PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, October 13, 2025 - 7:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to the City Recorder at 541.574.0613, or cityrecorder@newportoregon.gov.

All meetings are live-streamed at https://newportoregon.gov, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. Call to Order and Roll Call
Commission Members: Bill Branigan, Bob Berman, Jim Hanselman, Gary East, Braulio Escobar, John Updike, and Robert Bare.

2. Approval of Minutes

2.A Approval of the Planning Commission Work Session Meeting Minutes of September 22, 2025.
Draft PC Work Session Minutes 09-22-2025
09-22-25 PC Work Session Meeting Video Link

2.B Approval of the Planning Commission Regular Session Meeting Minutes of September 22, 2025.
Draft PC Reg Session Minutes 09-22-2025
09-22-25 PC Regular Session Meeting Video Link

3. Citizens/Public Comment

A Public Comment form is available immediately inside the Council Chambers. Anyone who would like to address the Planning Commission on any matter not on the agenda will be given the opportunity after submitting a form. Each speaker should limit comments to three minutes. The normal disposition of these items will be at the next scheduled Planning Commission meeting.

4. Action Items

4.A File No. 2-CUP-25: Final Order and Findings of Fact for a Conditional Use Permit for Toyota of Newport.

Final Order
Findings of Fact

5. Public Hearings

5.A File No. 1-TIA-25-A1 & A2: Appeal of Wyndhaven Phase 3 Traffic Impact Analysis Approval (File No. I-TIA-25)

Cover Memo
Attachment A - Findings of Fact, Final Order and Decision Notice
Attachment B - NMC Chapter 14.45, Traffic Impact Analysis
Attachment C - Applicantâ€™s Traffic Impact Analysis and Site Plan
Attachment D - Combined Public Comment
Attachment E - Cappelli Appeal Documents
Attachment F - Dwyer Appeal Documents
Attachment G - Notice of Appeal Hearing
Attachment H - Cappelli Continuance Request (and staff response)
Applicant's Written Response to Appeal - 2025-10-09
Mark Stanifer Public Comment - 10-13-2025
Patti Stanifer Public Comment - 10-13-2025
Alan Rankin Public Comment - 10-13-2025

5.B File 4-Z-25: City Center Design Review District Form Based Code Amendments.

Staff Memorandum
Attachment A - Draft Copy of Ordinance No. 2025-07 (changes shown in mark-up format)
Attachment B - Draft Design Guidelines
Attachment C - Map of the Proposed City Center Design District
Attachment D - City Center Parking Districts.pdf
Attachment E - Map Illustrating Refinements to the City Center and Bayfront Parking Boundaries
Attachment F - City Center Design Review District Form Based Code, dated June 2025
Attachment G - Ordinance No. 2025-04, City Center Revitalization Plan
Attachment H - Final Draft of the City Center Revitalization Plan, dated 9/12/25
Attachment I - Public Hearing Notice

6. New Business

6.A 2025-27 Department of Land Conservation and Development Policy Agenda (Carry Over From September 22, 2025 Work Session Meeting).
Memorandum
DLCD 2025-27 Draft Policy Agenda

7. Director Comments

8. Adjournment

City of Newport
Draft Planning Commission Work Session Minutes
September 22, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:03 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Nina Vetter, City Manager
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	John Fuller, Communications Specialist
Commissioner Gary East (absent, excused)	
Commissioner Braulio Escobar (absent, excused)	**PUBLIC**
Commissioner John Updike	Jonathan Allen, DOGAMI
Commissioner Robert Bare	Rhiannon Bezore, DLCD (by video)
Citizen Advisory Member Dustin Capri	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
COASTAL DUNE HAZARD MAP UPDATES.	Rhiannon Bezore (DLCD) presented on Statewide Planning Goal 18: Beach and Dunes. The Commission discussed definitions of natural product removal, shoreland extraction limits, and clarification on armoring permissions via OPRD. They reviewed Goal 18 resources and Oregon's Beaches and Dunes Land Use Guide. Questions were raised about armoring options for post-1977 properties as sea levels rise, with responses noting nonstructural solution options and exception processes. DLCD confirmed outreach to California and Washington regarding sea level rise strategies. Berman asked about territorial seas jurisdiction; Bezore clarified it's a 3-mile geographical boundary. Capri inquired about mapping statutory vegetation lines and survey requirements, with Allen (DOGAMI) explaining the statutory vegetation line was established by ODOT surveyors in 1967 and adjusts based on erosion. Bare raised concerns about longshore transport and erosion; Allen outlined hard and soft engineering solutions including riprap, cobbled beaches, and dredging, though noted high costs and limited sand re-nourishment is virtually nonexistent in Oregon. Bezore noted SB504 directs

	DLCD to define nature-based nonstructural solutions for local code guidance. Jonathan Allen presented maps of Lincoln County beaches and dunes. The Commission also discussed the invasive nature of European beach grass.
OVERVIEW OF UPDATED COMMUNITY DEVELOPMENT DEPARTMENT WEBSITE.	John Fuller shared updates on changes being made to the City of Newport's website. The Commission discussed several suggestions, including the addition of a streamlined contact option for the city. They recommended linking to the DOGAMI and DLCD maps presented earlier in the meeting. A request was made for the Commission to receive a link to the new website during external testing. the Commission suggested including Planning Commission agendas on the Community Development page. Finally, they discussed the importance of listing email contacts on relevant webpages.
2025-27 DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT POLICY AGENDA.	The discussion was deferred to the next work session.
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: _____
Sherri Marineau, Executive Assistant

DRAFT

09-22-2025 - Planning Commission Work Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1492?view_id=2&redirect=true

City of Newport
Draft Planning Commission Regular Session Minutes
September 22, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT
Time Start: 7:05 P.M. **Time End:** 7:35 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Nina Vetter, City Manager
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East (absent, excused)	PUBLIC
Commissioner Braulio Escobar (absent, excused)	Chip Walker (by video)
Commissioner John Updike	Daniela Fermin (by video)
Commissioner Robert Bare	Steve Jackson

AGENDA ITEM	ACTIONS
REGULAR MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
APPROVAL OF THE MINUTES a. Meeting minutes of Work Session Meeting on August 25, 2025. b. Meeting minutes of Regular Session Meeting on August 25, 2025.	Motion by Bare, seconded by Hanselman, to approve the work session meeting minutes of August 25, 2025. MOTION carried with Branigan, Berman, Hanselman, and Bare all voting in favor. Updike abstained. Motion by Bare, seconded by Hanselman, to approve the regular session meeting minutes of August 25, 2025 as written. MOTION carried with Branigan, Berman, Hanselman, and Bare all voting in favor. Updike abstained.
CITIZEN/PUBLIC COMMENT	None.

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PUBLIC HEARINGS **File No. 2-CUP-25: Conditional Use Permit for Toyota of Newport.**	
a. PUBLIC HEARING OPEN	7:06 p.m.
b. STAFF REPORT – DERRICK TOKOS	Ms. Vetter reviewed the staff report.
c. PUBLIC COMMENT	Steve Jackson, owner of Toyota of Newport, along with Chip Walker of CFIDM and Daniela Fermin of Jackson Automotive Group, addressed the Commission and presented the application. The Commission requested clarification on changes from the previous conditional use permit approval. Jackson explained that the project's architect had changed, the building was redesigned to be smaller, and the most significant change was a new contractor being designated for the project. Walker reviewed the staff recommendations for conditions of approval and stated they anticipated no issues in meeting the requirements outlined in the staff report. Branigan asked whether public EV stations would be included, and Walker confirmed they would. Updike inquired about the landscaping area. Walker referred to the landscaping plan, explaining that the area would serve as a display space featuring low-growing plants designed to buffer rather than obscure the vehicles. Updike also asked about the location of the garbage enclosure. Walker responded that it would be located at the back left of the building, enclosed in a gated corral that complies with city code. Hanselman asked that the Toyota sign meet city requirements for sign dimensions. Walker agreed to ensure compliance. Hanselman thanked Walker for incorporating dark sky principles into the project's design. Branigan asked when the project would begin, and Walker confirmed that the demolition permit had been issued and they were ready to proceed. Berman asked about coordination with ODOT, and Walker confirmed ongoing collaboration. Berman also noted that Toyota is a valuable asset to the city and expressed appreciation for the investment being made in the upgrades.
d. PUBLIC HEARING CLOSED	7:30 p.m.
e. COMMISSION DECISION	Motion was made by Berman, seconded by Updike, to approve File 2-CUP-25 with conditions. MOTION carried

DRAFT

	unanimously with Branigan, Berman, Hanselman, Updike, and Bare all voting in favor.
DIRECTORS COMMENTS	None.

Submitted by: _____

Sherri Marineau, Executive Assistant

DRAFT

09-22-2025 - Planning Commission Regular Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1493?view_id=2&redirect=true

BEFORE THE PLANNING COMMISSION
OF THE CITY OF NEWPORT,
COUNTY OF LINCOLN, STATE OF OREGON

IN THE MATTER OF PLANNING COMMISSION	**)**	
FILE #2-CUP-25, A CONDITIONAL USE PERMIT	**)**	
APPLICATION FOR TOYOTA OF NEWPORT	**)**	**FINAL**
(WILLIAM PROCTOR, APPLICANT; JEFF ATKINSON,	**)**	**ORDER**
AUTHORIZED REPRESENTATIVE; STEVEN JACKSON,	**)**	
SJ AUTOMOTIVE INVESTMENTS, INC., OWNER)	**)**	

ORDER APPROVING A CONDITIONAL USE PERMIT, a Conditional Use Permit to construct a 23,909+/- sq. ft. auto dealership with a showroom and vehicle repair. Existing buildings are to be removed. The property is located at 3234 SW Coast Highway (Tax Lots 02000, 02100 and 02200 of Lincoln County Assessor's Map 11-11-17-DB (Lots 4, 5 and 6, Plat of Sunset Dunes), and it is 3.74 acres in size.

WHEREAS:

1.) The Planning Commission has duly accepted the application filed consistent with the Newport Municipal Code; and

2.) The Planning Commission duly held a public hearing on the request, with such hearing occurring on September 22, 2025; and

3.) At the public hearing on said application, the Planning Commission received testimony and evidence; and

4.) At the conclusion of said public hearing, after consideration and discussion, upon a motion duly seconded, the Planning Commission **APPROVED** the request.

THEREFORE, LET IT BE RESOLVED by the City of Newport Planning Commission that the attached findings of fact and conclusions (Exhibit "A") support the approval of the requested conditional use permit with the following condition(s):

1. Approval of this land use permit is based on the submitted written narrative and plans listed as Attachments to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to

comply with these documents and the limitations of approval described herein.

2. Applicant shall provide an updated set of plans with the building permit submittal that demonstrates the following requirements have been satisfied:

   a. Consistent with Newport Municipal Code (NMC) Section 14.14.050, electric vehicle charging infrastructure shall be provided consistent with the Oregon Structural Specialty Code, including rules implementing HB 2180 (2021).

   b. Demonstrate how vehicles will access and que up to the service reception vehicle bays facing US 101 and that such an arrangement will not interfere with the required accessible pathway from US 101 to the building entrance (Section 14.14.050).

   c. Two 2.5ft x 6-ft bicycle parking spaces and a rack or lockable enclosure are to be provided consistent with Section 14.14.070.

   d. Light fixture details shall be provided, and pole placement locations identified, to establish that exterior lighting of parking areas will not glare onto neighboring residential properties (Section 14.14.090(E)).

   e. A formally designated loading space shall be provided, with such space being at least 35-ft in length, 10-ft in width, with a minimum of 14-ft of vertical clearance (Section 14.14.110).

   f. Provide a landscape plan showing that the planting requirements outlined in Section 14.19.050 are being satisfied, including steps that will be taken to define the north boundary of the site in a manner that makes it clear where vehicles are to go that utilize the US 101 approach at SE 32nd Street.

   g. The property owner shall sign consent to participate in any local improvement districts that the parcels abutting US 101 would be part of once those districts are formed, for the purpose of constructing a separated bicycle lane along US 101 between the Yaquina Bay Bridge and 35th Street. Said consent and agreement shall be a separate document recorded upon the subject lots. The document shall be recorded by the property owner prior to occupancy.

   h. Sidewalk shall be added along SW 35th Street beginning at the 35th/US 101 intersection, and extending west to end of the property frontage (Section 14.44.060(I)). Such sidewalk shall be installed and accepted by the Newport Public Works Department prior to occupancy.

3. The property owner shall record a covenant, or equivalent legal instrument, prohibiting the sale of the properties identified as Tax Lots 02000, 02100, and 02200 independent of one another

while there is a building encroaching over the common property lines. A copy of the recorded document shall be provided to the Community Development Department prior to occupancy.

4. A sign permit shall be obtained establishing that the signs shown comply with the requirements of Chapter 10.10 of the Newport Municipal Code, including the provision limiting each street frontage to no more than 200 sq. ft. of display area for all non-exempt signs other than mural signs (Section 10.10.085(G)).

BASED UPON THE ABOVE, the Planning Commission determines that this request for a Conditional Use Permit is in conformance with the provisions of the Comprehensive Plan and the Zoning Ordinance of the City of Newport, and the request is therefore granted.

Accepted and approved this 13th day of October, 2025.

_____

Bill Branigan, Chair
Newport Planning Commission

Attest:

_____

Derrick I. Tokos, AICP
Community Development Director

EXHIBIT "A"

Case File No. 2-CUP-25

FINDINGS OF FACT

1. On August 14, 2025, William Proctor, CFI Design Management (Jeff Atkinson, CFI Design Management, authorized representative)(SJ Automotive Investments, Inc., owner) applied for a Conditional Use Permit to construct a 23,909+/- sq. ft. auto dealership with a showroom and vehicle repair. Existing buildings are to be removed.

2. The subject property is located at 3234 SW Coast Highway (Tax Lots 02000, 02100 and 02200 of Lincoln County Assessor's Map 11-11-17-DB (Lots 4, 5 and 6, Plat of Sunset Dunes). The property is 3.74 acres in size.

3. Staff reports the following facts in connection with the application:

a. Plan Designation: Commercial.

b. Zone Designation: C-1/"Retail and Service Commercial."

c. Surrounding Land Uses: Vacant commercial, OMSI Camp Gray, and mixed residential use to the west; retail to the south; mixed light-industrial and retail to the east; and vacant commercial to the north.

d. Topography and Vegetation: The property is relatively flat, paved, and largely devoid of vegetation.

e. Existing Structures: An auto dealership and repair building at the north end of the site and industrial warehouse/storage buildings on the south half of the property (five buildings total).

f. Utilities: All are available to the site.

g. Development Constraints: Tsunami Hazard Overlay.

h. Past Land Use Actions: File No. 4-CUP-22 – Conditional Use Permit to construct a 26,000+/- sq. ft. auto dealership with a showroom and vehicle repair. Existing buildings were to be removed. File No. 1-CP-22/2-Z-22 – Amended the Comprehensive Plan Map from Industrial to Commercial and rezoned the property from I-1 to C-1. Highway setbacks were reduced and landscaping standards were amended. File No. 1-SUB-13 – Plat of Sunset Dunes. Created the three lots in their current configuration, realigned SW Abalone Street, and vacated SW Anchor Way once Abalone/SW 35th Street connected to US 101.

4. Upon acceptance of the application, the Community Development (Planning) Department mailed notice of the proposed action on August 25, 2025, to affected property owners required to receive such notice by the Newport Zoning Ordinance, and to various city departments, agencies, and public utilities. The notice referenced the criteria by which the application was to be assessed. The notice was also published in the Lincoln County Leader on September 10, 2025 as required by NMC 14.52.060(F). No comments were received regarding the application.

5. A public hearing was held on September 22, 2025. At the hearing, the Planning Commission received the staff report and heard testimony from the applicant. No other parties elected to testify. Minutes from the September 22, 2025 hearing are hereby incorporated by reference. The Planning Staff Report with Attachments is also incorporated by reference into the findings. The Planning Staff Report Attachments included the following:

Attachment "A" – Application Form
Attachment "B" – Lincoln County Assessor Property Record Card
Attachment "C"– Lincoln County Assessor Map
Attachment "D" – Applicant's Narrative
Attachment "E" – Site Plan, Fire Plan, Elevations, and Floor Plan, dated July 2025
Attachment "F" – Zoning and Utility Map
Attachment "G" – Plat of Sunset Dunes
Attachment "H" – Public Hearing Notice
Attachment "I" – Memo from Kittelson and Associates, dated 11/7/22
Attachment "J" – Old Site Plan by LRS Architects, dated 11/4/22
Attachment "K" – Email Correspondence Between Staff and ODOT

6. **Explanation of the Request:** The applicant is seeking conditional use approval to replace the existing, single-story auto dealership and repair shop with a new 23,909+/- sq. ft, facility. The proposed building is smaller than the 26,000+/- sq. ft. version that the Planning Commission approved in 2022 (File No. 4-CUP-22). The building footprint appears to have been shifted slightly to the west and elements were removed from the south facing elevation. The proposed parking arrangement is very similar to the original one, with the only material difference being the addition of parking between the proposed building and US 101. Required parking to the south of the building, and inventory parking north of the building and along the west property line, is identical to the original proposal. The same is true with respect to the driveway locations and alignment, with access along US 101 being consolidated from three driveways to one, with two driveways serving the site from SW 35th. Perimeter landscaping and the placement of landscape islands is similar to the 2022 concept, with minor adjustments. All existing buildings will be removed, with work being phased such that the dealership will continue to operate during construction. The applicant's site plan, emergency vehicle circulation plan, building elevations, and floorplan are included as Attachment "E," and the 2022 site plan is included for comparison as Attachment "J."

7. **Conditional Use Permit Required:** Per Newport Municipal Code (NMC) Section 14.03.070(2)(b), auto sales are classified as a bulk-retail use that requires conditional use approval in the C-1/"Retail and Service Commercial" zone district. Vehicle repair is also a conditional use in the zone (NMC 14.03.070(4)). The applicant intends to replace the existing, single-story auto dealership and repair shop with a new 23,909+/- sq. ft., single-story dealership and repair facility. Accordingly, conditional use review is required. All existing buildings will be removed, access will be consolidated from three driveways to one, with two driveways serving the site from SW 35th Street, and paved parking and landscaping will be installed as depicted on the site plan prepared by K & D Engineering, Inc., dated July 11, 2025 (Attachment "E").

8. **Applicable Criteria:** The applicable criteria for the conditional use request are found in NMC Section 14.34.050:

a. The public facilities can adequately accommodate the proposed use.

b. The request complies with the requirements of the underlying zone or overlay zone.

c. The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.

d. A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.

CONCLUSIONS

Regarding the applicable criteria for the conditional use request, the following conclusions can be made:

A. *Criterion #1. The public facilities can adequately accommodate the proposed use.*

1. The applicant points out that existing and continued use will not significantly alter or increase traffic to the site. Vehicle traffic will continue to be served by US 101 and SW 35th Street. Off-street parking is provided on-site to customers and employees. New storm water runoff will be treated and connected to existing storm drains. All other existing utilities can adequately serve the existing and continued use.

2. Public facilities are defined in the Zoning Ordinance as sanitary sewer, water, streets and electricity. All public facilities are available and presently serve the property. Water service is available via a 12-inch main along SW 35th Street. Wastewater service is available from 8-inch mains in SW 35th and SW 32nd Street. A structured storm drainage system directs run-off into a water quality treatment swale on the east side of US 101, opposite the property or a piped system running along US 101 and 35th Street. A zoning and utility map depicts the location of the services relative to the applicant's property (Attachment "F").

3. Considering the above, the Planning Commission concludes that the public facilities can adequately accommodate the proposed use.

B. *Criterion #2. The request complies with the requirements of the underlying zone or overlay zone.*

1. The applicant notes that, per City of Newport Ordinance No. 2196, Chapter 14.03.070, the use is allowed as a conditional use, in the C-1 zone. The site will include Retail Sales and Service: Sales-Oriented, Bulk Retail and Vehicle Repair. The use as an auto dealership is existing and will continue similar activities in the proposed scope of work (Attachment "D").

2. Compliance with the underlying zone or overlay zone includes other elements of the Zoning Ordinance applicable to the proposed use. This includes satisfying height limitations (NMC Chapter 14.10), setback requirements (NMC Chapter 14.11), density limitations (NMC Chapter

14.13), parking and loading requirements (NMC Chapter 14.14), clear vision areas (NMC Chapter 14.17), landscaping standards (NMC Chapter 14.19), transportation standards (NMC Chapter 14.44), traffic analysis (NMC Chapter 14.44), vehicular access and circulation (NMC Chapter 14.46) and pedestrian access (NMC Chapter 14.47).

3. Applicant's site plan and elevation drawings (Attachment "E") and memo from Kittelson and Associates (Attachment "I") illustrate that the project satisfies these requirements, with the following exceptions:

a. The project is substantially compliant with the City's parking and loading requirements of NMC Chapter 14.14; however, there are a few additional details that need to be addressed. This chapter of the code applies to required parking. As indicated in Section 14.14.030, required parking must be available to customers and employees and does not include spaces for storage or sale of merchandise. An automotive dealership is a bulk retail use, and the applicant accurately notes that such uses require one parking space for every 600 square feet of floor area. For a 23,909 sq. ft. facility, that equates to 40 spaces. Applicant provides the required parking east and south of the building. The balance of the parking is dedicated to inventory and service use.

b. Section 14.14.050 requires that accessible and electric vehicle parking be provided consistent with the Oregon Structural Specialty Code. The location of accessible parking is shown on the site plan; however, it is not clear how the electrical vehicle requirements will be met. Per ORS 455.417 (HB 2180) this project will be required to address the electrical service and conduit needs for at least 20 percent of the required parking. Additionally, the required accessible pathway from the US 101 sidewalk to the building entrance is right in front of the service reception vehicle bays. It is unclear how those bays are to be accessed or if the accessible pathway will be obstructed by queued vehicles. This needs to be clarified by the applicant.

c. Section 14.14.070 sets out requirements for bicycle parking. Two bicycle parking spaces are required, each being at least 2.5-ft x 6-ft in size with a stationary rack that the bicycles can be locked to (or a lockable enclosure). It is unclear where on the site that bicycle parking will be provided.

d. Section 14.14.090(E) of the parking chapter requires that lighting from parking lots be designed and located as to not glare onto neighboring residential properties. The closest residential properties are to the northwest, and given the distance the applicant could address this standard by shielding lighting so that it is downward directed.

e. Section 14.14.110 notes that a designated loading space is required for a building of this size. The loading space must be at least 35-ft in length, 10-ft in width, with at least 14-ft of vertical clearance. There appears to be a number of locations on the property where a formal loading area can be designated, it just needs to be added to the plans.

f. Landscaping standards for parking areas are not limited to required parking, but apply to all parking areas provided on a property (NMC Section 14.19.050(D)). This code

section requires that landscape islands or planting areas with trees be installed to breakup parking areas into rows of not more than 12 contiguous parking spaces. Landscape islands or planters must be a minimum of 48 sq. ft. in size with a minimum dimension of 6-feet. The applicant's landscape islands appear to be properly sized and located to break up long stretches of contiguous parking spaces. However, a landscape plan was not included with the application to show how the planting requirements will be met. Additionally, the interface between the proposed landscaped area at the north end of the site and the road approach is poorly defined. Additional information is needed to show where vehicles that take this access will go. This could be as simple as providing a landscape barrier along the north property line and a paved area for vehicles to turn around.

g. Section 14.44.050(A) requires that streets adjacent to a development satisfy the requirements of Section 14.44.060. US 101 was recently rebuilt adjacent to the subject property, with sidewalk and bike lanes. While the Transportation System Plan calls for a separated bike facility between the bridge and 35th Street, that project should be constructed as part of a future highway improvement to avoid creating safety issues for motorists. Accordingly, the City can accept a non-remonstrance agreement in lieu of requiring the improvement at this time (Section 14.44.050(D)). Sidewalk is required and needed along the property's SW 35th Street frontage (Section 14.44.060(I)). There is sufficient area within the right-of-way and easements to place the sidewalk, and the site plan needs to be modified to show the improvement.

