* _____

General comments regarding the proposed ReVision Florence streetscape conceptual design* _____

What element(s) is the most important to include in the streetscape improvements?*

- Defining bike lanes.
- Improving parking along the highway.
- Improving ADA accessibility.
- Gateway features to Florence and Old Town.
- Pedestrian amenities to improve walkability, including lighting, benches, bike racks, trash receptacles, etc.
- Incorporating Public Art
- Street Landscaping

Are there any elements that you think should be added to the ReVision Florence project?*

- Yes
- No

If yes, what would you suggest? _____

About You

Do you live within the Florence City Limits?*

- Yes
- No

If not, do you live within the Urban Growth Boundary (UGB)?

- Yes
- No
- Unsure

If you do not live in Florence or the Florence UGB, or you are unsure, where do you live? _____

Do you own a business in Florence?*

- Yes
- No

If yes, where is it located? _____

Would you like to receive the City newsletter via email?*

- Yes
- No

If yes, what is your email address? _____

Note: We will only use your email address to share City information. We will not share it with other entities.

PUBLIC ART COMMITTEE UPDATE

October 26, 2016

Priority Projects

1. Large mural for the back of the PUD building
 - a. Finalizing discussions with PUD
 - b. Starting process with all impacted parties (mural code, city planning, etc)

2. Finalizing donations of three pieces
 - a. Contract, location

3. Beautification of municipal items
 - a. Bus stop, trash cans, bike racks



Historic Old Town Florence