4. Given the above, the Planning Commission finds that it is feasible the applicant can modify their proposal to address the issues outlined above and that a revised plan be provided with building permit application. Conditions of approval for each item are included herein and, as conditioned, the Commission concludes that this criterion has been satisfied.

C. <u>Criterion #3</u>. *The proposed use does not have an adverse impact greater than existing uses on nearby properties; or impacts can be ameliorated through imposition of conditions of approval.*

1. In their narrative, the applicant notes that the existing and continued use will improve the area by increasing activity within the building and site. Site improvements will be designed to meet current jurisdiction requirements. These include minimum landscaping areas, landscaping along frontages, and landscape islands within parking areas. A traffic engineer has determined that the traffic impact on the site will be minimal. Pending city approval, the traffic engineer suggests that no trip-based thresholds are triggered to require a full traffic study. The proposal will reduce the number of driveways on the highway, which meets ODOT traffic management principles. Additionally, the surrounding properties on all sides are zoned with the same commercial zone designation and are therefore complementary with this use.

2. With respect to whether or not the project triggers the City's traffic analysis requirements, Section 14.45.010(C) requires the analysis for proposals that generate 500 or more average daily trips or 50 PM peak hour trips. The memo from Kittelson and Associates (Attachment "I") shows that when deducting the impact of the existing dealership use, the project will add 394 new daily trips and 34 PM peak hour trips, meaning that the project falls below the threshold that would require traffic analysis.

3. Given the above, the Planning Commission concludes that the proposed use does not have an adverse impact greater than existing uses on nearby properties.

D. Criterion #4. *A proposed building or building modification is consistent with the overall development character of the neighborhood with regard to building size and height, considering both existing buildings and potential buildings allowable as uses permitted outright.*

1. The applicant notes that, per City of Newport Ordinance No. 2196, Chapter 14.13.010, the property will adhere to density requirements stated in Table "A". The proposed building height is approximately 26'-3" (50'-0" max). The building setback is greater than the minimum requirement of 15'-0" from US 101 with no setback requirements along the side and rear. The height of the proposed building is complementary to the surrounding one to three story buildings.

2. The subject site consists of Tax Lots 02000, 02100, and 02200 the boundaries of which are depicted on the applicant's site plan. While there are no building setbacks, a covenant will need to be recorded prohibiting the sale of properties independent of one another, since the proposed building is situated on portions of all three properties. This can be addressed as a condition of approval.

3. South Beach includes a mix of commercial and industrial buildings of various sizes. At 23,909 sq. ft. the building will be larger than many in the immediate vicinity of the site; however, it is well below the size of some structures such as Rogue Brewery to the north, the Oregon Coast Aquarium to the east and the former Central Lincoln maintenance facility to the southeast.

4. Signage included on the applicant's site plan might exceed the 200 square foot maximum display area per street frontage for non-exempt signs other than mural signs (NMC 10.10.085(G)). This is with regards to the east facing elevation, considering the wall and monument signage. It is feasible that the signage can be adjusted to conform with this requirement, and City review and approval of a sign permit is an appropriate mechanism for confirming compliance.

5. Given the above, the Planning Commission concludes that the use will be consistent with the overall development character of the neighborhood regarding building size and height.

OVERALL CONCLUSION

Based on the application material, the Planning Staff Report, and other evidence and testimony in the record, the Planning Commission concludes that the above findings of fact and conclusions demonstrate compliance with the criteria for a conditional use permit found in Section 14.34.050 of the Newport Municipal Code (NMC); and, therefore, the requested conditional use permit is hereby approved with the imposition of the following conditions of approval:

1. Approval of this land use permit is based on the submitted written narrative and plans listed as Attachments to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to comply with these documents and the limitations of approval described herein.

2. Applicant shall provide an updated set of plans with the building permit submittal that demonstrates the following requirements have been satisfied:

   a. Consistent with Newport Municipal Code (NMC) Section 14.14.050, electric vehicle charging infrastructure shall be provided consistent with the Oregon Structural Specialty Code, including rules implementing HB 2180 (2021).

   b. Demonstrate how vehicles will access and que up to the service reception vehicle bays facing US 101 and that such an arrangement will not interfere with the required accessible pathway from US 101 to the building entrance (Section 14.14.050).

   c. Two 2.5ft x 6-ft bicycle parking spaces and a rack or lockable enclosure are to be provided consistent with Section 14.14.070.

   d. Light fixture details shall be provided, and pole placement locations identified, to establish that exterior lighting of parking areas will not glare onto neighboring residential properties (Section 14.14.090(E)).

   e. A formally designated loading space shall be provided, with such space being at least 35-ft in length, 10-ft in width, with a minimum of 14-ft of vertical clearance (Section 14.14.110).

   f. Provide a landscape plan showing that the planting requirements outlined in Section 14.19.050 are being satisfied, including steps that will be taken to define the north boundary of the site in a manner that makes it clear where vehicles are to go that utilize the US 101 approach at SE 32nd Street.

   g. The property owner shall sign consent to participate in any local improvement districts that the parcels abutting US 101 would be part of once those districts are formed, for the purpose of constructing a separated bicycle lane along US 101 between the Yaquina Bay Bridge and 35th Street. Said consent and agreement shall be a separate document recorded upon the subject lots. The document shall be recorded by the property owner prior to occupancy.

   h. Sidewalk shall be added along SW 35th Street beginning at the 35th/US 101 intersection, and extending west to end of the property frontage (Section 14.44.060(I)). Such sidewalk shall be installed and accepted by the Newport Public Works Department prior to occupancy.

3. The property owner shall record a covenant, or equivalent legal instrument, prohibiting the sale of the properties identified as Tax Lots 02000, 02100, and 02200 independent of one another while there is a building encroaching over the common property lines. A copy of the recorded document shall be provided to the Community Development Department prior to occupancy.

4. A sign permit shall be obtained establishing that the signs shown comply with the requirements of Chapter 10.10 of the Newport Municipal Code, including the provision limiting each street frontage to no more than 200 sq. ft. of display area for all non-exempt signs other than mural signs (Section 10.10.085(G)).

City of Newport

Community Development Department

Memorandum

To: Newport Planning Commission

From: Derrick Tokos, Community Development Director

Date: October 7, 2025

Re: Appeal of Wyndhaven Phase 3 Traffic Impact Analysis Approval (File No. 1-TIA-25)

On August 28, 2025, the City of Newport issued a notice of decision approving a traffic impact analysis application for a 90-unit apartment complex on property identified as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property, which is currently undeveloped, borders the west side of NE Harney Street and the south side of NE 36th Street. The applicant, Whitney Boss with Cobalt Development, LLC filed the application on behalf of the property owner Wyndhaven Ridge 3, LLC.

Notice of the City's land use decision, and a copy of the final order and findings, are enclosed as Attachment "A". The City's decision was informed by the approval criteria listed in Newport Municipal Code Chapter 14.45 (Attachment "B") and a traffic impact analysis by the engineering firm Lancaster Mobley, dated May 10, 2023 (Attachment "C"). A site plan by the consulting firm PDG, dated June 25, 2025, is included with the traffic impact analysis. The City's land use decision was mailed to the applicant and individuals that provided comment during the public comment period. A compiled set of public comments is enclosed as Attachment "D".

The City's land use decision was subject to a 15-day appeal period. This is pointed out in the notice of decision. Because the 15th day landed on a Friday, when City Hall is closed, the deadline for filing an appeal was extended to 5:00 pm on Monday September 15, 2025. Two appeals were received, one from Michael Cappelli (Attachment "E") and the other from George Dwyer (Attachment "F"). Following receipt of the appeals, the City scheduled this public hearing before the Planning Commission and provided required notice (Attachment "G"). Since the initial decision was made administratively, the appeals must be considered in a *de novo* manner where new evidence can be submitted. On October 2, 2025, the City received a continuance request from Mr. Cappelli (Attachment "H"). This means that after the Commission holds the hearing on October 13, 2025 it must either continue the hearing to a date certain at least seven days from the date of the initial evidentiary hearing, or it may leave the record open for at least seven days so that persons can submit additional written evidence or testimony (ref: ORS 197.797(6)(a)). Staff will put together a couple of scheduling options for the Commission's consideration at the hearing.

The applicant has advised staff that they intend to provide a written response to the appeals. If that information is received by close of business on Thursday, October 9th then it will be included in the meeting packet for the Planning Commission's consideration.

Attachments

- Attachment "A" – Findings of Fact, Final Order and Decision Notice
- Attachment "B" – NMC Chapter 14.45, Traffic Impact Analysis
- Attachment "C" – Applicant's Traffic Impact Analysis and Site Plan
- Attachment "D" – Combined Public Comment
- Attachment "E" – Cappelli Appeal Documents
- Attachment "F" – Dwyer Appeal Documents
- Attachment "G" – Notice of Appeal Hearing
- Attachment "H" – Cappelli Continuance Request (and staff response)

CITY OF NEWPORT
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NEWPORT, OREGON 97365

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NOTICE OF DECISION

August 28, 2025

The Newport Community Development (Planning) Director, by final order signed today, August 28, 2025, has approved a Traffic Impact Analysis as described herein:

FILE NO: 1-TIA-25.

Applicants and Owner: Whitney Boss, Cobalt Development LLC, representative (Wyndhaven Ridge 3 LLC, property owner).

Request: Per Chapter 14.45 (Traffic Impact Analysis) of the Newport Municipal Code (NMC), a request for review of a Traffic Impact Analysis (TIA) associated with the construction of a 90-unit apartment complex with access off of NE Harney Street and NE 36th Street.

Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

CONDITIONS OF APPROVAL:

1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour and average daily trip generation.

2. Applicant is responsible for constructing sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, at which point the applicant is to construct a new pedestrian crossing. The improvements are to be completed prior to occupancy.

3. Applicant shall resurface NE Harney Street and NE 36th Street to City specifications along the project frontage, where the streets are visibly damaged by construction traffic, and in areas where utility work will necessitate excavation into the road surface. The improvements are to be completed prior to occupancy.

4. Driveway access is limited to two-full movement road approaches, one onto NE 36th Street and one onto NE Harney Street as conceptually shown on the site plan included with the TIA analysis.

5. Any site obscuring fencing or roadside vegetation shall be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained.

6. Applicant shall obtain a right-of-way permit from the City of Newport Public Works Department before performing work within the within the road right-of-way so that City staff can confirm that the proposed improvements satisfy its design standards and that adequate plans are in place to protect City infrastructure during the course of construction.

THIS DECISION MAY BE APPEALED TO THE NEWPORT PLANNING COMMISSION WITHIN 15 CALENDAR DAYS, OR THE NEXT BUSINESS DAY IF THE DATES FALLS ON A NON-WORKING DAY (Monday, September 15, 2025), OF THE DATE THE FINAL ORDER WAS SIGNED.

Contact the Community Development (Planning) Department, Newport City Hall, 169 SW Coast Hwy, Newport, Oregon 97365 (541-574-0629) for information on appeal procedures. The applicant or other person may appeal a decision of the Community Development Director to the Planning Commission if that person appeared before the Community Development Department in writing during the period allowed for written comments from the public. Appeals from a decision of the Community Development Director are heard by the Planning Commission as a *de novo* hearing (a brand new public hearing).

Sincerely,

Sherri Marineau
Executive Assistant

Enclosures

cc:

Whitney Boss, Cobalt Development LLC, representative
Wyndhaven Ridge 3 LLC, property owner
Joseph Lease, Building Official (*letter only via email*)
Beth Young, Associate Planner (*letter only via email*)
A E "Sam" Small
Allen Terhaar
Arlon Gilland
Arnie Von Clasen
Audrey Nelson
Barbara L.Turrill
Bert Pulaski
Betty Kerl
Bonnie Andersen
Carol Ritchey
Carol Ward
Cece Cravenkelly
Cherie Clark
Cherith Shafer
Chris Tillett
Chritine Ramey
Clair Finnigan
Cory Sanchez
Cynthia Michelle Doyle
Daniel Scriven
Daniel Wood
David Foross
David Ryker
Debbi Hicks
Dennis Casson
Dennis Roberts
Deral Mckeel
Diane Garcia
Diane Kelps
Dianna Wardell
Dianne K Brink
Donella Pitzi
Donna K Small
Doreen Farnam
Douglas Wardell

Elaine Lynch
Elizabeth Delaney
Gale Shafer
Gary D Hurley
Gayle Hansen
Gene Nelson
George W Dwyer
Georgene Von Clasen
Glen W Small
Greg Fidel
Harry A Ozund
James Hoover
James Odell
Janet Baldwin
Janet Rieskamp
Joanne Stump
Joe Joncas
John Beeson
John Gibb
Joseph York
Joyce Creed
Judy L Wright
Juliann Bornschein
Juliann Bornsehein
Katherine C Roberts
Kay Jones
Kerri Tyler
Laural Cockrum
Lee Lynch
Leon Ward
Liane May
Linda Hurley
Linda Odell
Maggie Pulaski
Margaret Mcgourn
Mark Stanifer
Marlowe Hodge
Michael Cappelli
Michael Rieskamp
Nicolas Meter
Nicole Thomas
Nila Fankhauser
Norman Jones
Overton L Hallford
Pacific Homes Beach Club
Patricia J Loose
Patricia Stanifer
Ramune Arlauskas
Robert Hatfield
Robert Kelps
Robin Cole
Rodney L Loose
Ruth Hennesey
Ruth M Otto
Sam Long
Sandra Amsden
Sandra Straan
Sanford Brink
Scott Parker
Shannon Nottestad
Sharon R. Lowry
Steve Sprague
Sue Philo
Teresa Hennessey
Teresa Knight
Terry Zwetizig
Tillie Whitt
Tim Madden
Tom Maxwell
Vicki Bevens
Vicki Casson
Walter Duvall
Young Hennesey

BEFORE THE COMMUNITY DEVELOPMENT (PLANNING) DIRECTOR OF THE CITY OF NEWPORT, COUNTY OF LINCOLN, STATE OF OREGON

IN THE MATTER OF LAND USE FILE NO. 1-TIA-25,	)	
APPLICATION FOR A TRAFFIC IMPACT ANALYSIS,	)	**FINAL**
As SUBMITTED BY COBALT DEVELOPMENT, LLC	)	**ORDER**
(PREPARED BY LANCASTER MOBELY)	)	

ORDER APPROVING A TRAFFIC IMPACT ANALYSIS pursuant to Newport Municipal Code (NMC) Chapter 14.45 for a 90-unit apartment complex. The development will occur on vacant land located on property identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street.

WHEREAS:

1.) The Community Development (Planning) Director has duly accepted the application, filed consistent with the Newport Zoning Ordinance; and

2.) The Community Development (Planning) Director has duly considered the request and has given proper and timely notice to affected property owners; and

3.) The Community Development (Planning) Director has allowed for evidence and recommendations from interested persons, Community Development (Planning) Department staff, other City departments, and local utilities; and

4.) At the conclusion of review of evidence submitted and after consideration of the request, the Newport Community Development (Planning) Director **APPROVED** the request for said Traffic Impact Analysis.

THEREFORE, LET IT BE RESOLVED by the City of Newport Community Development (Planning) Director that the attached Findings of Fact and Conclusions (Exhibit "A") support the approval of the request for a Traffic Impact Analysis for the 90-unit apartment complex with the following conditions(s):

1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour and average daily trip generation.

2. Applicant is responsible for constructing sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, at which point the applicant is to construct a new pedestrian crossing. The improvements are to be completed prior to occupancy.

3. Applicant shall resurface NE Harney Street and NE 36th Street to City specifications along the project frontage, where the streets are visibly damaged by construction traffic, and in areas where utility work will necessitate excavation into the road surface. The improvements are to be completed prior to occupancy.

4. Driveway access is limited to two-full movement road approaches, one onto NE 36th Street and one onto NE Harney Street as conceptually shown on the site plan included with the TIA analysis.

5. Any site obscuring fencing or roadside vegetation shall be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained.

6. Applicant shall obtain a right-of-way permit from the City of Newport Public Works Department before performing work within the within the road right-of-way so that City staff can confirm that the proposed improvements satisfy its design standards and that adequate plans are in place to protect City infrastructure during the course of construction.

BASED UPON THE ABOVE, the Community Development (Planning) Director determines that the request for a Traffic Impact Analysis as submitted in the application is in conformance with the provisions of the Comprehensive Plan and the Zoning Ordinance of the City of Newport with the attached condition of approval.

Accepted and approved this 28th day of August, 2025.

Derrick I. Tokos, AICP
Community Development Director

Attest:

Sherri Marineau
Executive Assistant

EXHIBIT "A"

Case File No. 1-TIA-25

FINDINGS OF FACT

1. On July 18, 2025, Whitney Boss, Cobalt Development, LLC, on behalf of the property owner Wyndhaven Ridge 3 LLC, submitted a land use application seeking City approval of a Traffic Impact Analysis (TIA), pursuant to Chapter 14.45 of the Newport Municipal Code (NMC), for a 90-unit apartment complex with access off of NE 36th Street and NE Harney Street. The TIA was made complete on July 28, 2025 with payment of the application filing fee.

2. The property upon which the 90-unit apartment complex is to be constructed is identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. It is approximately 9.42 acres in size and is presently undeveloped.

3. The TIA was prepared by Kyung Min Kim, P.E., with Lancaster Mobley, a Transportation Engineering and Planning firm out of Portland, Oregon.

4. The property is zoned R-4/"High-Density Multi-Family Residential" on the City of Newport's Zoning Maps. This zoning designation authorizes multi-family development, such as the planned apartment complex, as a permitted use pursuant to NMC Section 14.03.050(A)(6).

5. NMC Section 14.45.010/"Applicability" requires a TIA to be submitted under any one or more of the following circumstances:

   A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.

   B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).

   C. The proposal may generate 500 or more average daily trips or 50 PM peak-hour trips or more.

   D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.

   E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of NMC Chapter 14.43/ "South Beach Transportation Overlay Zone."

   F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements.

   G. For phased development on a lot, parcel or tract, the number of vehicle trips shall be the cumulative number of vehicle trips generated for all phases until such time as traffic impact analysis is required pursuant to this section.

6. NMC Section 14.45.020/"Traffic Impact Analysis Requirements" lists the following requirements for a Traffic Impact Analysis:

   A. Pre-application conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

   B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.

   C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

   D. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

   E. Transportation Planning Rule Compliance. The TIA shall comply with the requirements of OAR 660-012-0060.

   F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

   G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010(D), the TIA shall address the provisions of Section 14.45.020(F) for the routes used to reach US-101 or US-20.

   H. Phased Development. If the land use application is part of a phased development, the TIA shall analyze the ultimate build-out of all phases of the project.

7. Pursuant to NMC Section 14.45.030/"Study Area," the following facilities shall be included in the study area for all TIAs:

   A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

   B. Roads through and adjacent to the site.

   C. All intersections needed for signal progression analysis.

D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

8. When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision-making process.

9. Pursuant to NMC Section 14.45.050/ "Approval Criteria," when a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

A. The analysis complies with the requirements of Section NMC 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A; and

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection Type	Proposed Mobility Standard	Reporting Measure
Signalized	LOS D and v/c ≤0.90	Intersection
All-way stop or roundabouts	LOS D and v/c ≤0.90	Worst Approach
Two-way stop [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

[1] Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

E. Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44/"Transportation Standards."

CONCLUSIONS

1. Pursuant to NMC Section 14.45.010/"Applicability," a TIA is required for any project that may generate 500 or more average daily trips or 50 or more PM peak-hour trips. The applicant's analysis indicates that the project will generate a total of 59 PM peak-hour trips per day and 652 average daily trips; therefore, a TIA is required (NMC Section 14.45.010(C)).

2. NMC Section 14.45.020/"Traffic Impact Analysis Requirements" outlines requirements for a Traffic Impact Analysis (TIA). This is intended to ensure that the City has sufficient information to establish whether or not the approval criteria listed under NMC Section 11.45.050 have been satisfied. The applicant has satisfied the requirements of NMC Section 14.45.020 as follows:

   A. Ken Kim, P.E. with Lancaster Mobley submitted a TIA scoping memorandum on February 21, 2023. The memorandum was shared with Assistant City Engineer Clare Paul and ODOT staff in advance of the pre-application meeting, which was held on March 13, 2023.

   B. The submitted TIA, dated May 10, 2023, was prepared by Kyung Min Kim, P.E., an Oregon Registered Professional Engineer qualified to perform traffic engineering analysis. His firm, Lancaster Mobley specializes in transportation engineering and planning work. The report was prepared at the expense of the applicant, as is required.

   C. Trip generation rates for the 90 unit apartment complex were derived from the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, the most current version available at the time the TIA application was filed. Data from land use code 220, multi-family housing (low rise), was used to estimate the proposed development's PM peak hour and average daily trips based upon the proposed number of dwelling units.

   D. Intersection-level analysis was performed at US 101 and NE 36th Street, US 101 and NE 31st Street, project driveway approach onto NE 36th Street, project driveway approach onto NE Harney Street, and the intersection of NE Harney and NE 31st Street, as documented in the TIA. These are the only intersections where 50 or more peak hour vehicle trips could be expected as a result of the proposal.

   E. Compliance with the Transportation Planning Rule (OAR 660-012-0060) is required in circumstances where a functional plan, acknowledged comprehensive plan or land use regulation must be amended in order for a project to proceed. In this case, a 90-unit multi-family development, is a permitted use within the R-4 zoning district. Routes that vehicles will be using to access the proposed development (NE 36th Street and NE Harney Street) are City collector roadways intended to connect residential areas to the highway system employment lands. There are no plans or land use regulations that need to be amended.

   F. The structural condition of the impacted roadways is addressed in the TIA. Lancaster Mobley visually inspected NE 36th Street, NE 31st Street, and NE Harney Street on April 7, 2023 and documented the condition of the roads with narrative and photographs. They note localized instances of alligator cracking, potholes, raveling, longitudinal cracking, edge cracking and pavement deformity.

   G. The observed structural deficiencies are indicative of normal roadway wear, with the TIA noting that much of what they documented is directly attributable to pre-existing

development such as the Little Creek Apartments and the large residential subdivision to the south that accesses NE Harney Street. Lancaster Mobley performed their assessment before portions of NE 31st and NE Harney Street were resurfaced by the developer after they completed Wyndhaven Phase II. The improvement of these roadways by the developer mitigated damage to the roads attributed to the construction project.

H. The subject roads were designed to accommodate passenger vehicle trips attributed to the project, and the TIA notes that the impact of an addition 607 daily site trips, consisting of primarily passenger vehicles, will have an insignificant impact on their structural condition. Applicant's project is not anticipated to reduce the useful life of the roads beyond the normal, slow deterioration that is expected with facilities of this nature. While heavy truck traffic (i.e. vehicles that exceed 26,000 pounds gross vehicle weight) is a small fraction of the vehicle trips attributed to the project, it will be a significant component of trips to and from the site during construction. This is likely to result in some damage to the road surface along the haul routes. Additionally, the applicant will need to extend utilities to the site, which will necessitate trenching of the road bed. To mitigate these impacts, it is reasonable for the City to require the developer resurface NE Harney Street and NE 36th Street in a manner comparable to roadway work they performed when Wyndhaven Phase II was completed.

I. The project will not access directly onto US 101, but will direct traffic to that roadway via the highway intersections at US 101 and NE 36th Street, and US 101 and NE 31st Street. As documented in the TIA, vehicle trips attributed to this project are a tiny fraction of what this highway facility accommodates, and they are not expected to reduce its useful life above and beyond normal wear and tear.

J. NMC Section 14.45.020(G) clarifies that structural analysis for projects generating 10 or more vehicle trips that exceed 26,000 pounds gross vehicle weight must address the routes that will be used by the vehicles to reach US 101 or US 20. The subject project does not generate heavy vehicle trips of this nature; therefore, this requirement is not applicable.

H. For phased development, a TIA must analyze the ultimate buildout of the project. This 90-unit apartment project is the third and final Wyndhaven Phase and the TIA accounted for the two previous phases as part of its analysis,

3. NMC Section 14.45.030/ "Study Area," identifies the types of facilities that must be included as part of the study for all Traffic Impact Analysis (TIA) reports. This includes all site-access points and intersections (signalized and unsignalized) adjacent to the proposed development; roads through and adjacent to the site; all intersections needed for signal progression analysis; and any additional intersections or roadway links that the City Engineer believes may be adversely affected as a result of the proposed development. The City Engineer identified intersections and roadways requiring analysis in the pre-application meeting. The TIA prepared by Lancaster Mobley, included these facilities in the scope of their analysis.

4. Pursuant to NMC Section 14.45.040/"Approval Process," if a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision- making process. No other land use action is required for the proposed 90-unit apartment complex as it is a permitted use on the subject property.

A. NMC Chapter 14.52/"Procedural Requirements," outlines the requirements for a Type II decision-making process. Prior to rendering a decision, the City must provide record property owners within 200 feet of the subject property with written notice and opportunity to comment (NMC 14.52.060). Required notice was provided on July 29, 2025. Interested parties were given until August 12, 2025 to provide comment on the applicant's supplemental information. A total of 18 letters and a petition with 106 signatures were submitted in response to the notice, all of which came from the adjacent 55+ community known as the Pacific Homes Beach Club.

B. The comment letters raised a number of concerns about the project, including the limited opportunity for the public to influence the project, traffic impacts attributed to the additional apartment dwellings, the condition of the impacted roadways, pressure the additional traffic will place on already limited evacuation routes, difficulty accessing US 101, and impacts attributed to the temporary closure of Big Creek Road. Additionally, those that provided comment expressed concerns about the impact the project will have on privacy, loss of greenspace, potential impacts to property values, and the City's capacity to provide adequate water and sewer service. Comments related to TIA approval criteria are addressed under the relevant criteria. Those that do not relate to approval criteria are addressed as follows:

   i. With regards to concerns about the public having limited opportunities to influence the development project, and those related to privacy, loss of greenspace, and potential impacts to property values, it is important to note that the subject property has been zoned for multi-family development for many decades, with clear and objective standards outlining the parameters for housing projects such as the one proposed. Individuals looking to buy property in the Pacific Homes Beach Club, or elsewhere, have always had the opportunity to understand the zoning of neighboring properties, and how those properties might develop, when weighing whether or not to move forward with a purchase. These are public records. The applicant has a right to develop their property provided it is in a manner that is consistent with how the property is zoned. Concerns about a loss of privacy, greenspaces, impacts on habitat, etc. are understandable; however, there was always a chance that the site would develop and the amenities folks in the Pacific Homes Beach Club derived from the applicant's property would go away. Additionally, the state mandates that cities provide a clear and objective path for approving housing projects, which significantly limits the ability for the public to influence the manner in a development is carried out.

   ii. Potential buildout of the subject property has been factored into the City's capital facility plans, and its plans for assisting members of the community when responding to emergencies. The water and wastewater systems have the capacity to serve the project. There is a small segment of sewer line along Harney, south of NE 31st Street that is undersized, and the applicant will be upsizing it as part of the project. Cities are required by state law to plan for and accommodate growth and we cannot use terrain constraints that limit evacuation opportunities as a reason to prohibit new development. City long-range plans show where development can occur and these growth areas are factored into the City's planning for emergency events and actions it takes to improve community resilience.

C. The City received a letter dated August 18, 2025 directed to Duane Liner, P.E., ODOT Development Review Coordinator, from Arielle Childress, P.E., ODOT Traffic Analysis Engineer, outlining the agencies comments on the TIA. ODOT confirmed that the study has been prepared in accordance with their adopted methodologies, and accepted the TIA recommendation that operational or queuing mitigation measures at the US 101 intersections are not needed.

5. NMC Section 14.45.050/"Approval Criteria," sets out the criteria that a TIA must satisfy. With regard to those criteria, the following conclusions can be drawn:

A. Subsection 14.45.050(A) requires that the TIA study contain all of the required elements listed under Section 14.45.020. Compliance with those requirements is addressed above under Conclusion No. 2. This standard has been met.

B. Subsection 14.45.050(B) requires a TIA demonstrate that adequate transportation facilities exist to serve the proposed development or indentify mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT. The project does not access directly onto a state highway.

The TIA concludes that, with respect to vehicle traffic, the existing transportation facilities are adequate to accommodate vehicle trips attributed to the subject development. The TIA points out that state traffic signal warrants will not be met for any of the unsignalized study intersections under buildout conditions. Additionally, they note that no left turn lanes are necessary or recommended with the proposed development. A factor contributing to Lancaster Mobley's conclusion that signals will not be warranted is the extent to which traffic from the project is dispersed between the intersection at NE 36th and US 101, NE 31st and US 101 and Big Creek Road to the south. At the time the TIA was prepared Big Creek Road was open to south bound traffic. Since then, it has been closed because the bridge over Big Creek Road was found to be structurally unsound. The City has budgeted funds to repair the bridge, and the project was bid and will go under construction in September, with construction anticipated to be complete by mid-October. Given that this is a committed project that is scheduled to be built before Wyndhaven Phase III is completed, it is appropriate for it to be considered a transportation route in the TIA.

The TIA recommends that any site obscuring fencing or roadside vegetation be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained. This can be addressed as a condition of approval.

No other improvements to existing transportation facilities are recommended in the TIA. It is important to note; however, that the TIA is almost singularly focused on vehicle impacts. Bicycle, pedestrian, and transit are types of transportation facilities that similarly serve the proposed development. The project site is not in a location that the Lincoln County Transit District has identified as a potential stop as there is an existing stop across the street at Little Creek Apartments; however, the site plan included with the TIA illustrates the development could accommodate transit access should a stop be desirable. At this time NE Harney Street, NE 31st Street, and NE 36th Street serve as shared facilities for bicyclists and vehicles. Installing dedicated bicycle lanes may occur in the future as a City funded project to serve the larger area.

Adequate transportation facilities are those that are fully developed such that they can accommodate all travel modes. When development of a lot or parcel places demands on a substandard street, the development is required to bring the impacted street up to City of Newport standards (NMC 14.44.050(B)). In this case, the development will be required to extend sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, where the applicant will construct a new pedestrian crossing (NMC 14.44.060(I)).

C. NMC Subsection 14.45.050(C) notes that where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060. As earlier noted, this project does not require an amendment to the Newport Comprehensive Plan or land use regulations in order for it to proceed; therefore, compliance with this administrative rule is not required.

D. NMC Subsection 14.45.050(D) applies to affected non-highway facilities. It requires that the TIA establish that any Level of Service (LOS) standards adopted by the City have been met, to avoid excessive queuing or delays at affected intersections. Facilities evaluated in the TIA include the US 101 and NE 36th Street intersection, the project driveway approach onto NE 36th Street, the project driveway approach onto NE Harney Street, the intersection of NE Harney and NE 31st Street, and the intersection of US 101 and NE 31st Street. The TIA includes capacity and queuing analysis at each intersection for existing and buildout conditions. The results establish that the City of Newport LOS standard will be met. Non-highway intersections are expected to function at LOS "A," whereas the intersections of US 101 and NE 36th Street and US 101 and NE 31st Street are expected to function at LOS "D" and "E" respectively, satisfying the City's minimum standard of LOS "E." Further, the TIA's queuing analysis shows that there is adequate vehicle storage space at those locations. While this analysis demonstrates that the City's minimum standards will be met, delays are expected to increase for vehicles accessing US 101 at NE 36th Street and NE 31st Street. The increased delays are just not enough to trigger the need for improvements at these locations.

E. NMC Subsection 14.45.050(E) requires that proposed public improvements be designed and constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards). Compliance with this standard can be addressed with a condition of approval.

6. NMC Section 14.45.060 notes that the City may impose conditions of approval needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the City's Transportation System Plan. The conditions outlined below carry out this objective.

OVERALL CONCLUSION

The request complies with the criteria established for a Traffic Impact Analysis and is hereby **APPROVED** with the following condition(s):

1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and

extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour and average daily trip generation.

2. Applicant is responsible for constructing sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, at which point the applicant is to construct a new pedestrian crossing. The improvements are to be completed prior to occupancy.

3. Applicant shall resurface NE Harney Street and NE 36th Street to City specifications along the project frontage and in areas where utility work will necessitate excavation into the road surface. The improvements are to be completed prior to occupancy.

4. Driveway access is limited to two-full movement road approaches, one onto NE 36th Street and one onto NE Harney Street as conceptually shown on the site plan included with the TIA analysis.

5. Any site obscuring fencing or roadside vegetation shall be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained.

6. Applicant shall obtain a right-of-way permit from the City of Newport Public Works Department before performing work within the within the road right-of-way so that City staff can confirm that the proposed improvements satisfy its design standards and that adequate plans are in place to protect City infrastructure during the course of construction.

EXHIBIT "A"

Case File No. 1-TIA-25

FINDINGS OF FACT

1. On July 18, 2025, Whitney Boss, Cobalt Development, LLC, on behalf of the property owner Wyndhaven Ridge 3 LLC, submitted a land use application seeking City approval of a Traffic Impact Analysis (TIA), pursuant to Chapter 14.45 of the Newport Municipal Code (NMC), for a 90-unit apartment complex with access off of NE 36th Street and NE Harney Street. The TIA was made complete on July 28, 2025 with payment of the application filing fee.

2. The property upon which the 90-unit apartment complex is to be constructed is identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. It is approximately 9.42 acres in size and is presently undeveloped.

3. The TIA was prepared by Kyung Min Kim, P.E., with Lancaster Mobley, a Transportation Engineering and Planning firm out of Portland, Oregon.

4. The property is zoned R-4/"High-Density Multi-Family Residential" on the City of Newport's Zoning Maps. This zoning designation authorizes multi-family development, such as the planned apartment complex, as a permitted use pursuant to NMC Section 14.03.050(A)(6).

5. NMC Section 14.45.010/"Applicability" requires a TIA to be submitted under any one or more of the following circumstances:

   A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.

   B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).

   C. The proposal may generate 500 or more average daily trips or 50 PM peak-hour trips or more.

   D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.

   E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of NMC Chapter 14.43/ "South Beach Transportation Overlay Zone."

   F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements.

   G. For phased development on a lot, parcel or tract, the number of vehicle trips shall be the cumulative number of vehicle trips generated for all phases until such time as traffic impact analysis is required pursuant to this section.

6. NMC Section 14.45.020/"Traffic Impact Analysis Requirements" lists the following requirements for a Traffic Impact Analysis:

   A. Pre-application conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a TIA. This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.

   B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.

   C. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

   D. Intersection-level Analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

   E. Transportation Planning Rule Compliance. The TIA shall comply with the requirements of OAR 660-012-0060.

   F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

   G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010(D), the TIA shall address the provisions of Section 14.45.020(F) for the routes used to reach US-101 or US-20.

   H. Phased Development. If the land use application is part of a phased development, the TIA shall analyze the ultimate build-out of all phases of the project.

7. Pursuant to NMC Section 14.45.030/"Study Area," the following facilities shall be included in the study area for all TIAs:

   A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

   B. Roads through and adjacent to the site.

   C. All intersections needed for signal progression analysis.

D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

8. When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision-making process.

9. Pursuant to NMC Section 14.45.050/ "Approval Criteria," when a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

   A. The analysis complies with the requirements of Section NMC 14.45.020; and

   B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

   C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

   D. For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A; and

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection Type	Proposed Mobility Standard	Reporting Measure
Signalized	LOS D and v/c ≤0.90	Intersection
All-way stop or roundabouts	LOS D and v/c ≤0.90	Worst Approach
Two-way stop [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

1. Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

   E. Proposed public improvements are designed and will be constructed to the standards specified in NMC Chapter 14.44/"Transportation Standards."

CONCLUSIONS

1. Pursuant to NMC Section 14.45.010/"Applicability," a TIA is required for any project that may generate 500 or more average daily trips or 50 or more PM peak-hour trips. The applicant's analysis indicates that the project will generate a total of 59 PM peak-hour trips per day and 652 average daily trips; therefore, a TIA is required (NMC Section 14.45.010(C)).

2. NMC Section 14.45.020/"Traffic Impact Analysis Requirements" outlines requirements for a Traffic Impact Analysis (TIA). This is intended to ensure that the City has sufficient information to establish whether or not the approval criteria listed under NMC Section 11.45.050 have been satisfied. The applicant has satisfied the requirements of NMC Section 14.45.020 as follows:

   A. Ken Kim, P.E. with Lancaster Mobley submitted a TIA scoping memorandum on February 21, 2023. The memorandum was shared with Assistant City Engineer Clare Paul and ODOT staff in advance of the pre-application meeting, which was held on March 13, 2023.

   B. The submitted TIA, dated May 10, 2023, was prepared by Kyung Min Kim, P.E., an Oregon Registered Professional Engineer qualified to perform traffic engineering analysis. His firm, Lancaster Mobley specializes in transportation engineering and planning work. The report was prepared at the expense of the applicant, as is required.

   C. Trip generation rates for the 90 unit apartment complex were derived from the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, the most current version available at the time the TIA application was filed. Data from land use code 220, multi-family housing (low rise), was used to estimate the proposed development's PM peak hour and average daily trips based upon the proposed number of dwelling units.

   D. Intersection-level analysis was performed at US 101 and NE 36th Street, US 101 and NE 31st Street, the project driveway approach onto NE 36th Street, the project driveway approach onto NE Harney Street, and the intersection of NE Harney and NE 31st Street, as documented in the TIA. These are the only intersections where 50 or more peak hour vehicle trips could be expected as a result of the proposal.

   E. Compliance with the Transportation Planning Rule (OAR 660-012-0060) is required in circumstances where a functional plan, acknowledged comprehensive plan or land use regulation must be amended in order for a project to proceed. In this case, a 90-unit multi-family development, is a permitted use within the R-4 zoning district. Routes that vehicles will be using to access the proposed development (NE 36th Street and NE Harney Street) are City collector roadways intended to connect residential areas to the highway system and employment lands. There are no plans or land use regulations that need to be amended.

   F. The structural condition of the impacted roadways is addressed in the TIA. Lancaster Mobley visually inspected NE 36th Street, NE 31st Street, and NE Harney Street on April 7, 2023 and documented the condition of the roads with narrative and photographs. They note localized instances of alligator cracking, potholes, raveling, longitudinal cracking, edge cracking and pavement deformity.

   G. The observed structural deficiencies are indicative of normal roadway wear, and the TIA notes that much of what they documented is directly attributable to pre-existing development

such as the Little Creek Apartments and the large residential subdivision to the south that accesses NE Harney Street. Lancaster Mobley performed their assessment before portions of NE 31st Street and NE Harney Street were resurfaced by the developer after they completed Wyndhaven Phase II. The improvement of these roadways by the developer mitigated damage to the roads attributed to the construction project.

H. The subject roads were designed to accommodate passenger vehicle trips associated with the project, and the TIA notes that the impact of an addition 607 daily site trips, consisting of primarily passenger vehicles, will have an insignificant impact on their structural condition. Applicant's project is not anticipated to reduce the useful life of the roads beyond the normal, slow deterioration that is expected with facilities of this nature. While heavy truck traffic (i.e. vehicles that exceed 26,000 pounds gross vehicle weight) is a small fraction of the vehicle trips attributed to the project, it will be a significant component of trips to and from the site during construction. This may result in some damage to the road surface along the haul routes. Additionally, the applicant will need to extend utilities to the site, which will necessitate trenching of the road bed. To mitigate these impacts, it is reasonable for the City to require the developer resurface NE Harney Street and NE 36th Street in a manner comparable to roadway work they performed when Wyndhaven Phase II was completed.

I. The project will not access directly onto US 101, but will direct traffic to that roadway via the highway intersections at US 101 and NE 36th Street, and US 101 and NE 31st Street. As documented in the TIA, vehicle trips attributed to this project are a tiny fraction of what this highway facility accommodates, and they are not expected to reduce its useful life above and beyond normal wear and tear.

J. NMC Section 14.45.020(G) clarifies that structural analysis for projects generating 10 or more vehicle trips that exceed 26,000 pounds gross vehicle weight must address the routes that will be used by the vehicles to reach US 101 or US 20. The subject project does not generate heavy vehicle trips of this nature; therefore, this requirement is not applicable.

H. For phased development, a TIA must analyze the ultimate buildout of the project. This 90-unit apartment project is the third and final Wyndhaven phase and the TIA accounted for the two previous phases as part of its analysis,

3. NMC Section 14.45.030/ "Study Area," identifies the types of facilities that must be included as part of the study for all Traffic Impact Analysis (TIA) reports. This includes all site-access points and intersections (signalized and unsignalized) adjacent to the proposed development; roads through and adjacent to the site; all intersections needed for signal progression analysis; and any additional intersections or roadway links that the City Engineer believes may be adversely affected as a result of the proposed development. The City Engineer identified intersections and roadways requiring analysis in the pre-application meeting. The TIA prepared by Lancaster Mobley, included these facilities in the scope of their analysis.

4. Pursuant to NMC Section 14.45.040/"Approval Process," if a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision- making process. No other land use action is required for the proposed 90-unit apartment complex as it is a permitted use on the subject property.

A. NMC Chapter 14.52/"Procedural Requirements," outlines the requirements for a Type II decision-making process. Prior to rendering a decision, the City must provide record property owners within 200 feet of the subject property with written notice and opportunity to comment (NMC 14.52.060). Required notice was provided on July 29, 2025. Interested parties were given until August 12, 2025 to provide comment on the applicant's supplemental information. A total of 18 letters and a petition with 106 signatures were submitted in response to the notice, all of which came from the adjacent 55+ community known as the Pacific Homes Beach Club.

B. The comment letters raised a number of concerns about the project, including the limited opportunity for the public to influence the development, traffic impacts attributed to the additional apartment dwellings, the condition of the impacted roadways, pressure the additional traffic will place on already limited evacuation routes, difficulty accessing US 101, and impacts attributed to the temporary closure of Big Creek Road. Additionally, those that provided comment expressed concerns about the impact the project will have on privacy, loss of greenspace, potential impacts to property values, and the City's capacity to provide adequate water and sewer service. Comments related to TIA approval criteria are addressed under the relevant criteria. Those that do not relate to approval criteria are addressed as follows:

   i. With regards to concerns about the public having limited opportunities to influence the development project, and those related to privacy, loss of greenspace, and potential impacts to property values, it is important to note that the subject property has been zoned for multi-family development for many decades, with clear and objective standards outlining the parameters for housing projects such as the one proposed. Individuals looking to buy property in the Pacific Homes Beach Club, or elsewhere, have always had the opportunity to understand the zoning of neighboring properties, and how those properties might develop, when weighing whether or not to move forward with a purchase. These are public records. The applicant has a right to develop their property provided it is in a manner that is consistent with how the property is zoned. Concerns about a loss of privacy, greenspaces, impacts on habitat, etc. are understandable; however, there was always a chance that the site would develop and the amenities folks in the Pacific Homes Beach Club derived from the applicant's property would go away. Additionally, the state mandates that cities provide a clear and objective path for approving housing projects, which significantly limits the ability for the public to influence the manner in which a development is carried out.

   ii. Potential buildout of the subject property has been factored into the City's capital facility plans, and its plans for assisting members of the community when responding to emergencies. The water and wastewater systems have the capacity to serve the project. There is a small segment of sewer line along NE Harney Street, south of NE 31st Street that is undersized, and the applicant will be upsizing it as part of the project. Cities are required by state law to plan for and accommodate growth and we cannot use terrain constraints that limit evacuation opportunities as a reason to prohibit new development. City long-range plans show where development can occur and these growth areas are factored into the City's planning for emergency events and actions it takes to improve community resilience.

C. The City received a letter dated August 18, 2025 directed to Duane Liner, P.E., ODOT Development Review Coordinator, from Arielle Childress, P.E., ODOT Traffic Analysis Engineer, outlining the agencies comments on the TIA. ODOT confirmed that the study has been prepared in accordance with their adopted methodologies, and accepted the TIA recommendation that operational or queuing mitigation measures at the US 101intersections are not needed.

5. NMC Section 14.45.050/"Approval Criteria," sets out the criteria that a TIA must satisfy. With regard to those criteria, the following conclusions can be drawn:

A. Subsection 14.45.050(A) requires that the TIA study contain all of the required elements listed under Section 14.45.020. Compliance with those requirements is addressed above under Conclusion No. 2. This standard has been met.

B. Subsection 14.45.050(B) requires a TIA demonstrate that adequate transportation facilities exist to serve the proposed development or indentify mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT. The project does not access directly onto a state highway.

The TIA concludes that, with respect to vehicle traffic, the existing transportation facilities are adequate to accommodate vehicle trips attributed to the subject development. The TIA points out that state traffic signal warrants will not be met for any of the unsignalized study intersections under buildout conditions. Additionally, they note that no left turn lanes are necessary or recommended with the proposed development. A factor contributing to Lancaster Mobley's conclusion that signals will not be warranted is the extent to which traffic from the project is dispersed between the intersection at NE 36th and US 101, NE 31st and US 101 and Big Creek Road to the south. At the time the TIA was prepared Big Creek Road was open to south bound traffic. Since then, it has been closed because the bridge over Big Creek Road was found to be structurally unsound. The City has budgeted funds to repair the bridge, and the project was bid and will go under construction in September. Construction of the new bridge is expected to be complete by mid-October. Given that this is a committed project that is scheduled to be built before Wyndhaven Phase III is completed, it is appropriate for it to be considered a transportation route in the TIA.

The TIA recommends that any site obscuring fencing or roadside vegetation be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained. This can be addressed as a condition of approval.

No other improvements to existing transportation facilities are recommended in the TIA. It is important to note; however, that the TIA is almost singularly focused on vehicle impacts. Bicycle, pedestrian, and transit are types of transportation facilities that similarly serve the proposed development. The project site is not in a location that the Lincoln County Transit District has identified as a potential stop as there is an existing stop across the street at Little Creek Apartments; however, the site plan included with the TIA illustrates the development could accommodate transit access should a stop be desirable. At this time NE Harney, NE 31st , and NE 36th Street serve as shared facilities for bicyclists and vehicles. Installing bicycle lanes may occur in the future as a City funded project to serve the larger area.

Adequate transportation facilities are those that are fully developed such that they can accommodate all travel modes. When development of a lot or parcel places demands on a substandard street, the development is required to bring the impacted street up to City of Newport standards (NMC 14.44.050(B)). In this case, the development will be required to extend sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, where the applicant will construct a new pedestrian crossing (NMC 14.44.060(I)).

C. NMC Subsection 14.45.050(C) notes that where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060. As earlier noted, this project does not require an amendment to the Newport Comprehensive Plan or land use regulations in order for it to proceed; therefore, compliance with this administrative rule is not required.

D. NMC Subsection 14.45.050(D) applies to affected non-highway facilities. It requires that the TIA establish that any Level of Service (LOS) standards adopted by the City have been met, to avoid excessive queuing or delays at affected intersections. Facilities evaluated in the TIA include the US 101 and NE 36th Street intersection, the project driveway approach onto NE 36th Street, the project driveway approach onto NE Harney Street, the intersection of NE Harney and NE 31st Street, and the intersection of US 101 and NE 31st Street. The TIA includes capacity and queuing analysis at each intersection for existing and buildout conditions. The results establish that the City of Newport LOS standard will be met. Non-highway intersections are expected to function at LOS "A," whereas the intersections of US 101 and NE 36th Street and US 101 and NE 31st Street are expected to function at LOS "D" and "E" respectively, satisfying the City's minimum standard of LOS "E." Further, the TIA's queuing analysis shows that there is adequate vehicle storage space at those locations. While this analysis demonstrates that the City's minimum standards will be met, delays are expected to increase for vehicles accessing US 101 at NE 36th Street and NE 31st Street. The increased delays are just not enough to trigger the need for improvements at these locations.

E. NMC Subsection 14.45.050(E) requires that proposed public improvements be designed and constructed to the standards specified in NMC Chapter 14.44 (Transportation Standards). Compliance with this standard can be addressed with a condition of approval.

6. NMC Section 14.45.060 notes that the City may impose conditions of approval needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the City's Transportation System Plan. The conditions outlined below carry out this objective.

OVERALL CONCLUSION

The request complies with the criteria established for a Traffic Impact Analysis and is hereby **APPROVED** with the following condition(s):

1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and

extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour and average daily trip generation.

2. Applicant is responsible for constructing sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, at which point the applicant is to construct a new pedestrian crossing. The improvements are to be completed prior to occupancy.

3. Applicant shall resurface NE Harney Street and NE 36th Street to City specifications along the project frontage, where the streets are visibly damaged by construction traffic, and in areas where utility work will necessitate excavation into the road surface. The improvements are to be completed prior to occupancy.

4. Driveway access is limited to two-full movement road approaches, one onto NE 36th Street and one onto NE Harney Street as conceptually shown on the site plan included with the TIA analysis.

5. Any site obscuring fencing or roadside vegetation shall be cleared away from the driveway approaches to the project so that adequate intersection site distance is obtained.

6. Applicant shall obtain a right-of-way permit from the City of Newport Public Works Department before performing work within the within the road right-of-way so that City staff can confirm that the proposed improvements satisfy its design standards and that adequate plans are in place to protect City infrastructure during the course of construction.

Footnotes:
*--- (**20**) ---*
(Ordinance No. 2045, November 5, 2012; Ordinance No. 2199, August 15, 2022)

14.45.010 - Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in ORS 660-012-0060.
B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in ORS 734-051-3030(4).
C. The proposal may generate 500 or more average daily trips or 50 PM peak-hour trips or more.
D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.
F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements.
G. For phased development on a lot, parcel or tract, the number of vehicle trips shall be the cumulative number of vehicle trips generated for all phases until such time as traffic impact analysis is required pursuant to this section.

14.45.020 - Traffic Impact Analysis Requirements

A. Pre-application Conference. The applicant shall meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis (TIA). This meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the completed TIA meets both City and ODOT requirements.
B. Preparation. The submitted TIA shall be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis and will be paid for by the applicant.
C.

Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. An applicant may choose, but is not required, to use a trip generation study as a reference to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which similar facilities are available to count.

D. Intersection-Level Analysis. Intersection-level analysis shall occur at every intersection where 50 or more peak hour vehicle trips can be expected as a result of the proposal.

E. Transportation Planning Rule Compliance. The TIA shall comply with the requirements of ORS 660-012-0060.

F. Structural Conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.

G. Heavy Vehicle Routes. If the proposal includes an increase in ten or more of the vehicles described in Section 14.45.010.D, the TIA shall address the provisions of Section 14.45.020.F for the routes used to reach US-101 or US-20.

H. Phased Development. If the land use application is part of a phased development, the TIA shall analyze the ultimate build-out of all phases of the project.

14.45.030 - Study Area

The following facilities shall be included in the study area for all TIAs:

A. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

B. Roads through and adjacent to the site.

C. All intersections needed for signal progression analysis.

D. In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

14.45.040 - Approval Process

When a TIA is required, the applicable review process will be the same as that accorded to the underlying land use proposal. If a land use action is not otherwise required, then approval of the proposed development shall follow a Type II decision making process.

14.45.050 - Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

A. The analysis complies with the requirements of 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of ORS 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A; and

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection Type	Proposed Mobility Standard	Reporting Measure
Signalized	LOS D and v/c ≤0.90	Intersection
All-way stop or roundabouts	LOS D and v/c ≤0.90	Worst Approach
Two-way stop [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

[1] Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards.

14.45.060 - Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and

improvements to ensure consistency with the city's Transportation System Plan.

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REGISTERED PROFESSIONAL ENGINEER
100753PE
OREGON
NOV 09, 2022
KYUNG MIN KIM
EXPIRES: 06/30/2025

Wyndhaven Ridge Phase 3

Transportation Impact Analysis

Newport, Oregon

Date:
May 10, 2023

Prepared for:
Cobalt Development, LLC

Prepared by:
Jennifer Danziger, PE
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Executive Summary

1. The proposed Wyndhaven Ridge Phase 3 project is located at Tax Lot 10-11-32-AD-00100-00 in the City of Newport, Oregon. The proposed residential development will include a 90-unit apartment complex. Access to the site will be taken from a connection to NE Harvey Street and a connection to NE 36th Street. The proposed development is planned to be completed by the end of the year 2025.
2. The trip generation calculations show that the proposed development is projected to generate 51 morning peak hour, 59 evening peak hour, and 652 average weekday trips.
3. Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
4. For the proposed site access intersections, provided any obstructing on-site fence and roadside vegetation within the right of way are removed upon redevelopment of the site, adequate intersection sight distance can be attained.
5. Left-turn lane warrants are not projected to be met for any of applicable study intersections. Accordingly, no left-turn lanes are necessary or recommended as part of the proposed development application.
6. Traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2025 conditions; therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
7. Based on the results of the operation analysis, all study intersections are currently operating acceptably per agency standards and are projected to continue operating acceptably through the 2025 buildout year of the site. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.
8. Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95th percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.

Project Description

Introduction

The proposed Wyndhaven Ridge Phase 3 project is located at Tax Lot 10-11-32-AD-00100-00 in the City of Newport, Oregon. The proposed development includes a 90-unit apartment complex planned to be completed by the end of year 2025.

This Transportation Impact Analysis (TIA) report examines the impacts of the proposed development on the transportation system in the vicinity of the project site. The purpose of this report is to review the safety and efficiency of the transportation facilities that will be impacted by the proposed development. The study area includes intersections that are under the jurisdiction of the City of Newport and ODOT:

1. US 101 & NE 36th Street
2. US 101 & NE 31st Street
3. Site Access & 36th Street
4. NE Harney Street & Site Access
5. NE Harney Street & NE 31st Street

Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations are included in the appendix to this report.

Location Description

The site is located on Tax Lot 10-11-32-AD-00100-00. A vicinity map is shown in Figure 1 with the site outlined in blue. As shown in the attached site plan, access to the site will be taken from a connection to NE Harvey Street and a connection to NE 36th Street.

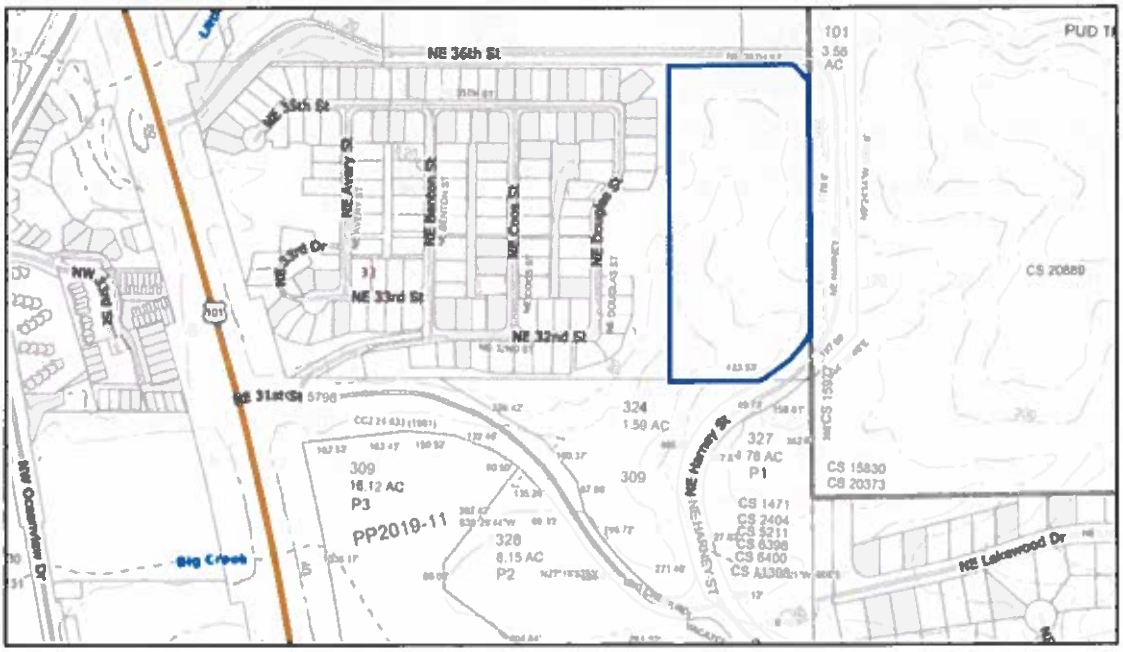


Figure 1: Project Location (Lincoln County GIS)

Vicinity Streets

The study area includes roadways under ODOT and city jurisdiction that are expected to be impacted by the proposed development. Table 1 describes each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Functional Classification	Travel Lanes	Speed (mph)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
Jurisdiction: ODOT						
US 101	Statewide Highway	3	45	None	Prohibited	None
Jurisdiction: City of Newport						
NE 36th Street	Neighborhood Collector	2	25	None	Prohibited	None
NE 31st Street	Local Street	2	25	None	Prohibited	None
NE Harney Street	Local Street	2	25	None	Prohibited	None

Study Intersections

Based on coordination with agency staff, three existing and two proposed intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	US 101 & NE 36th Street	Three Legs	Stop-Controlled	WB Stop
2	US 101 & NE 31st Street	Three Legs	Stop-Controlled	WB Stop
3	Site Access & NE 36th Street	Three Legs	Stop-Controlled	NB Stop
4	NE Harney Street & Site Access	Three Legs	Stop-Controlled	EB Stop
5	NE Harney Street & NE 31st Street	Three Legs	Stop-Controlled	EB Stop

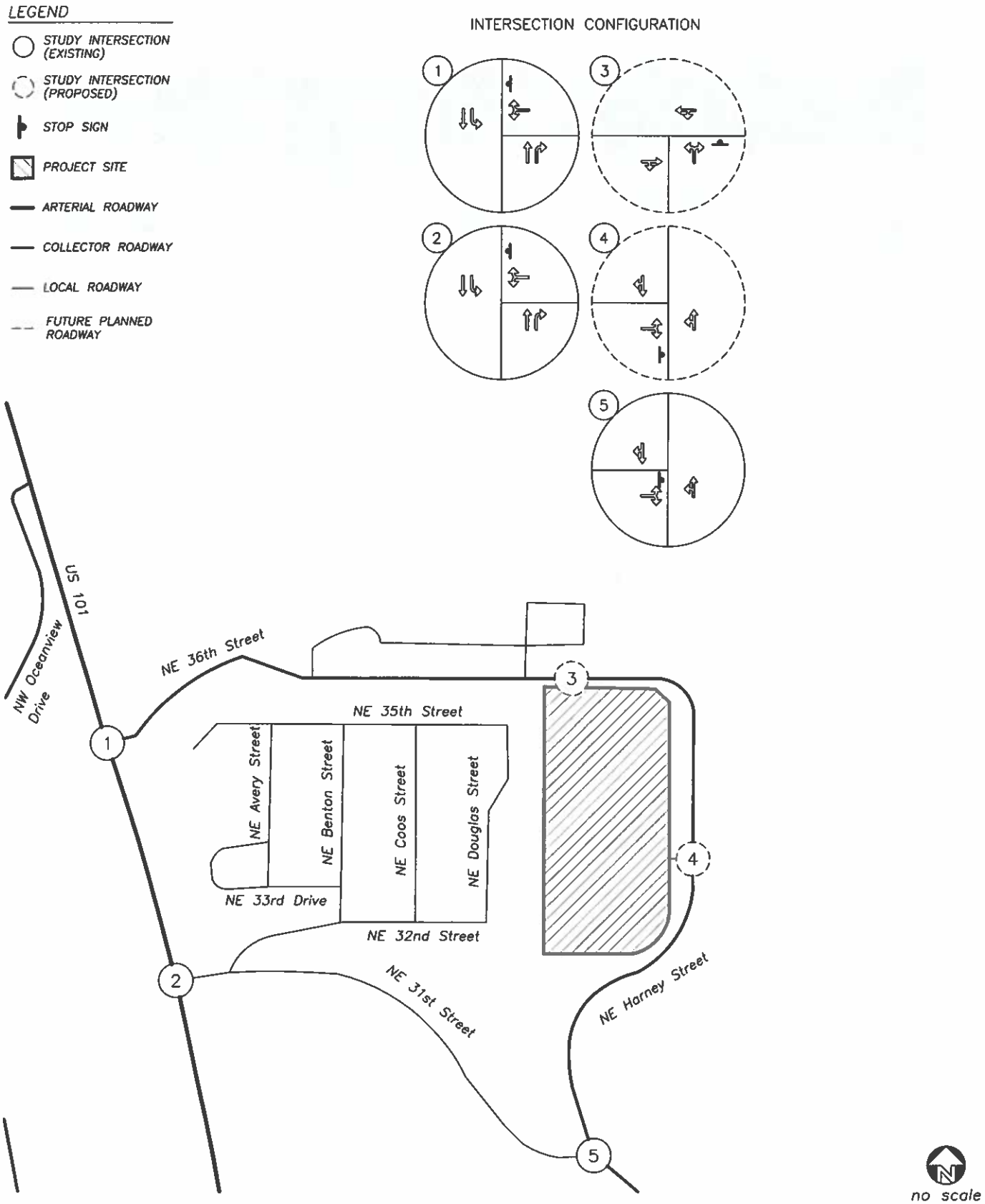
A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.

Transit Access

The project site is located near two bus routes; Newport Loop and North County Line. The bus routes are a frequent service lines with stops located within 2,000 feet walking/biking distance of the project site. The summarized description of the transit line is shown in Table 3.

Table 3: Transit Line Description

Transit Line (TriMet)	Service Area	Day of Week	Service Times	Typical Headways (Minutes)	Nearest Stops
Newport Loop	South Beach, Newport, Agate Beach	All Days	7:18 AM - 05:00 PM	71	NE 36th Street at Little Creek Apts
North County Line	Newport, Depo Bay, Lincoln City	All Days	6:36 AM – 7:20 PM	251	US 101 at NE 36th Street



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VICINITY
Lane Configuration & Traffic Control

Figure 2
Wyndhaven Ridge Phase 3
5/10/2023

Site Trips

Trip Generation

To estimate the number of trips that could be generated by the proposed housing development, trip rates from the *Trip Generation Manual* [1] were used. Equation for land use code 220, *Multifamily Housing (Low-Rise)* were used to estimate the existing site's trip generation based on the number of dwelling units (DU). The resulting trip generation estimates are summarized in Table 4. Detailed trip generation calculations are attached.

Table 4: Trip Generation

ITE Code	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
220 – Multifamily Housing (Low-Rise)	90 DU	12	39	51	37	22	59	652

The trip generation calculations show that the proposed development is projected to generate 51 morning peak hour, 59 evening peak hour, and 652 average weekday trips.

Trip Distribution

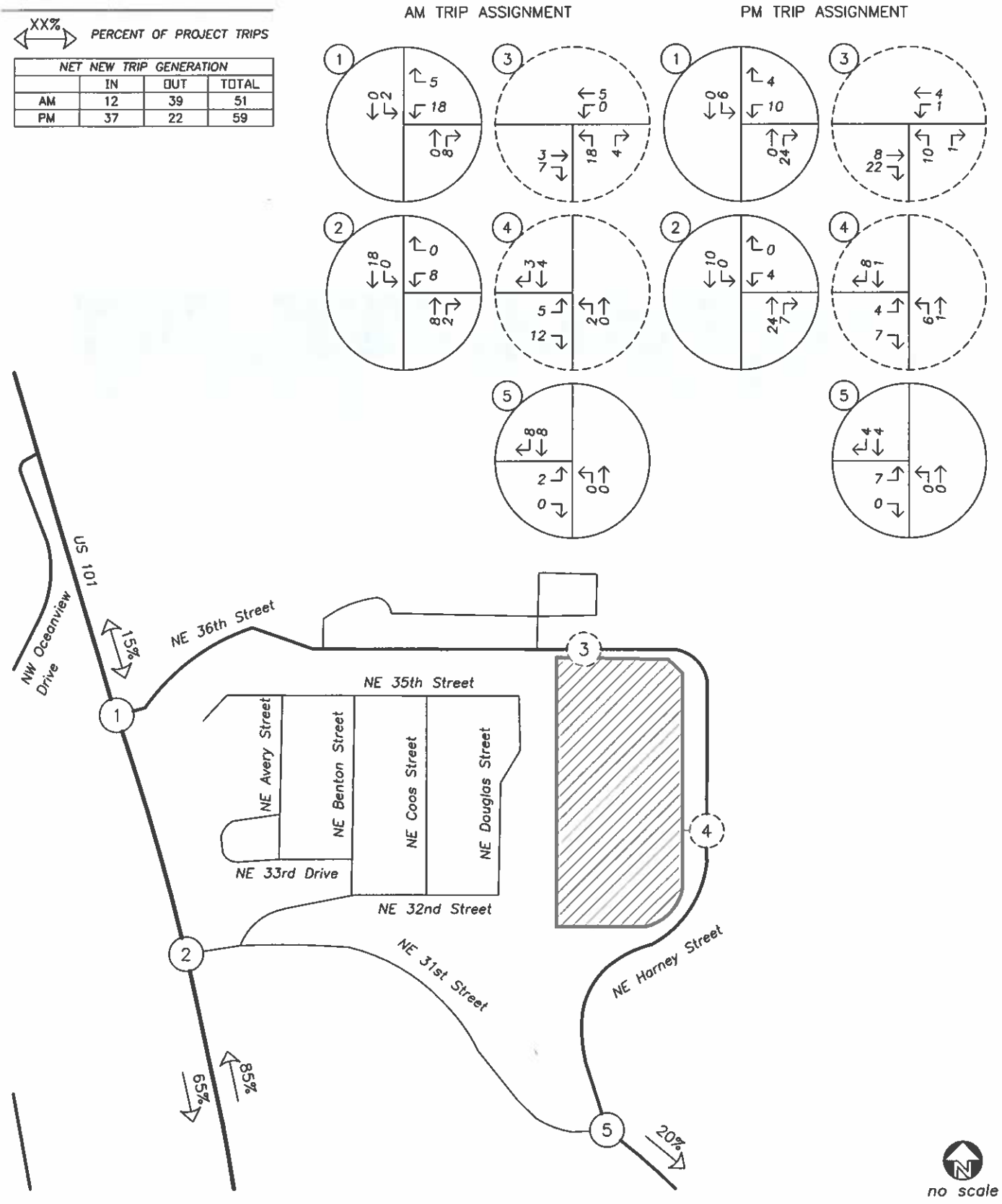
The trip distribution for the site was estimated based on the traffic counts collected on March 20, 2023, at the study intersections. Because NE Big Creek Road currently serves as a southbound one-way road from near NE Harney Street to NE Fogarty Street the distribution varies in the inbound/outbound directions.

The following trip distribution was used for analysis:

- Approximately 65/85 percent of site trips will travel to/from the south along US 101.
- Approximately 20 percent of site trips will travel to the south along NE Harney Street.
- Approximately 15 percent of site trips will travel to/from the north along US 101.

The resulting trip assignment is shown in Figure 3.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3
Wyndhaven Ridge Phase 3
5/10/2023

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Traffic Volumes

Existing Conditions

Traffic counts were collected on March 21, 2023, while school was in session at the study intersections. While the Covid19 pandemic had depressed volumes statewide, recent studies of traffic volumes have shown that most volumes have returned to normalized conditions. The Automatic Traffic Recorder (ATR) #21-009 located on US 101 approximately 0.4 miles south of NE 31st shows the year 2021 ADT has returned to levels greater than the 2019 volumes; therefore, we propose that no adjustments to the count data are necessary.

Volumes on the state highway, US 101 were seasonally adjusted following the procedures in ODOT's *Analysis Procedures Manual* (APM). The ATR method was used with data from ATR #21-009 for the years 2017 through 2022 except for the year 2020. The ATR trends for the year 2020 show a different seasonal pattern than in prior years. This approach provides a slightly more conservative result with a factor of 1.257. The factor was applied to both the through movements and turning movements as the traffic on US101, NE 36th Street, and NE 31st Street is likely to fluctuate seasonally as well as the through highway traffic.

The year 2023 existing traffic volumes for the morning and evening peak hours are shown in Figure 4.

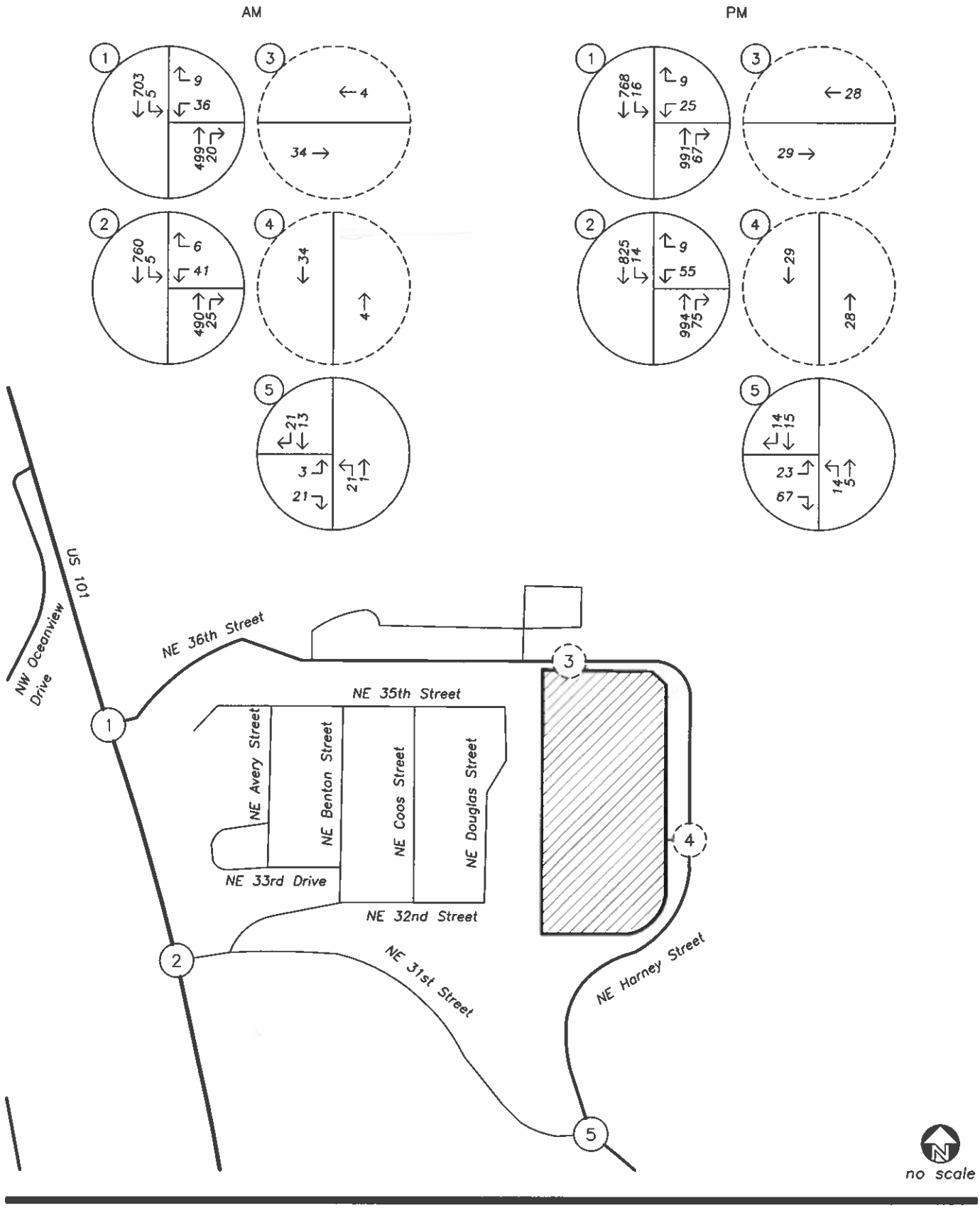
Background Conditions

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. The proposed development will be constructed over a period of several years with all units completed and occupied by the year 2025. To approximate the future year 2025 traffic volumes at the study intersections, a general straight-line growth rate of 1.2 percent per year was applied to the study intersections. This rate was derived from the average growth on US 101 between 2019 and 2040 based on the traffic demand model data in City of Newport Transportation System Plan. In addition to the general growth rate, traffic from the approved Wyndhaven Ridge Phase 2 project was included in the traffic forecasts.

Figure 5 presents the year 2025 background volumes for the morning and evening peak hours.

Buildout Conditions

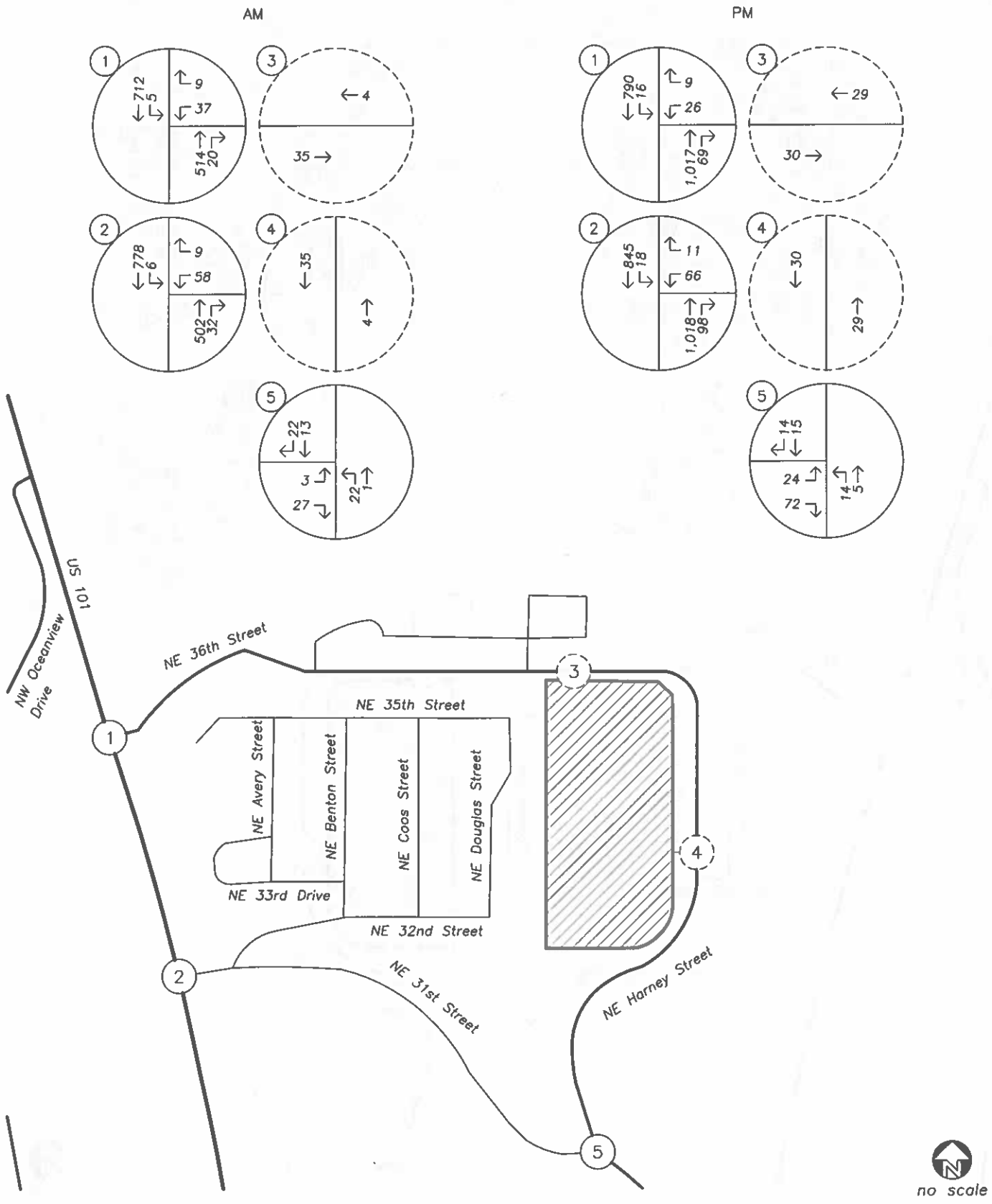
Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the background volumes to estimate the buildout volumes. Figure 6 presents the year 2025 buildout volumes for the morning and evening peak hours.



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TRAFFIC VOLUMES
2023 Existing Condition
AM & PM Peak Hours

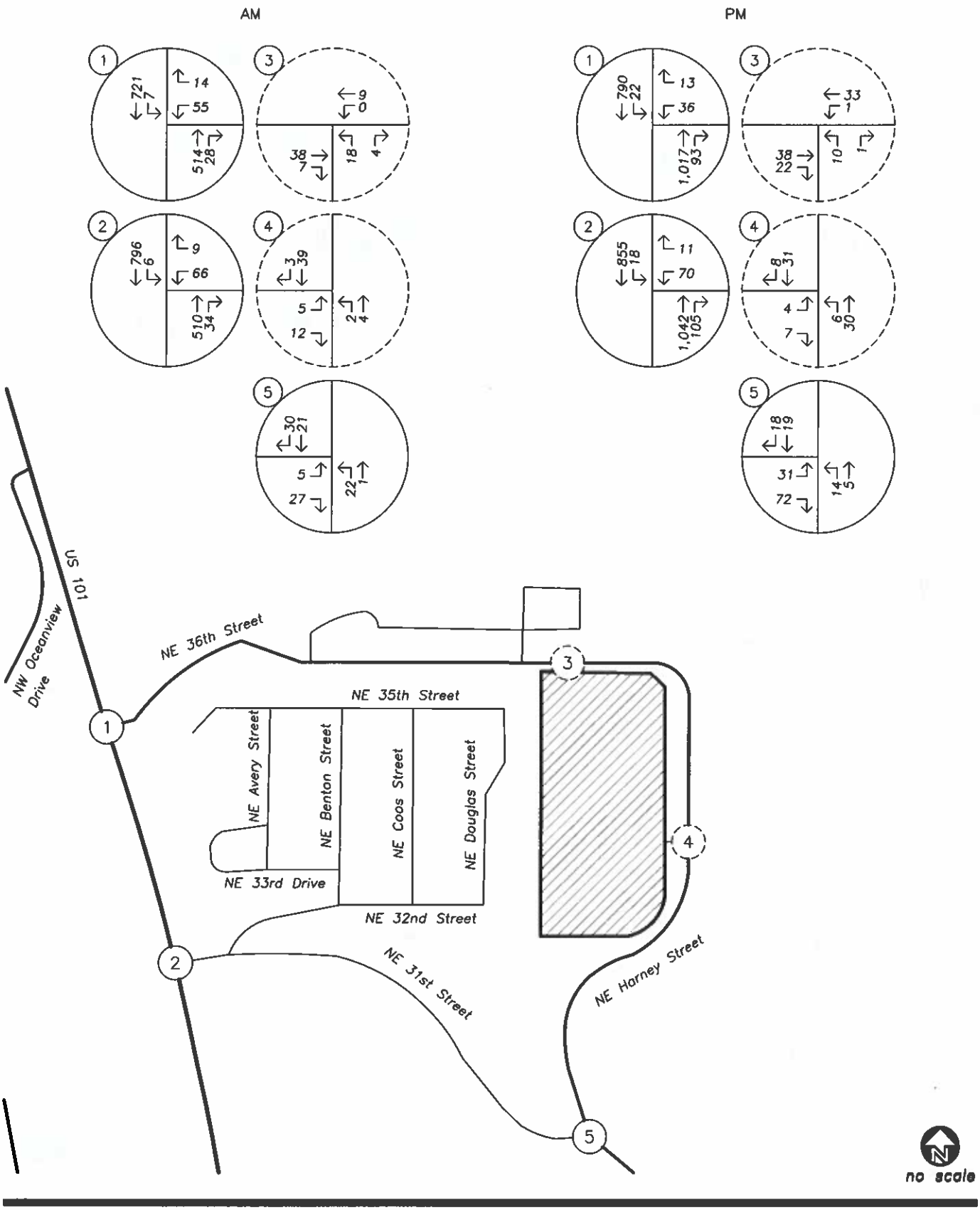
Figure 4
Wyndhaven Ridge Phase 3
5/10/2023



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TRAFFIC VOLUMES
2025 Background Condition
AM & PM Peak Hours

Figure 5
Wyndhaven Ridge Phase 3
5/10/2023



TRAFFIC VOLUMES
2025 Buildout Conditions
AM & PM Peak Hours

Figure 6
Wyndhaven Ridge Phase 3
5/10/2023

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2016 through December 2020) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the collision, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Non-Incapacitating Injury (Injury B)
- Incapacitating Injury (Injury A)
- Fatality or Fatal Injury

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the AADT at the intersection. Crash rates were compared with the Intersection crash rates were compared to ODOT's statewide 90th percentile crash rates. Intersections which experience crash rates in excess of 90th percentile crash rates should be "flagged for further analysis".

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in Appendix C.

Table 5: **Collision Type Summary**

Intersection		Crash Type						Total Crashes
		Turn	Rear End	Angle	Side swipe	Other	Ped/ Bike	
1	US 101 & NE 36th Street	7	1	0	0	1	0	9
2	US 101 & NE 31st Street	2	0	0	0	0	0	2
5	NE Harney Street & NE 31st Street	0	0	0	0	0	0	0

Table 6: Crash Severity and Rate Summary

	Intersection	Severity					Total Crashes	ADT	Crash Rate	90th % Rate
		PDO	C	B	A	Fatal				
1	US 101 & NE 36th Street	4	1	3	1	0	9	18,760	0.26	0.475
2	US 101 & NE 31st Street	0	1	1	0	0	2	19,720	0.06	0.475
5	NE Harney Street & NE 31st Street	0	0	0	0	0	0	1,380	0	0.475

One of the crashes reported in the five-year analysis period was classified as Injury A. A vehicle traveling northbound struck a vehicle making a westbound left turn who did not yield right of way. The driver making a westbound left turn sustained injuries classified as Injury A. No injuries were sustained by the driver traveling northbound. The collision occurred under rainy, wet, daytime (1:00 PM, 03/02/2020) conditions.

Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis. Crash reports for the study intersections are included in Appendix C.

Sight Distance Evaluation

Intersection sight distance (ISD) was measured for the proposed site access intersections along NE 36th Street and NE Harney Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy of Geometric Design of Highways and Streets*[2]. According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on a posted speed limit of 25 mph, the minimum recommended intersection sight distance at the site access locations is 280 feet to the right for the left turn movement. For the right turn movement, the minimum recommended intersection sight distance is 240 feet to the left.

For the proposed north site access along NE 36th Street, assuming any obstructing on-site fence and vegetation will be removed during the redevelopment of the project, sight distances were measured to exceed 280 feet to the east and 240 feet to the west.

For the proposed east site access along NE Harney Street, assuming any obstructing roadside vegetation within the right of way along NE Harney Street will be removed or maintained properly, sight distances were measured to exceed 280 feet to the south and 240 feet to the north.

For the proposed site access intersections, provided any obstructing on-site fence and roadside vegetation within the right of way are removed upon redevelopment of the site, adequate intersection sight distance can be attained.

[2] American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

Warrant Analysis

Left-turn lane and preliminary traffic signal warrants were examined for the study intersections where such treatments would be applicable.

Left-Turn Lane Warrants

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in ODOT's APM Chapter 12. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed.

Left-turn lanes are already present on US 101 at both study area intersections; therefore, warrants were only examined for the study intersections along NE 36th Street and NE Harney Street. Left-turn lane warrants are not projected to be met for these study intersections. Accordingly, no left-turn lanes are necessary or recommended as part of the proposed development application.

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2025 future year. Based on the preliminary analysis following a review of Warrant 1 in the *Manual on Uniform Traffic Control Devices*, or MUTCD, traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2025 conditions, regardless of whether or not the proposed development is constructed. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)[3]. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Mobility Standards

US 101 is under ODOT jurisdiction and other streets are under City of Newport jurisdiction.

According to the City of Newport Transportation System Plan (TSP), adopted August 2022, the following minimum operation standards apply at intersections under the City jurisdiction:

- Two-way stop-controlled intersections: All movements serving more than 20 vehicles shall be maintained at LOS "E" or better and a v/c ratio not higher than 0.95. There is no standard for approaches serving fewer than 20 vehicles during the peak hours.

According to the *Oregon Highway Plan (OHP), Policy 1F*, the following operational standard applies to intersections located along US 101:

- For US 101, a statewide highway with a posted speed of 45 mph within the Newport Urban Growth Boundary (UGB), the target v/c ratio is 0.80 or less for the state highway approaches.
- Within the Newport Urban Growth Boundary (UGB), unsignalized, non-state highway approaches are allowed to exceed a v/c ratio of 0.99.

Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 7 for the morning and evening peak hours. The detailed calculations are attached in Appendix D.

Based on the results of the operations analysis, all study intersections are currently operating acceptably per ODOT and City of Newport standards and are projected to continue operating acceptably through the 2028 buildout year. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.

[3] Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

Table 7: Capacity Analysis Summary

Intersection & Condition	Mobility Target	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
1. US 101 & NE 36th Street							
2023 Existing Condition	0.80 Hwy	0.17	C	19	0.17	D	26
2025 Background Condition		0.17	C	19	0.18	D	27
2025 Buildout Condition		0.26	C	21	0.26	D	29
2. US 101 & NE 31st Street							
2023 Existing Condition	0.80 Hwy	0.19	C	20	0.35	D	33
2025 Background Condition		0.27	C	22	0.44	E	39
2025 Buildout Condition		0.31	C	24	0.48	E	41
3. Site Access & 36th Street							
2025 Buildout Condition	0.95 & LOS E	0.03	A	9	0.01	A	9
4. NE Harney Street & Site Access							
2025 Buildout Condition	0.95 & LOS E	0.03	A	9	0.01	A	9
5. NE Harney Street & NE 31st Street							
2023 Existing Condition	0.95 & LOS E	0.03	A	9	0.10	A	9
2025 Background Condition		0.04	A	9	0.11	A	9
2025 Buildout Condition		0.05	A	9	0.12	A	9

Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95th percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95th percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.

The 95th percentile queue lengths reported in the simulation are presented in Table 8 for the morning and evening peak hours. All queues more than 5 feet longer than a multiple of 25 were rounded up. Those that were 5 feet or less were rounded down since 5 feet is equivalent to the space between queued vehicles. Detailed queuing analysis reports are included in Appendix D.

Table 8: 95th Percentile Queueing Analysis Summary

Intersection/ Movement	Available Storage (ft)	2025 Queue AM/PM (ft)	
		Background	Buildout
1. US 101 & NE 36th Street			
WB Approach	750	50/75	75/100
NB Through	800	0/25	0/0
NB Right	120	0/0	0/0
SB Left	175	25/50	25/50
2. US 101 & NE 31st Street			
WB Approach	150	50/100	75/150
NB Right	35	0/0	0/0
SB Left	180	25/50	25/50
3. Site Access & 36th Street			
WB Approach	900	-	0/25
NB Approach	70	-	50/50
4. NE Harney Street & Site Access			
EB Approach	75	-	50/50
NB Approach	450	-	0/0
5. NE Harney Street & NE 31st Street			
EB Approach	200	50/50	50/50
NB Approach	480	25/0	25/25

Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95th percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.

Structural Conditions

According to the City of Newport Municipal Code, a Traffic Impact Analysis (TIA) shall address the structural conditions of the impacted roadways:

> Chapter 14.45.020
>
> *F. Structural conditions. The TIA shall address the condition of the impacted roadways and identify structural deficiencies or reduction in the useful life of existing facilities related to the proposed development.*
>
> *G. Heavy vehicle routes. If the proposal includes an increase in 10 or more of the vehicles described in Section 14.45.010.D, the TIA shall address the provisions of Section 14.45.020.F for the routes used to reach US-101 or US-20.*
>
> Chapter 14.45.010
>
> *D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.*

With the 607 daily site trips consisting of primarily passenger vehicles to/from the site, the proposal will not increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight; therefore, the impact on the road structural conditions of surrounding transportation system is anticipated to be insignificant. Based on coordinating with the City of Newport staff, this TIA includes a lighter structural condition analysis rather than a full pavement evaluation. A visual inspection for the surface condition was conducted on April 7, 2023, along the following roads:

- NE 36th Street from US 101 to NE Harney Street
- NE Harney Street from NE 36th Street to NE 31st Street and,
- NE 31st Street from NE Harney Street to US 101

NE 36th Street

NE 36th Street extends eastward from US 101 to NE Harney Street approximately 2,100 feet. Assuming the evening peak hour traffic volume represents 10 percent of the AADT, approximately 1,170 vehicles per day currently utilizing NE 36th Street. The street currently provides access to Little Creek Apartments. With the proposed Wyndhaven Ridge Phase 3 development, approximately 425 daily site trips are anticipated to be added on NE 36th Street.

The most significant wear along NE 36th Street was observed at the intersection with US 101 and at the west access of Little Creek Apartments where potholes and alligator cracking are present. From the middle of the hill side (Approximatly 300 ft east from US 101) to 400 ft east of the west of Little Creek Apartments, alligator cracking was observed on in both the eastbound and westbound directions. In this section of the road, the most significant wear is in the wheel paths in the eastbound lane while comparably minor cracking was observed in the westbound lane. From the east access of Little Creek Apartments to NE 31st NE Harney Street, some longitudinal cracks were observed.

NE Harney Street

NE Harney Street from NE 36th Street to NE 31st Street, approximately 1,900 feet, was included for this analysis. Assuming the evening peak hour traffic volume represents 10 percent of the AADT, approximately 570 vehicles per day are currently utilizing NE Harney Street. The street currently provides access to Wyndhaven Ridge Apartments. With the proposed Wyndhaven Ridge Phase 3 development, approximately 182 daily site trips are anticipated to be added on NE Harney Street.

Longitudinal cracks were observed throughout NE Harvey Street. Edge cracks were observed at the east access of the site.

NE 31st Street

NE 31st Street extends eastward from US 101 to NE 31st Street approximately 1,700 feet. Assuming the evening peak hour traffic volume represents 10 percent of the AADT, approximately 1,530 vehicles per day are currently utilizing NE 31st Street. The street currently provides access to aproximately 130 single family houses located between NE 31st Street and NE 36th Street and Wyndhaven Ridge Phase 2, which is currently under construction. With the proposed Wyndhaven Ridge Phase 3 development, approximately 121 daily site trips are anticipated to be added on NE 31st Street.

The most significant wear along NE 31st Street was observed at the intersection NE 32nd Street where alligator cracking, raveling, longitudinal cracks, and a depression are present. Edge cracks were observed 400 east from the intersecstion at NE 32nd Street. Longitudinal cracks and raveling were observed in front of Wyndhaven Ridge Phase 2 which is under construction.

Figure 7 presents the visual inspection summary and photos with the labeled number in the summary are attached in Appendix E.



Figure 7: Visual Inspection Summary (Image from Google Earth)

Conclusions

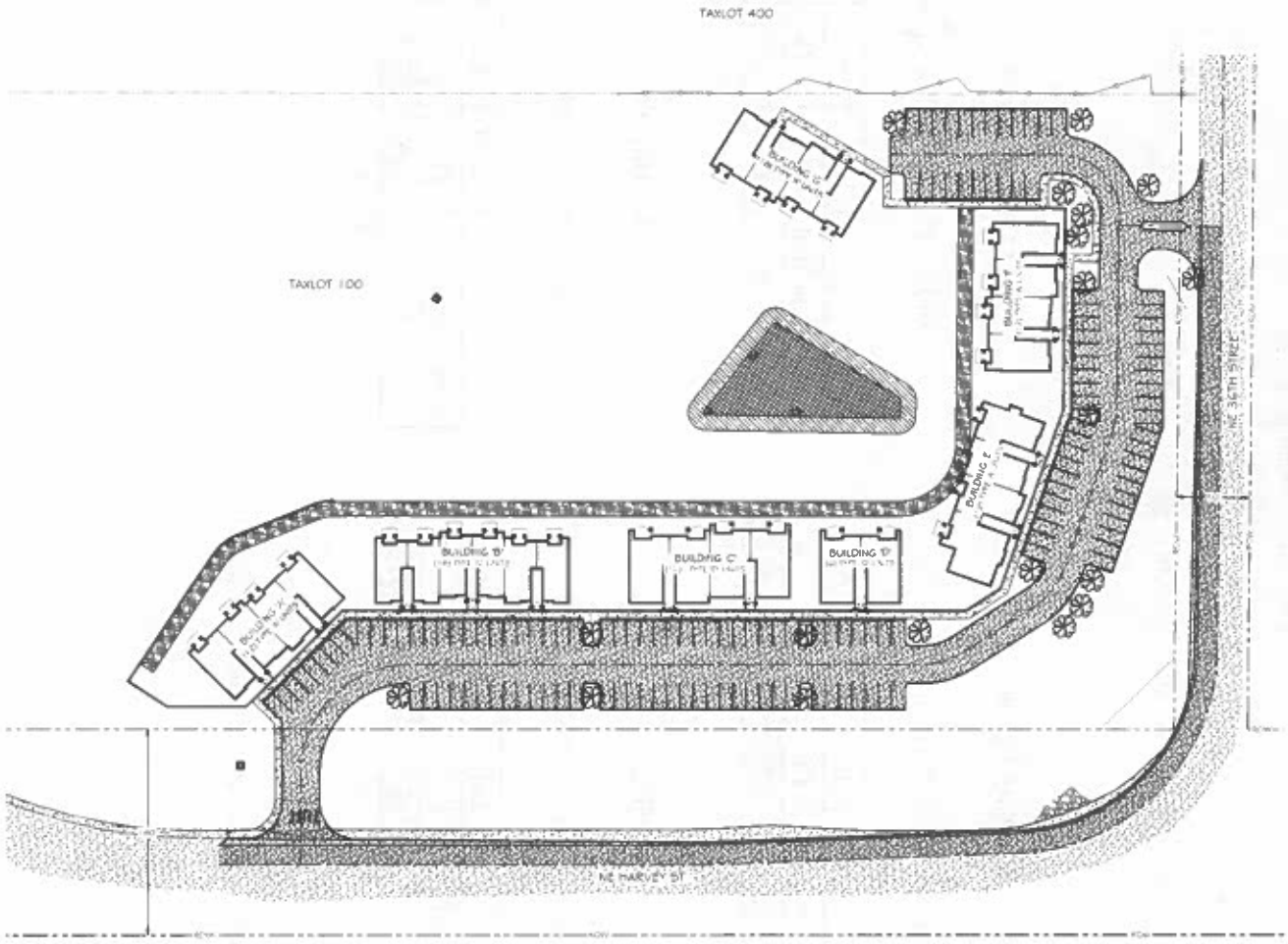
Key findings of this study include:

- Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
- For the proposed site access intersections, provided any obstructing on-site fence and roadside vegetation within the right of way are removed upon redevelopment of the site, adequate intersection sight distance can be attained.
- Left-turn lane warrants are not projected to be met for any of applicable study intersections. Accordingly, no left-turn lanes are necessary or recommended as part of the proposed development application.
- Traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2025 conditions; therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
- Based on the results of the operation analysis, all study intersections are currently operating acceptably per agency standards and are projected to continue operating acceptably through the 2025 buildout year of the site. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.
- Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95th percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.

Appendix A – Site Information

Site Plan

Trip Generation Calculations



0 40' 80' 120'
0 1"

CIVIL ENGINEERS
LAND SURVEYORS
PROJECT MANAGERS
PLANNERS

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2014
KATHRYN M. ROGERS

PRELIMINARY NOT FOR CONSTRUCTION

EXPIRES: JUNE 30, 2022

DATE ISSUED:

WYNDHAVEN RIDGE, LLC

WYNDHAVEN RIDGE

LEAPORT, OR

NO	DESCRIPTION	DATE	BY
	REASON FOR ISSUANCE		

SITE PLAN

C-1.03

TRIP GENERATION CALCULATIONS
Phase 5

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Equation
Variable Quantity: **90**

AM PEAK HOUR

Trip Rate: =0.31*($X5)+22.85

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	**12**	**39**	**51**

PM PEAK HOUR

Trip Rate: =0.43*($X5)+20.55

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	**37**	**22**	**59**

WEEKDAY

Trip Rate: =6.41*($X5)+75.31

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**326**	**326**	**652**

SATURDAY

Trip Rate: =4.55*($X5)

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**205**	**205**	**410**

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

Appendix B – Volumes

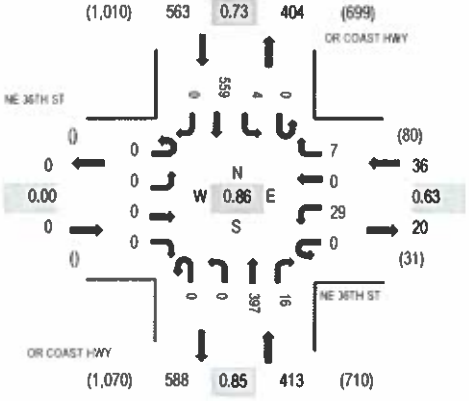
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 OR COAST HWY & NE 36TH ST AM
Date: Tuesday, March 21, 2023
Peak Hour: 07:40 AM - 08:40 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour

Motorized Vehicles


(1,010) 563 0.73 404 (699)
OR COAST HWY
NE 36TH ST
559
4
0
0
0

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

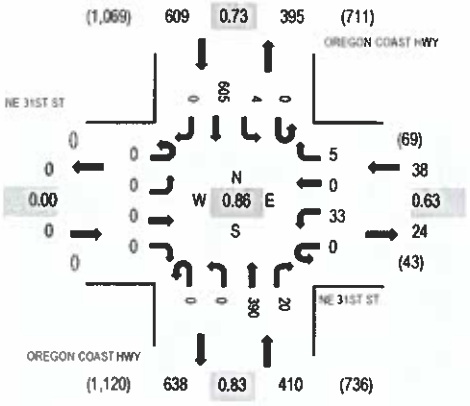
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	1	0	3	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	4	1	3	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	2	0	2	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	1	2	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	2	0	2	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	5	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	6	6	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	2	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	2	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	3	0	1	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	3	0	0	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	4	6	8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0
8:15 AM	0	2	0	2	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	4	0	5	9	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	3	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	7	8	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	2	0	2	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	2	0	1	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	4	0	2	6	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	3	0	1	4	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	6	6	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	42	3	64	109	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	21	0	35	56	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

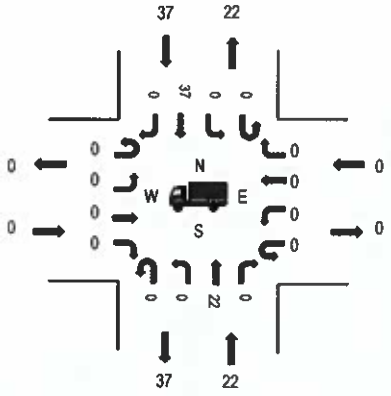
Location: 2 OREGON COAST HWY & NE 31ST ST AM
Date: Tuesday, March 21, 2023
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour

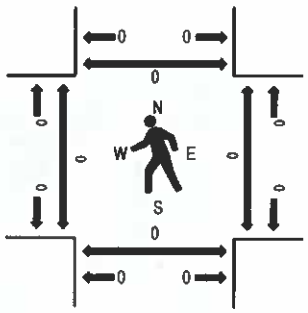
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.63
NB	5.4%	0.83
SB	6.1%	0.73
All	5.6%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 31ST ST Eastbound				NE 31ST ST Westbound				OREGON COAST HWY Northbound				OREGON COAST HWY Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	0	0	2	0	0	0	0	9	1	0	0	30	0	42	894
7:05 AM	0	0	0	0	0	3	0	0	0	0	21	0	0	0	31	0	55	952
7:10 AM	0	0	0	0	0	1	0	0	0	0	28	1	0	1	32	0	63	980
7:15 AM	0	0	0	0	0	1	0	0	0	0	28	2	0	1	24	0	56	997
7:20 AM	0	0	0	0	0	1	0	1	0	0	28	0	0	0	43	0	73	1,024
7:25 AM	0	0	0	0	0	5	0	0	0	0	20	1	0	0	30	0	56	1,018
7:30 AM	0	0	0	0	0	0	0	1	0	0	22	2	0	0	41	0	66	1,043
7:35 AM	0	0	0	0	0	2	0	0	0	0	24	0	0	0	62	0	88	1,057
7:40 AM	0	0	0	0	0	2	0	1	0	0	25	0	0	0	63	0	91	1,051
7:45 AM	0	0	0	0	0	3	0	0	0	0	23	0	0	0	71	0	97	1,023
7:50 AM	0	0	0	0	0	5	0	2	0	0	25	0	0	0	66	0	98	1,018
7:55 AM	0	0	0	0	0	3	0	0	0	0	30	3	0	1	72	0	109	1,011
8:00 AM	0	0	0	0	0	6	0	0	0	0	39	4	0	0	51	0	100	980
8:05 AM	0	0	0	0	0	0	0	1	0	0	38	1	0	1	42	0	83	
8:10 AM	0	0	0	0	0	4	0	0	0	0	43	5	0	1	27	0	80	
8:15 AM	0	0	0	0	0	1	0	1	0	0	45	4	0	0	32	0	83	
8:20 AM	0	0	0	0	0	3	0	0	0	0	28	1	0	0	35	0	67	
8:25 AM	0	0	0	0	0	2	0	0	0	0	43	0	0	1	35	0	81	
8:30 AM	0	0	0	0	0	2	0	0	0	0	27	2	0	0	49	0	80	
8:35 AM	0	0	0	0	0	2	0	0	0	0	42	1	0	1	36	0	82	
8:40 AM	0	0	0	0	0	2	0	0	0	0	19	2	0	0	40	0	63	
8:45 AM	0	0	0	0	0	3	0	2	0	0	32	2	0	0	53	0	92	
8:50 AM	0	0	0	0	0	3	0	0	0	0	37	2	0	0	49	0	91	
8:55 AM	0	0	0	0	0	3	0	1	0	0	25	1	0	1	47	0	78	
Count Total	0	0	0	0	0	59	0	10	0	0	701	35	0	8	1,061	0	1,874	
Peak Hour	0	0	0	0	0	33	0	5	0	0	390	20	0	4	605	0	1,057	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

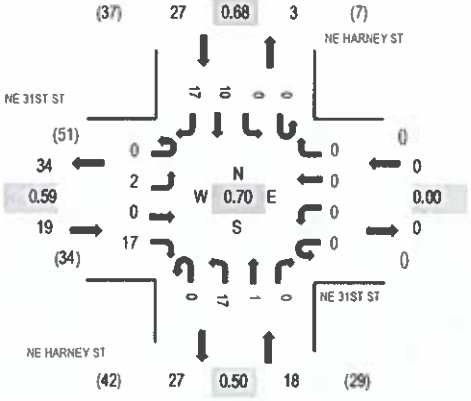
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	1	0	3	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	4	0	3	7	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	3	0	2	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	3	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	3	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	3	0	2	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	4	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	5	6	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	2	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	2	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	3	0	1	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	4	0	1	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	4	6	8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0
8:15 AM	0	2	0	3	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	4	0	4	8	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	3	0	3	6	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	7	8	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	2	0	2	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	3	0	1	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	5	0	2	7	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	2	0	1	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	0	6	7	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	48	0	65	113	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	22	0	37	59	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

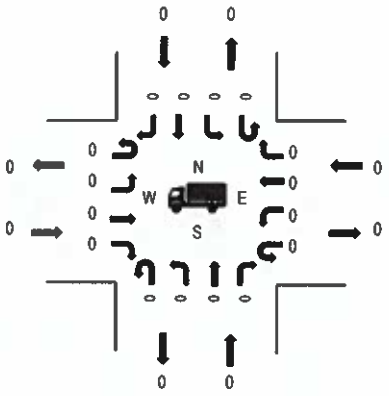
Location: 3 NE HARNEY ST & NE 31ST ST AM
Date: Tuesday, March 21, 2023
Peak Hour: 07:25 AM - 08:25 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour

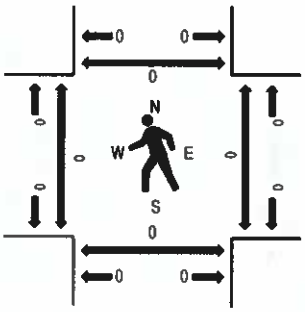
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.00
NB	0.0%	0.50
SB	0.0%	0.68
All	0.0%	0.70

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 31ST ST Eastbound				NE 31ST ST Westbound				NE HARNEY ST Northbound				NE HARNEY ST Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	50
7:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	5	54
7:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	54
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	61
7:20 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4	60
7:25 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	5	64
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	60
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	62
7:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	5	62
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	5	61
7:50 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	7	60
7:55 AM	0	0	0	3	0	0	0	0	0	3	0	0	0	0	1	2	9	56
8:00 AM	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	1	7	50
8:05 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	5	
8:10 AM	0	1	0	5	0	0	0	0	0	0	0	0	0	0	1	2	9	
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:20 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	3	8	
8:25 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	
8:35 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	
8:40 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	4	
8:45 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	
8:50 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	
8:55 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	
Count Total	0	5	0	29	0	0	0	0	0	27	2	0	0	0	13	24	100	
Peak Hour	0	2	0	17	0	0	0	0	0	17	1	0	0	0	10	17	64	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

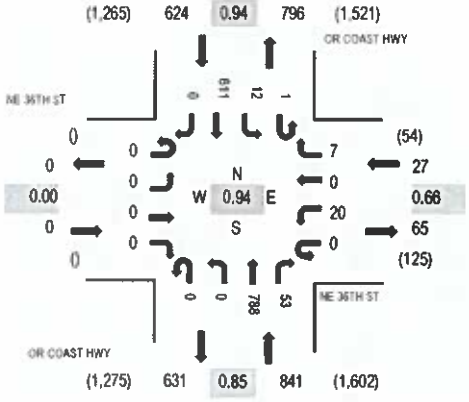
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	1	0	0	5	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

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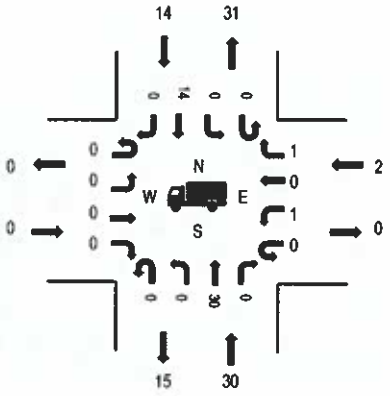
Location: 1 OR COAST HWY & NE 36TH ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

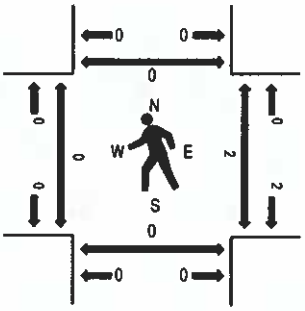
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	7.4%	0.66
NB	3.6%	0.85
SB	2.2%	0.94
All	3.1%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 36TH ST Eastbound				NE 36TH ST Westbound				OR COAST HWY Northbound				OR COAST HWY Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	0	56	2	0	2	61	0	122	1,470
4:05 PM	0	0	0	0	0	2	0	4	0	0	61	4	0	0	50	0	121	1,477
4:10 PM	0	0	0	0	0	1	0	1	0	0	73	3	0	1	54	0	133	1,482
4:15 PM	0	0	0	0	0	1	0	0	0	0	75	3	1	1	50	0	131	1,492
4:20 PM	0	0	0	0	0	1	0	1	0	0	71	1	0	1	43	0	118	1,471
4:25 PM	0	0	0	0	0	2	0	1	0	0	62	3	0	1	46	0	115	1,481
4:30 PM	0	0	0	0	0	2	0	1	0	0	83	2	0	1	51	0	140	1,492
4:35 PM	0	0	0	0	0	1	0	0	0	0	53	2	0	2	62	0	120	1,466
4:40 PM	0	0	0	0	0	0	0	1	0	0	57	3	0	2	53	0	116	1,479
4:45 PM	0	0	0	0	0	3	0	0	0	0	52	1	0	0	73	0	129	1,475
4:50 PM	0	0	0	0	0	0	0	0	0	0	61	7	0	0	41	0	109	1,469
4:55 PM	0	0	0	0	0	3	0	0	0	0	54	4	0	1	54	0	116	1,471
5:00 PM	0	0	0	0	0	2	0	1	0	0	67	11	0	0	48	0	129	1,451
5:05 PM	0	0	0	0	0	3	0	2	0	0	64	3	0	2	52	0	126	
5:10 PM	0	0	0	0	0	2	0	0	0	0	89	13	0	1	38	0	143	
5:15 PM	0	0	0	0	0	2	0	0	0	0	49	4	0	2	53	0	110	
5:20 PM	0	0	0	0	0	0	0	0	0	0	59	6	0	1	62	0	128	
5:25 PM	0	0	0	0	0	3	0	0	0	0	68	7	0	1	47	0	126	
5:30 PM	0	0	0	0	0	2	0	4	0	0	46	2	0	0	60	0	114	
5:35 PM	0	0	0	0	0	0	0	0	0	0	62	4	0	2	65	0	133	
5:40 PM	0	0	0	0	0	0	0	0	0	0	57	6	0	0	49	0	112	
5:45 PM	0	0	0	0	0	0	0	1	0	0	70	0	0	3	49	0	123	
5:50 PM	0	0	0	0	0	3	0	0	0	0	59	7	0	1	41	0	111	
5:55 PM	0	0	0	0	0	2	0	1	0	0	54	2	0	0	37	0	96	
Count Total	0	0	0	0	0	36	0	18	0	0	1,502	100	1	25	1,239	0	2,921	
Peak Hour	0	0	0	0	0	20	0	7	0	0	788	53	1	12	611	0	1,492	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

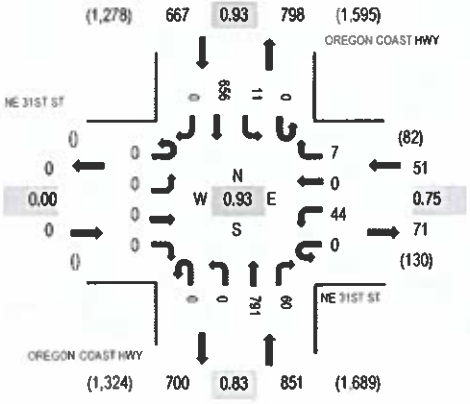
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	2	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	1	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	3	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	6	0	0	6	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	4	0	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	5	0	0	5	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	3	0	2	5	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	2	1	0	3	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	3	1	5	9	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	2	4	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	2	0	1	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	2	0	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	2	0	2
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	2	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	3	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	2	0	1	3	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	2	0	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	2	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	39	2	29	70	Count Total	0	0	0	0	0	Count Total	0	0	4	0	4
Peak Hour	0	30	2	14	46	Peak Hour	0	0	0	0	0	Peak Hour	0	0	2	0	2

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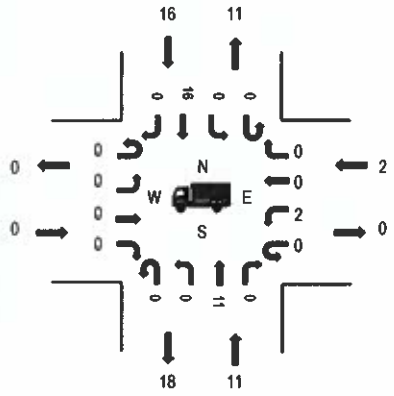
Location: 2 OREGON COAST HWY & NE 31ST ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

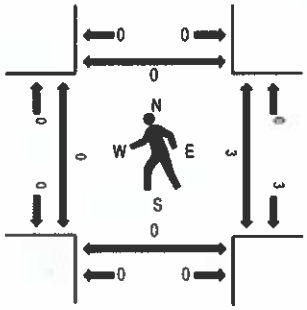
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	3.9%	0.75
NB	1.3%	0.83
SB	2.4%	0.93
All	1.8%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 31ST ST Eastbound				NE 31ST ST Westbound				OREGON COAST HWY Northbound				OREGON COAST HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	2	0	1	0	0	62	4	0	2	58	0	129	1,518
4:05 PM	0	0	0	0	0	0	0	0	0	0	60	5	0	1	52	0	118	1,522
4:10 PM	0	0	0	0	0	2	0	0	0	0	82	2	0	1	56	0	143	1,541
4:15 PM	0	0	0	0	0	3	0	0	0	0	77	3	0	1	50	0	134	1,548
4:20 PM	0	0	0	0	0	4	0	0	0	0	71	4	0	1	40	0	120	1,529
4:25 PM	0	0	0	0	0	3	0	2	0	0	64	5	0	0	52	0	126	1,541
4:30 PM	0	0	0	0	0	4	0	2	0	0	71	3	0	0	52	0	132	1,554
4:35 PM	0	0	0	0	0	3	0	0	0	0	56	4	0	1	59	0	123	1,536
4:40 PM	0	0	0	0	0	3	0	0	0	0	59	3	0	0	52	0	117	1,557
4:45 PM	0	0	0	0	0	4	0	1	0	0	54	3	0	1	77	0	140	1,569
4:50 PM	0	0	0	0	0	2	0	0	0	0	65	3	0	0	42	0	112	1,547
4:55 PM	0	0	0	0	0	2	0	0	0	0	62	1	0	0	59	0	124	1,555
5:00 PM	0	0	0	0	0	3	0	1	0	0	75	7	0	1	46	0	133	1,531
5:05 PM	0	0	0	0	0	2	0	1	0	0	68	8	0	4	54	0	137	
5:10 PM	0	0	0	0	0	4	0	0	0	0	100	6	0	0	40	0	150	
5:15 PM	0	0	0	0	0	3	0	0	0	0	51	6	0	2	53	0	115	
5:20 PM	0	0	0	0	0	4	0	0	0	0	66	4	0	1	57	0	132	
5:25 PM	0	0	0	0	0	7	0	0	0	0	74	5	0	0	53	0	139	
5:30 PM	0	0	0	0	0	3	0	0	0	0	48	1	0	0	62	0	114	
5:35 PM	0	0	0	0	0	3	0	2	0	0	65	9	0	2	63	0	144	
5:40 PM	0	0	0	0	0	7	0	2	0	0	63	7	0	0	50	0	129	
5:45 PM	0	0	0	0	0	0	0	0	0	0	74	3	0	0	41	0	118	
5:50 PM	0	0	0	0	0	0	0	0	0	0	65	5	0	4	46	0	120	
5:55 PM	0	0	0	0	0	2	0	0	0	0	51	5	0	2	40	0	100	
Count Total	0	0	0	0	0	70	0	12	0	0	1,583	106	0	24	1,254	0	3,049	
Peak Hour	0	0	0	0	0	44	0	7	0	0	791	60	0	11	656	0	1,569	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

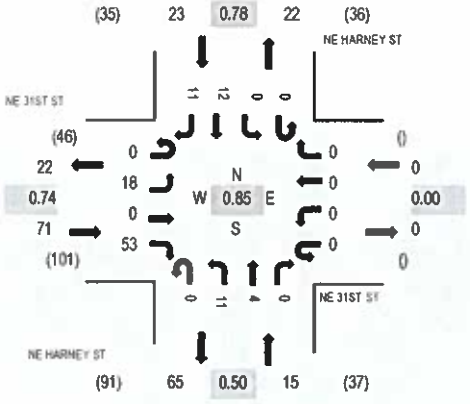
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	3	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	1	0	1
4:15 PM	0	0	0	3	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	6	0	0	6	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	6	0	0	6	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	3	1	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	3	0	2	5	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	3	0	6	9	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	2	4	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	2	0	1	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	2	1	0	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	3	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	1	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	2	0	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	2	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	3	0	0	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1
Count Total	0	38	3	30	71	Count Total	0	0	0	0	0	Count Total	0	0	6	0	6
Peak Hour	0	11	2	16	29	Peak Hour	0	0	0	0	0	Peak Hour	0	0	3	0	3

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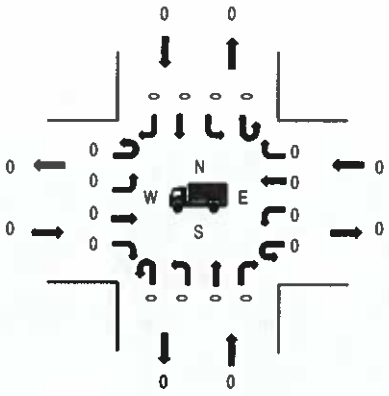
Location: 3 NE HARNEY ST & NE 31ST ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

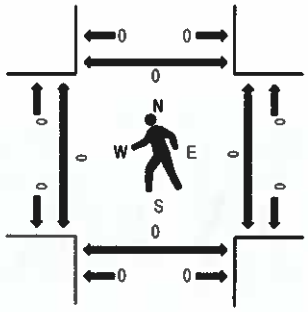
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.74
WB	0.0%	0.00
NB	0.0%	0.50
SB	0.0%	0.78
All	0.0%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 31ST ST Eastbound				NE 31ST ST Westbound				NE HARNEY ST Northbound				NE HARNEY ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	0	3	0	0	0	0	0	1	0	0	0	0	1	1	8	64
4:05 PM	0	1	0	3	0	0	0	0	0	0	2	0	0	0	0	0	6	65
4:10 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	71
4:15 PM	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	4	78
4:20 PM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	84
4:25 PM	0	0	0	2	0	0	0	0	0	4	1	0	0	0	0	1	8	92
4:30 PM	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0	2	8	94
4:35 PM	0	1	0	4	0	0	0	0	0	2	0	0	0	0	1	1	9	92
4:40 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	4	93
4:45 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	1	5	105
4:50 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	101
4:55 PM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	4	105
5:00 PM	0	1	0	6	0	0	0	0	0	0	0	0	0	0	1	1	9	109
5:05 PM	0	3	0	7	0	0	0	0	0	0	0	0	0	0	2	0	12	
5:10 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	1	10	
5:15 PM	0	1	0	5	0	0	0	0	0	2	0	0	0	0	2	0	10	
5:20 PM	0	3	0	3	0	0	0	0	0	1	1	0	0	0	2	1	11	
5:25 PM	0	3	0	2	0	0	0	0	0	2	0	0	0	0	0	3	10	
5:30 PM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	2	0	6	
5:35 PM	0	4	0	4	0	0	0	0	0	2	0	0	0	0	0	0	10	
5:40 PM	0	1	0	7	0	0	0	0	0	2	1	0	0	0	0	5	16	
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:50 PM	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	
5:55 PM	0	0	0	6	0	0	0	0	0	1	0	0	0	0	1	0	8	
Count Total	0	28	0	73	0	0	0	0	0	29	8	0	0	0	18	17	173	
Peak Hour	0	18	0	53	0	0	0	0	0	11	4	0	0	0	12	11	109	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	1	0	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	1	0	1	4	Count Total	0	2	0	1	3	Count Total	0	1	0	0	1
Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2	Peak Hour	0	1	0	0	1

Appendix C - Safety

Crash History Data

Left-Turn Lane Warrant Analysis

Preliminary Signal Warrant Analysis

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWPORT, LINCOLN COUNTY

36TH ST at OREGON COAST HY, City of Newport, Lincoln County, 01/01/2016 to 12/31/2020

1 - 2 of 9 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E A / L G / D C / S V	D R / U I / N H / L K	M J / I C / O H / R K	S / W / DAY / TIME / LAT	DATE / DIST / FROM / LONG	CLASS	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	V#	TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00744	N	N N N	# N N	12/22/2018	14		OREGON COAST HY	INTER	3-LEG	N	Y	RAIN	FIX OBJ		01	NONE	STRGHT										043	11,10
			Error																									
CITY				SA			36TH ST	N		NONE	N	WET	FIX	PRVTE			S -N										000	043	11
N				8P				05	0		N	DARK	INJ	PSNGR CAR				01	DRVR	INJB	67	M	OR-Y		017,040,081	017		10
N				44 39 44.89	-124 3 17.59		000900100S00																OR<25					
00032	N	N N N	# N N	01/16/2016	14		OREGON COAST HY	INTER	3-LEG	N	N	CLD	ANGL-OTH		01	NONE	0 TURN-L										043	02
			Error																									
CITY				SA			36TH ST	CN		STOP SIGN	N	DRY	TURN	PRVTE			E -S										015		00
N				6P				02	0		N	DARK	INJ	PSNGR CAR				01	DRVR	NONE	16	F	OR-Y		028	000		02
N				44 39 44.89	-124 3 17.59		000900100S00																OR<25					
		#													02	NONE	0 STRGHT											
		Error																										
														PRVTE			S -N										000	043	00
														PSNGR CAR				01	DRVR	NONE	59	M	OTH-Y		000	000		00
																							N-RES					
		#													02	NONE	0 STRGHT											
		Error																										
														PRVTE			S -N										000	043	00
														PSNGR CAR				02	PSNG	INJC	57	F			000	000		00
00304	N	N N N	# N N	05/25/2016	14		OREGON COAST HY	INTER	3-LEG	N	N	CLR	S-1STOP		01	NONE	9 STRGHT										089	07
			Error																									
CITY				WE			36TH ST	CN		NONE	N	DRY	REAR	N/A			N -S										000		00
N				9A				03	0		N	DAY	PDO	PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000		00
N				44 39 44.89	-124 3 17.59		000900100S00																UNK					

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CITY OF NEWPORT, LINCOLN COUNTY

SER# / INVEST RD DPT / UNLOC?	E P E D	D R A L C	M J U G S	S W I N V	C O H L	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
				# Error											02	NONE 9	STOP										
																N/A	N -S									011	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000	00
00258	N	N	N	# Error		05/28/2018	14	OREGON COAST HY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
CITY						MO		36TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	E -S									015	00
N N						2P 44 39 44.89 -124 3 17.59		000900100S00	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	31	P	OR-Y OR>25		028	000	02
				# Error											02	NONE 0	STRGHT										
																PRVTE	S -N									000	00
																PSNGR CAR		01	DRVR	NONE	36	M	OR-Y OR>25		000	000	00
				# Error											02	NONE 0	STRGHT										
																PRVTE	S -N									000	00
																PSNGR CAR		02	PSNG	INJC	31	F			000	000	00
				# Error											02	NONE 0	STRGHT										
																PRVTE	S -N									000	00
																PSNGR CAR		03	PSNG	NONE	04	M			000	000	00
00565	N	N	N	# Error		09/02/2018	14	OREGON COAST HY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									042	02
NO RPT						SU		36TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	S -N									000	00
N N						2P 44 39 44.9 -124 3 17.58		000900100S00	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	56	M	OTH-Y N-RES		000	000	00

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWPORT, LINCOLN COUNTY

36TH ST at OREGON COAST HY, City of Newport, Lincoln County, 01/01/2016 to 12/31/2020

5 - 6 of 9 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I C H V	S C O R L	W DAY TIME LAT	DATE	CLASS DIST LONG	CITY STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	V#	TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
				# Error													01	NONE	0 STRGHT											
																PRVTE			S -N									000		00
																PSNGR CAR				02	PSNG	INJB	58	F			000	000		00
				# Error													01	NONE	0 STRGHT											
																PRVTE			S -N									000		00
																PSNGR CAR				03	PSNG	INJB	17	M			000	000		00
				# Error													02	NONE	0 TURN-L											
																PRVTE			E -S									015		00
																PSNGR CAR				01	DRVR	INJC	31	M	OR-Y OR<25		028	000	082	02
00066	N	N	N	# Error	N	N	02/14/2018	14	OREGON COAST HY	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	9 TURN-L												02
CITY							WE		36TH ST	CN		STOP SIGN	N	WET	TURN	N/A			E -S									015		00
N							7A			02	0		N	DAWN	PDO	PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000		00
N							44 39 44.89	-124 3 17.59	000900100S00																	UNK					
				# Error													02	NONE	9 STRGHT											
																N/A			S -N									000		00
																PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00731	N	N	N	# Error	N	N	12/21/2018	14	OREGON COAST HY	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	9 STRGHT												02,03
CITY							FR		16TH ST	CN		STOP SIGN	N	WET	TURN	N/A			S -N									000		00
N							6P			02	0		N	DARK	PDO	PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000		00
N							44 39 44.9	-124 3 17.6	000900100S00																	UNK					

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CDS380
03/22/2023

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWPORT, LINCOLN COUNTY

36TH ST at OREGON COAST HY, City of Newport, Lincoln County, 01/01/2016 to 12/31/2020

7 - 9 of 9 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	SPE	ALC	DRU	MJC	SCH	WOR	WTH	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	PH	RTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
				# Error													02	NONE 9	TURN-L											
																		N/A	E -S									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00677	N	N	N	# Error	N	N		11/27/2019 14	OREGON COAST HY		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 9	TURN-L											02,27
CITY								WE	36TH ST		CN		STOP SIGN	N	DRY	TURN		N/A	E -S									015		00
N								7P			02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								44 39 44.93 -124 3 17.58	000900100S00																UNK					
				# Error													02	NONE 9	STRGHT											
																		N/A	S -N									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00143	N	N	N	# Error	N	N		03/02/2020 14	OREGON COAST HY		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											27,03
CITY								MO	36TH ST		CN		STOP SIGN	N	WET	TURN		PRVTE	S -N									000		00
N								1P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	20	F	OR-Y		000	000		00
N								44 39 44.88 -124 3 17.6	000900100S00																OR<25					
				# Error													02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		016,021	038		27,03
																									OR<25					

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF NEWPORT, LINCOLN COUNTY

31ST ST at OREGON COAST HY, City of Newport, Lincoln County, 01/01/2016 to 12/31/2020

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	E A L C	D R U G S	M J I C N V	S W O H L	W R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00303	N	N	N	# Error	N	N	05/25/2016	14	NE 31ST ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
CITY						WE		OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN			PRVTE	E -S								015		00
N						9A			02	0		N	DAY	INJ			PSNGR CAR		01	DRVR	NONE	91	F	OR-Y		02#	000		02
N						44 39 36.53	-124 3 14.35	000900100S00										OR<25										
				# Error												02	NONE 0	STRGHT										
																	PRVTE	S -N								000		00
																	PSNGR CAR		01	DRVR	INJC	69	M	OR-Y		000	000		00
																		OR<25										
00559	N	N	N	# Error	N	N	09/27/2010	14	NE 31ST ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L									0#2	02,16
CITY						TH		OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN			PRVTE	E -S								015		00
N						7P			02	0		N	DUSK	INJ			PSNGR CAR		01	DRVR	INJC	50	F	SUSP		028,016	038	0#2	02,16
N						44 39 36.54	-124 3 14.3%	000900100S00										OR<25										
				# Error												02	NONE 0	STRGHT										
																	PRVTE	S -N								000		00
																	PSNGR CAR		01	DRVR	INJB	19	F	OR-Y		000	000		00
																		OR<25										

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Turn Lane Evaluation (E-W Hwy Orientation)

Evaluation:	3 N Access & NE 36th Street
Highway:	
MP:	
Posted Speed:	
Analyst:	
Condition:	

Turn Movement Volumes

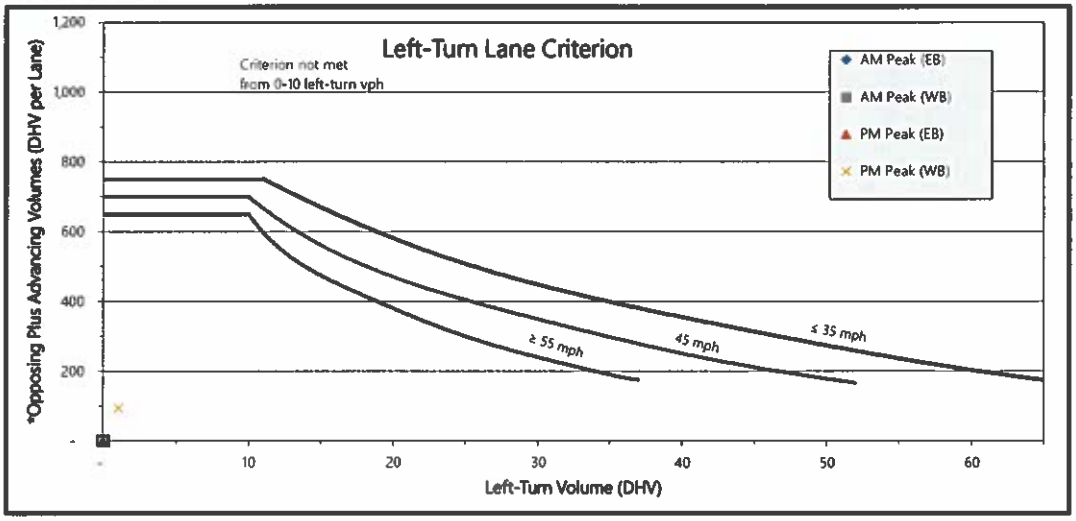
	SBR	SBT	SBL		
	-	-	-		
EBL	-			-	WBR
EBT	38	AM		9	WBT
EBR	7			-	WBL
		18	-	4	
		NBL	NBT	NBR	

	SBR	SBT	SBL		
	-	-	-		
EBL	-			-	WBR
EBT	38	PM		33	WBT
EBR	22			1	WBL
		10	-	1	
		NBL	NBT	NBR	

	EB	WB
Through Lanes (Including Shared):	1	1

Left-Turn Evaluation

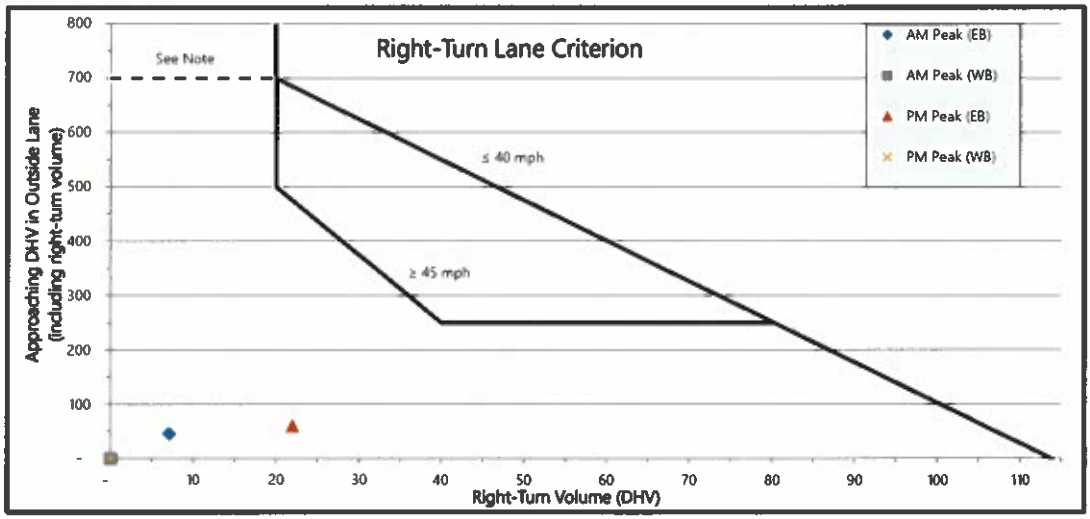
	AM	PM
EB DHV Lefts =	-	-
WB DHV Lefts =	-	1
EB DHV (Opposing + Advancing) =	-	-
WB DHV (Opposing + Advancing) =	-	94



* (Advancing Volume/Advancing Thru Lanes) + (Opposing Volume/Opposing Thru Lanes). Opposing left-turns are not counted as opposing volumes.

Right-Turn Evaluation

	AM	PM
EB DHV Rights =	7	22
WB DHV Rights =	-	-
EB Approaching DHV in Outside Lane =	45	60
WB Approaching DHV in Outside Lane =	-	-



Note: If there is no right turn lane, a should needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Turn Lane Evaluation (N-S Hwy Orientation)

Evaluation:	4 NE Harney Street & E Access
Highway:	
MP:	
Posted Speed:	
Analyst:	
Condition:	

Turn Movement Volumes

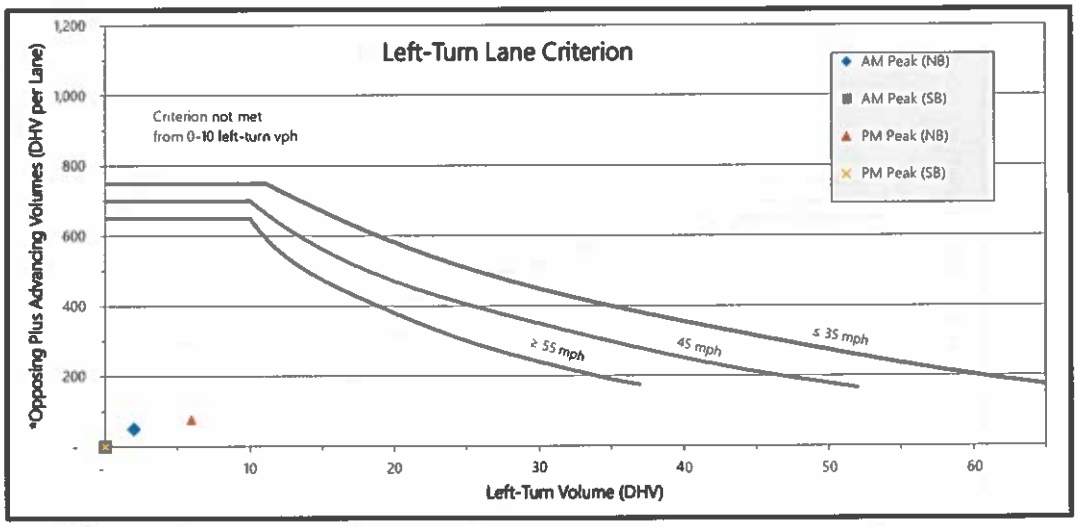
	SBR	SBT	SBL			
	3	39	-			
EBL	5			-	WBR	
EBT	-	AM		-	WBT	
EBR	12			-	WBL	
	2	4	-			
	NBL	NBT	NBR			

	SBR	SBT	SBL			
	8	31	-			
EBL	4			-	WBR	
EBT	-	PM		-	WBT	
EBR	7			-	WBL	
	6	30	-			
	NBL	NBT	NBR			

	NB	SB
Through Lanes (Including Shared):	1	1

Left-Turn Evaluation

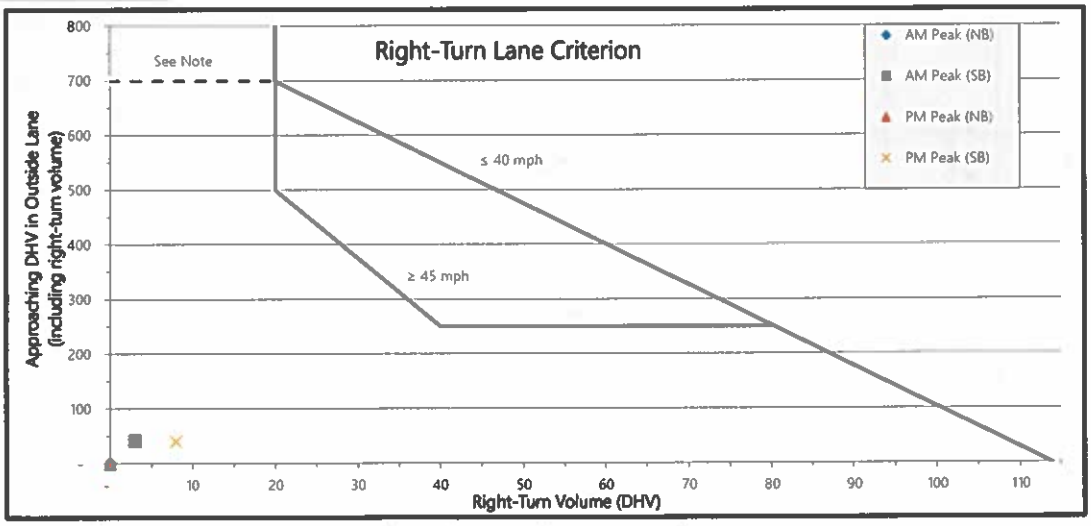
	AM	PM
NB DHV Lefts =	2	6
SB DHV Lefts =	-	-
NB DHV (Opposing + Advancing) =	48	75
SB DHV (Opposing + Advancing) =	-	-



* (Advancing Volume/Advancing Thru Lanes) + (Opposing Volume/Opposing Thru Lanes). Opposing left-turns are not counted as opposing volumes.

Right-Turn Evaluation

	AM	PM
NB DHV Rights =	-	-
SB DHV Rights =	3	8
NB Approaching DHV In Outside Lane =	-	-
SB Approaching DHV In Outside Lane =	42	39



Note: If there is no right turn lane, a should needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Turn Lane Evaluation (N-S Hwy Orientation)

Evaluation:	5 NE Harney Street & NE 31st St
Highway:	
MP:	
Posted Speed:	
Analyst:	
Condition:	

Turn Movement Volumes

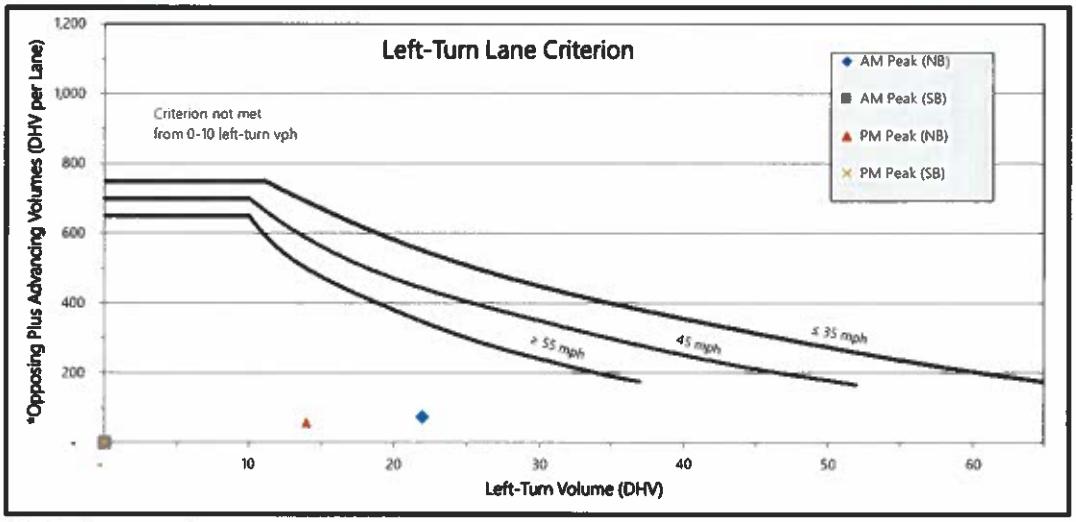
	SBR	SBT	SBL		
	30	21	-		
EBL	5			-	WBR
EBT	-	AM		-	WBT
EBR	27			-	WBL
	22	1	-		
	NBL	NBT	NBR		

	SBR	SBT	SBL		
	18	19	-		
EBL	31			-	WBR
EBT	-	PM		-	WBT
EBR	72			-	WBL
	14	5	-		
	NBL	NBT	NBR		

	NB	SB
Through Lanes (Including Shared):	1	1

Left-Turn Evaluation

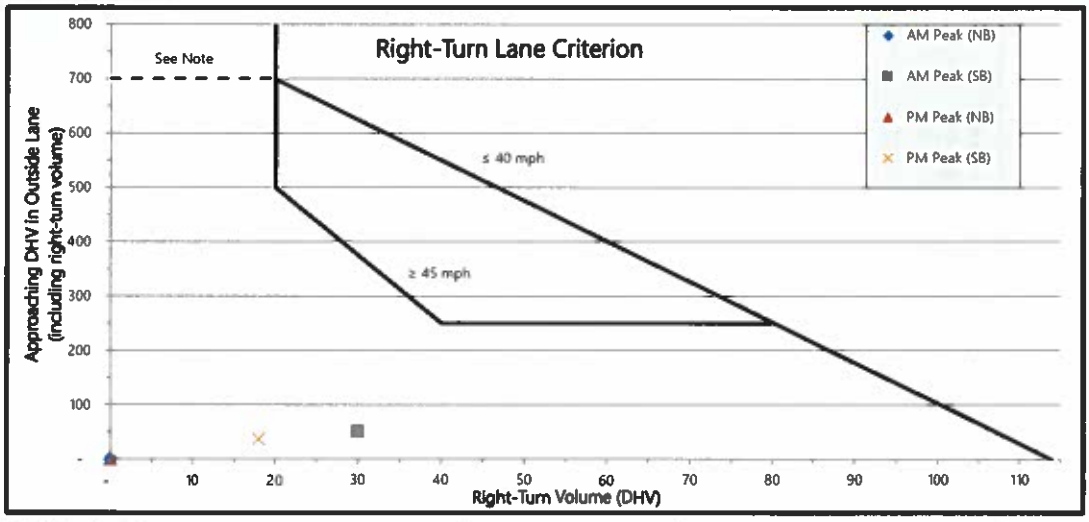
	AM	PM
NB DHV Lefts =	22	14
SB DHV Lefts =	-	-
NB DHV (Opposing + Advancing) =	74	56
SB DHV (Opposing + Advancing) =	-	-



* (Advancing Volume/Advancing Thru Lanes) + (Opposing Volume/Opposing Thru Lanes). Opposing left-turns are not counted as opposing volumes.

Right-Turn Evaluation

	AM	PM
NB DHV Rights =	-	-
SB DHV Rights =	30	18
NB Approaching DHV in Outside Lane =	-	-
SB Approaching DHV in Outside Lane =	51	37



Note: If there is no right turn lane, a should needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Traffic Signal Warrant Analysis

Project: 23014 - Wyndhaven Ridge Phase 3
Date: 4/20/2023
Scenario: Year 2025 Buildout Conditions

Major Street:	US 101	Minor Street:	NE 36th Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1915	PM Peak Hour Volumes:	43

Warrant Used:

_____ 100 percent of standard warrants used
X 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	19,150	6,200	
Minor Street*	430	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	19,150	9,300	
Minor Street*	430	950	**No**
Combination Warrant			
Major Street	19,150	7,440	
Minor Street*	430	1,480	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project:	23014 - Wyndhaven Ridge Phase 3
Date:	4/20/2023
Scenario:	Year 2025 Buildout Conditions

Major Street:	US 101	Minor Street:	NE 31st Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	2012	PM Peak Hour Volumes:	77

Warrant Used:

_____ 100 percent of standard warrants used

X 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	20,120	6,200	
Minor Street*	770	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	20,120	9,300	
Minor Street*	770	950	**No**
Combination Warrant			
Major Street	20,120	7,440	
Minor Street*	770	1,480	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 23014 - Wyndhaven Ridge Phase 3
Date: 4/20/2023
Scenario: Year 2025 Buildout Conditions

	Major Street:	Minor Street:
	NE 36th Street	Site Access
Number of Lanes:	1	1
PM Peak Hour Volumes:	87	9

Warrant Used:

x 100 percent of standard warrants used

_____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	870	8,850	
Minor Street*	90	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	870	13,300	
Minor Street*	90	1,350	**No**
Combination Warrant			
Major Street	870	10,640	
Minor Street*	90	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 23014 - Wyndhaven Ridge Phase 3
Date: 4/20/2023
Scenario: Year 2025 Buildout Conditions

Major Street:	NE Harney Street	Minor Street:	Site Access
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	72	PM Peak Hour Volumes:	7

Warrant Used:

x 100 percent of standard warrants used

_____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	720	8,850	
Minor Street*	70	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	720	13,300	
Minor Street*	70	1,350	**No**
Combination Warrant			
Major Street	720	10,640	
Minor Street*	70	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 23014 - Wyndhaven Ridge Phase 3
Date: 4/20/2023
Scenario: Year 2025 Buildout Conditions

Major Street:	NE Harney Street	Minor Street:	NE 31st Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	54	PM Peak Hour Volumes:	84

Warrant Used:

_____x_____ 100 percent of standard warrants used

_____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	540	8,850	
Minor Street*	840	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	540	13,300	
Minor Street*	840	1,350	**No**
Combination Warrant			
Major Street	540	10,640	
Minor Street*	840	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Appendix D - Operations

Definitions

Synchro Reports

Queuing Reports

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	9	499	20	5	703
Future Vol, veh/h	36	9	499	20	5	703
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	42	10	580	23	6	817

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1409	580	0	0	603	0
Stage 1	580	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	154	518	-	-	984	-
Stage 1	564	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	518	-	-	984	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	318	984	-
HCM Lane V/C Ratio	-	-	0.165	0.006	-
HCM Control Delay (s)	-	-	18.5	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	6	490	25	5	760
Future Vol, veh/h	41	6	490	25	5	760
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	48	7	570	29	6	884

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	570	0	0	599	0
Stage 1	570	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	142	525	-	-	988	-
Stage 1	570	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	525	-	-	988	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	988	-
HCM Lane V/C Ratio	-	-	0.186	0.006	-
HCM Control Delay (s)	-	-	20	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	21	21	1	13	21
Future Vol, veh/h	3	21	21	1	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	30	30	1	19	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	95	34	49	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	909	1045	1571	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	892	1045	1571	-	-	-
Mov Cap-2 Maneuver	892	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	1023	-	-
HCM Lane V/C Ratio	0.019	-	0.034	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	9	991	67	16	768
Future Vol, veh/h	25	9	991	67	16	768
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	27	10	1054	71	17	817

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1907	1056	0	0	1127	0
Stage 1	1056	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	74	259	-	-	627	-
Stage 1	330	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	259	-	-	626	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	211	626	-
HCM Lane V/C Ratio	-	-	0.171	0.027	-
HCM Control Delay (s)	-	-	25.6	10.9	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	9	994	75	14	825
Future Vol, veh/h	55	9	994	75	14	825
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	59	10	1069	81	15	887

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1989	1072	0	0	1153	0
Stage 1	1072	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	66	270	-	-	613	-
Stage 1	324	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	269	-	-	611	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.2	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	195	611	-
HCM Lane V/C Ratio	-	-	0.353	0.025	-
HCM Control Delay (s)	-	-	33.2	11	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	67	14	5	15	14
Future Vol, veh/h	23	67	14	5	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	79	16	6	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	64	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	947	1056	1591	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1056	1591	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1023	-	-
HCM Lane V/C Ratio	0.01	-	0.104	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	9	514	20	5	721
Future Vol, veh/h	37	9	514	20	5	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	43	10	598	23	6	838

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1448	598	0	0	621	0
Stage 1	598	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	146	506	-	-	969	-
Stage 1	553	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	506	-	-	969	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	969	-
HCM Lane V/C Ratio	-	-	0.173	0.006	-
HCM Control Delay (s)	-	-	19.1	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	9	502	32	6	778
Future Vol, veh/h	58	9	502	32	6	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	67	10	584	37	7	905

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1503	584	0	0	621	0
Stage 1	584	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	135	515	-	-	969	-
Stage 1	561	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	515	-	-	969	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	286	969	-
HCM Lane V/C Ratio	-	-	0.272	0.007	-
HCM Control Delay (s)	-	-	22.2	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	27	22	1	13	22
Future Vol, veh/h	3	27	22	1	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	39	31	1	19	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	98	35	50	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	906	1044	1570	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	888	1044	1570	-	-	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	1026	-	-
HCM Lane V/C Ratio	0.02	-	0.042	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	9	1017	69	16	790
Future Vol, veh/h	26	9	1017	69	16	790
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	28	10	1082	73	17	840

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1958	1084	0	0	1157	0
Stage 1	1084	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	69	250	-	-	611	-
Stage 1	320	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	250	-	-	610	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	610	-
HCM Lane V/C Ratio	-	-	0.183	0.028	-
HCM Control Delay (s)	-	-	26.7	11.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	11	1018	98	18	845
Future Vol, veh/h	66	11	1018	98	18	845
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	71	12	1095	105	19	909

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2045	1098	0	0	1203	0
Stage 1	1098	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 60	261	-	-	587	-
Stage 1	315	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 58	260	-	-	585	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.7	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	187	585	-
HCM Lane V/C Ratio	-	-	0.443	0.033	-
HCM Control Delay (s)	-	-	38.7	11.4	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	72	14	5	15	14
Future Vol, veh/h	24	72	14	5	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	85	16	6	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	64	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	947	1056	1591	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1056	1591	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1024	-	-
HCM Lane V/C Ratio	0.01	-	0.11	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	14	514	28	7	721
Future Vol, veh/h	55	14	514	28	7	721
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	64	16	598	33	8	838

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1452	598	0	0	631	0
Stage 1	598	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	145	506	-	-	961	-
Stage 1	553	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	506	-	-	961	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	961	-
HCM Lane V/C Ratio	-	-	0.26	0.008	-
HCM Control Delay (s)	-	-	20.7	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	9	510	34	6	796
Future Vol, veh/h	66	9	510	34	6	796
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	77	10	593	40	7	926

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1533	593	0	0	633	0
Stage 1	593	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	130	509	-	-	960	-
Stage 1	556	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	129	509	-	-	960	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	960	-
HCM Lane V/C Ratio	-	-	0.314	0.007	-
HCM Control Delay (s)	-	-	23.8	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	7	0	9	18	4
Future Vol, veh/h	38	7	0	9	18	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	10	0	13	26	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	72	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1551	-	937	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1551	-	937	1012
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	-	-	1551	-
HCM Lane V/C Ratio	0.033	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	12	2	4	39	3
Future Vol, veh/h	5	12	2	4	39	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	17	3	6	56	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	58	60	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	939	1014	1556	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	937	1014	1556	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	990	-	-
HCM Lane V/C Ratio	0.002	-	0.025	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
5: NE Harney St & NE 31st St

05/02/2023

Intersection						
Int Delay, s/veh	4.2					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	27	22	1	21	30
Future Vol, veh/h	5	27	22	1	21	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	39	31	1	30	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	115	52	73	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	886	1021	1540	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	868	1021	1540	-	-	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	7.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	994	-	-
HCM Lane V/C Ratio	0.02	-	0.046	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	13	1017	93	22	790
Future Vol, veh/h	36	13	1017	93	22	790
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	38	14	1082	99	23	840

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1970	1084	0	0	1183	0
Stage 1	1084	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	67	250	-	-	597	-
Stage 1	320	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	250	-	-	596	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.1	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	201	596	-
HCM Lane V/C Ratio	-	-	0.259	0.039	-
HCM Control Delay (s)	-	-	29.1	11.3	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1	0.1	-

HCM 6th TWSC
2: US 101 & NE 31st St

05/02/2023

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	11	1042	105	18	855
Future Vol, veh/h	70	11	1042	105	18	855
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	75	12	1120	113	19	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2080	1123	0	0	1236	0
Stage 1	1123	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 57	253	-	-	571	-
Stage 1	307	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 55	252	-	-	569	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	356	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.4	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	183	569	-
HCM Lane V/C Ratio	-	-	0.476	0.034	-
HCM Control Delay (s)	-	-	41.4	11.6	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	22	1	33	10	1
Future Vol, veh/h	38	22	1	33	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	26	1	39	12	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	99	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1542	-	905	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	904	1014
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1542	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	6	30	31	8
Future Vol, veh/h	4	7	6	30	31	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	7	35	36	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	41	45	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	915	1036	1576	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	910	1036	1576	-	-	-
Mov Cap-2 Maneuver	910	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	986	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	72	14	5	19	18
Future Vol, veh/h	31	72	14	5	19	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	85	16	6	22	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	71	33	43	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	938	1046	1579	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	929	1046	1579	-	-	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1008	-	-
HCM Lane V/C Ratio	0.01	-	0.12	-	-
HCM Control Delay (s)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Queuing and Blocking Report

04/20/2023

Intersection: 1: US 101 & NE 36th St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	49	27
Average Queue (ft)	22	2
95th Queue (ft)	44	13
Link Distance (ft)	1604	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		180
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: US 101 & NE 31st St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	60	27
Average Queue (ft)	30	2
95th Queue (ft)	52	13
Link Distance (ft)	1727	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: NE Harney St & NE 31st St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	18
Average Queue (ft)	13	1
95th Queue (ft)	31	10
Link Distance (ft)	1727	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: US 101 & NE 36th St

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (ft)	92	8	4	47
Average Queue (ft)	23	0	0	12
95th Queue (ft)	63	6	3	36
Link Distance (ft)	1598	222		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			125	180
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: US 101 & NE 31st St

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (ft)	106	4	4	42
Average Queue (ft)	43	0	0	11
95th Queue (ft)	88	3	3	35
Link Distance (ft)	1727	156		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			35	300
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 5: NE Harney St & NE 31st St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	45	12
Average Queue (ft)	23	0
95th Queue (ft)	38	4
Link Distance (ft)	1727	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report

05/02/2023

Intersection: 1: US 101 & NE 36th St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	78	27
Average Queue (ft)	32	4
95th Queue (ft)	59	19
Link Distance (ft)	1604	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		180
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: US 101 & NE 31st St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	65	29
Average Queue (ft)	30	3
95th Queue (ft)	55	16
Link Distance (ft)	1727	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: N Access & NE 36th St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	406
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: NE Harney St & S Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	6
Average Queue (ft)	12	0
95th Queue (ft)	37	4
Link Distance (ft)	201	1174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: NE Harney St & NE 31st St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	39	31
Average Queue (ft)	15	2
95th Queue (ft)	32	14
Link Distance (ft)	1727	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

05/02/2023

Intersection: 1: US 101 & NE 36th St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	128	48
Average Queue (ft)	41	16
95th Queue (ft)	94	43
Link Distance (ft)	1605	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		180
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: US 101 & NE 31st St

Movement	WB	NB	SB
Directions Served	LR	T	L
Maximum Queue (ft)	180	6	44
Average Queue (ft)	61	0	13
95th Queue (ft)	146	4	38
Link Distance (ft)	1727	240	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N Access & NE 36th St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	406
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: NE Harney St & S Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	6
Average Queue (ft)	10	0
95th Queue (ft)	34	0
Link Distance (ft)	201	1174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: NE Harney St & NE 31st St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	46	23
Average Queue (ft)	25	1
95th Queue (ft)	43	11
Link Distance (ft)	1727	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Appendix E – Structral Conditions

Summary Map

Photos

Project Site
NE Harney Street
Little Creek Apartments
NE 36th Street
NE 32nd Street
NE 31st Street
Wyndhaven Ridge Apartments
Wyndhaven Ridge Phase 2 Under Construction
1
2
3
4
5
6
7
8
9
Alligator Cracking
Longitudinal Crack
Raveling
Minor Crack
Edge Crack
Depression
Pothole
Picture Label in Appendix
0
Google Earth

1








Back to Map

2









Back to Map

2









Back to Map

3









Back to Map

4









Back to Map

5









Back to Map

6













Back to Map

7













Back to Map

8





Back to Map

9








Back to Map

Appendix F – Scoping Meeting

Notes

Scoping Memo

lancaster mobley

Ken Kim <ken@lancastermobley.com>

Wyndhaven Ridge (Tax Lot 10-11-32-AD-00100-00) in Newport - Traffic Study Scoping

Ken Kim <ken@lancastermobley.com> Mon, Mar 13, 2023 at 4:08 PM
To: Derrick Tokos <d.tokos@newportoregon.gov>
Cc: "Duane.J.LINER@odot.oregon.gov" <Duane.J.LINER@odot.oregon.gov>, Todd Woodley <todd@cobaltbuilt.com>, Keith Whisenhunt <keithw@pdgnw.com>, Jennifer Danziger <jennifer@lancastermobley.com>, Elizabeth Shumaker <elizabeth@lancastermobley.com>, Andy Frank <andyf@pdgnw.com>, "Jason@cobaltbuilt.com" <jason@cobaltbuilt.com>, Mike Phillips <caddydaddyctsv550@yahoo.com>, FERBER Arielle <Arielle.FERBER@odot.oregon.gov>, Clare Paul <C.Paul@newportoregon.gov>

Good afternoon!

Thank you, all for participating in the scoping meeting for the Wyndhaven Ridge project in Newport.

Notes for TIA:

1. Intersection of NE Harney Street at NE 31st Street will be included in the study area.
2. The seasonal factor will be calculated based on ATR #21-009 following procedures in ODOT's Analysis Procedures Manual (APM).
3. Wyndhaven Phase 2 (78 units) will be included in the study for the background project.
4. Background Growth Rate will be calculated and applied based on the model data in Transportation System Plan (TSP).
5. TIA will include Structure Conditions per 14.45.020 F in City of Newport Municipal Code.
6. The scoping memo, ODOT comments, and this summary of the scoping meeting will be included in the appendix in TIA.

The City of Newport will provide the project applicant and team with the Kittelson UGB memo and application forms.

Best regards,

Ken Kim, PE
Transportation Analyst
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321 SW 4th Avenue, Suite 400 | Portland, OR 97204
Office: 503-248-0313 X331
Website: lancastermobley.com
Offices: Portland, OR | Bend, OR

lancaster mobley

Ken Kim <ken@lancastermobley.com>

RE: Pre-Application Meeting for Wyndhaven Phase 3 Traffic Impact Analysis

LINER Duane J <Duane.J.LINER@odot.oregon.gov> Wed, Mar 8, 2023 at 11:42 AM
To: Derrick Tokos <D.Tokos@newportoregon.gov>, Ken Kim <ken@lancastermobley.com>
Cc: FELDMANN James <James.FELDMANN@odot.oregon.gov>, BLAIR Keith P <Keith.P.BLAIR@odot.oregon.gov>, FERBER Arielle <Arielle.FERBER@odot.oregon.gov>, Todd Woodley <todd@cobaltbuilt.com>, Keith Whisenhunt <keithw@pdgnw.com>, Andy Frank <andyf@pdgnw.com>, Clare Paul <C.Paul@newportoregon.gov>, Elizabeth Shumaker <elizabeth@lancastermobley.com>, Jennifer Danziger <jennifer@lancastermobley.com>, "Jason@cobaltbuilt.com" <jason@cobaltbuilt.com>, Mike Phillips <caddydaddyctsv550@yahoo.com>, NELSON Scott <Scott.NELSON@odot.oregon.gov>

Derrick and Ken,

In advance of Monday's meeting, please find below ODOT's review comments for this proposed development's scoping memo:

- Recommend a safety review be conducted and include the most recent five years of complete crash data as well as a review for SPIS sites for all study area intersections. It is also recommended that any fatal, serious injury (INJ A), pedestrian, or bicycle crash be reviewed in further detail.
- New traffic counts may be collected and application of a COVID adjustment factor is no longer required. New traffic counts should be collected when local schools are in session and the seasonal factor is less than 1.30. It appears that ATR #21-009 (North Newport) may be more appropriate in determining the seasonal factor. In addition, it is recommended to not utilize 2020 ATR data when determining the seasonal factor due to COVID-19 impacts.
- This area of Newport is covered by an urban travel demand model. Therefore, it is recommended that model data be utilized and link data post-processed per NCHRP 765 to determine the appropriate method, either growth or difference (incremental), to determine future design hour volumes (APM Section 6.12).
- Signal warrant analysis:
  - 16-hour traffic counts should be collected at intersections where a traffic control change is anticipated and/or required
  - State highway intersections with proposed traffic control changes require an intersection control evaluation (ICE) to determine the most appropriate traffic control. See ODOT's Traffic Manual (https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Traffic-Manual-2023.pdf) Section 400 for more information.
  - An intersection meeting signal warrants is the minimum requirement for installing a signal, but does not guarantee approval

Thank you

- duane

Duane James Liner, P.E.

Development Review Coordinator
ODOT - Region 2
541-757-4140

lancaster mobley

321 SW 4th Ave., Suite 400
Portland, OR 97204
503.248.0313
lancastermobley.com

Memorandum

To: **Derrick Tokos, City of Newport**
Duane Liner, ODOT

Copy: **Keith Whisenhunt**

From: **Ken Kim, PE,**

Date: **February 21, 2023**

Subject: **Wyndhaven Ridge – Proposed TIA Scoping**

This memorandum provides a proposed scope of work and analysis methodology for the transportation impact analysis (TIA) for Wyndhaven Ridge, in Newport, Oregon. The proposed residential development will include a 90-unit apartment complex accessing NE 36th Street and NE Harvey Street.

Project Description

The site is located on Tax Lot 10-11-32-AD-00100-00. A vicinity map is shown in Figure 1 with the site outlined in blue. As shown in the attached site plan, access to the site will be taken from a connection to NE Harvey Street and a connection to NE 36th Street.

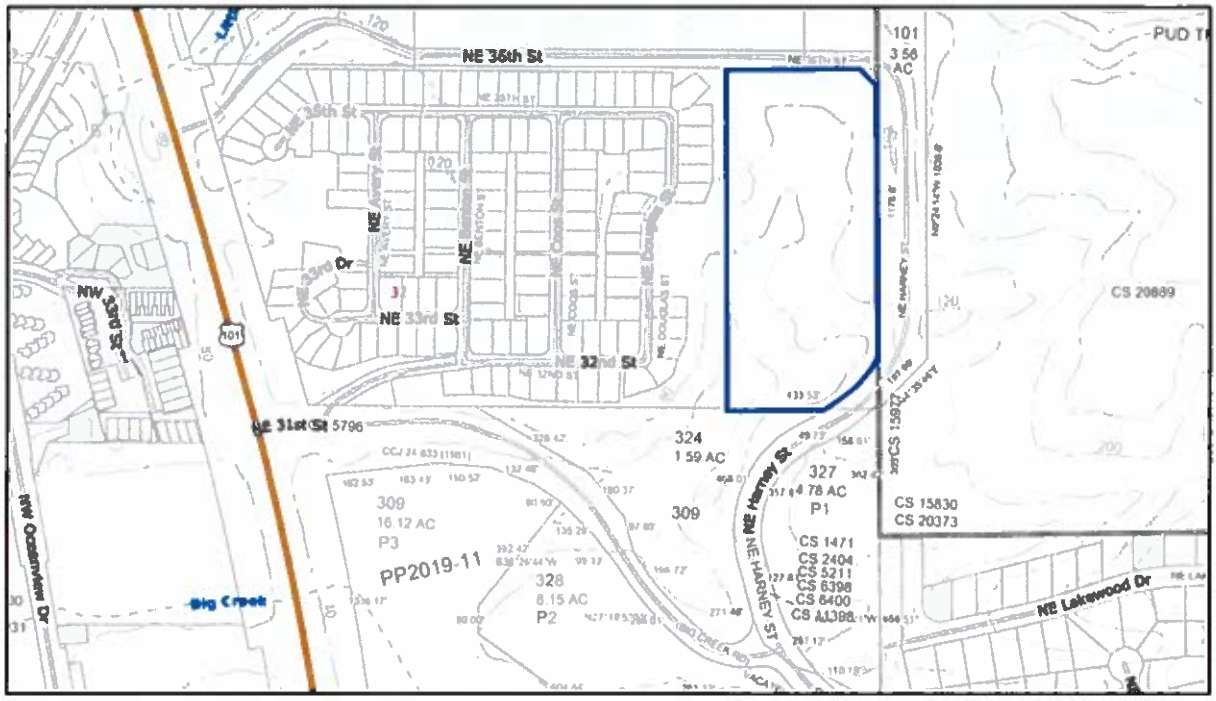


Figure 1: Vicinity Map (Clatsop County GIS)

Transportation Impact Study

The TIS will be prepared following the Newport TIS Guidelines. Elements of the report will include an inventory of transportation facilities and traffic control, safety analysis (review of historical crash data (five years), turn lane warrants, signal warrants, sight distance, access spacing), and traffic volumes and operational analysis for existing, background, and buildout conditions. The trip generation, distribution, proposed study area, and volume assumptions are outlined below.

Trip Generation

To estimate the number of trips that could be generated by the proposed housing development, trip rates from the *Trip Generation Manual* [1] were used. Rates for land use code 220, *Multifamily Housing (Low-Rise)* were used to estimate the proposed site's trip generation based on the number of dwelling units (DU). The resulting trip generation estimates are summarized in Table 1. Detailed trip generation calculations are attached.

Table 1: Trip Generation

ITE Code	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
220 – Multifamily Housing (Low-Rise)	90 DU	9	27	36	29	17	46	607

The trip generation calculations show that the proposed development is projected to generate 36 morning peak hour, 46 evening peak hour, and 607 average weekday trips.

The criteria for when a TIA will be required are outlined in the City of Newport Municipal Code Section 14.45.010 which establishes a threshold of "500 or more average daily trips or 50 or more PM peak-hour trips." With the estimated trip generation, the proposal will meet the threshold requirement for a TIA.

Trip Distribution

A preliminary directional distribution of site trips to and from the proposed project site was estimated based on locations of likely destinations and locations of major transportation facilities in the site vicinity. The following trip distribution was used for analysis:

- Approximately 30 percent of site trips will travel to/from the north along Highway 101
- Approximately 70 percent of site trips will travel to/from the south along Highway 101

Note the above assumed distribution is preliminary and may be modified once traffic counts have been collected.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Proposed Study Intersections

Based on the Newport Municipal Code, the following facilities shall be included in the study area for TIA:

- All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
- Roads through and adjacent to the site.
- All intersections needed for signal progression analysis.
- In addition to these requirements, the City Engineer may require analysis of any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

The threshold typically used for analysis of trips on state highway facilities is 50 peak hour trips. Based on the anticipated trip distribution, we are proposing to evaluate operations at the following intersections:

1. US 101 & NE 36th Street
2. US 101 & NE 31st Street
3. Site Access & 36th Street
4. NE Harney Street & Site Access

In addition to evaluating operations, safety will be assessed at these four intersections. The safety assessment will include a review of the crash history, need for turn lanes, and sight distance evaluations.

Existing Traffic Volumes

We propose to collect new counts at the intersections of US 101 at NE 36th Street and NE 31st Street when school is in session. While the Covid19 pandemic had depressed volumes statewide, recent studies of traffic volumes have shown that most volumes have returned to normalized conditions. The Automatic Traffic Recorder (ATR) #21-009 located on US 101 approximately 0.4 miles south of NE 31st Street shows the year 2021 ADT has returned to levels greater than the 2019 volumes; therefore, we propose that no adjustments to the count data are necessary.

Because the intersections are located on the state highway, we propose to seasonally adjust the through traffic volumes following procedures in ODOT's *Analysis Procedures Manual* (APM). We anticipate adjusting the volumes using ATR #21-009 traffic data.

Future Traffic Volumes

To develop future volumes, we propose using a background growth rate plus the traffic volumes from approved projects. A general straight-line growth rate of 1.3 percent per year is proposed for the study intersections. This rate was derived from the average growth on US 101 between 2021 and 2041 based on ODOT's Future Volumes Table.

We also request that City staff identify what, if any, in-process projects should be included in the background growth. If traffic studies have been prepared, we request a copy of the study.

Summary of Scoping Proposal

Please review our proposed scope of analysis and confirm the following:

- Trip generation and distribution is acceptable.
- The study area intersections proposal is acceptable or identify what other intersections should be included in the TIA.
- Our traffic count proposal, adjustments, and background growth rate of 1.3 percent per year is acceptable.

Additionally, we request a list of in-process projects to be included and that you provide any available traffic studies.

TAXLOT 400

TAXLOT 100

BLD 6
(18) TYPE 'C' UNITS
**

BLD 5
(12) TYPE 'B' UNITS

BLD 4
(6) TYPE 'C' UNITS

FIRE TRUCK TURN AROUND

PROPOSED FIRE HYDRANT (PUBLIC)

15' PUBLIC WATER EASEMENT

PROPOSED 5' PCC SIDEWALK

PLAY AREA

STORAGE UNITS 12'X20'

NE 36TH STREET

DOG PARK

BLD 1
(12) TYPE 'B' UNITS

BLD 2
(18) TYPE 'B' UNITS

BLD 3
(18) TYPE 'B' UNITS

RETAINING WALL

PROPOSED RETAINING WALL

NE HARNEY ST

N.E. LAKEWOOD DR

END OF SIDEWALK ADA RAMP PER ODOT STANDARD DRAWING RD960

EXISTING POWER POLE

ASSUMED TRANSMISSION LINE EASEMENT

PROPOSED GRAVEL ACCESS ROAD

ROW

Ex OH E

0 30' 60' 90'
0 1"

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NOV 9, 1999
KEITH WHISENHUNT
EXPIRES JUNE 30, 2026

WYNDHAVEN RIDGE, LLC

WYNDHAVEN RIDGE
PHASE 3 IMPROVEMENTS

NEWPORT, OR

NO.	DESCRIPTION	DATE	BY
1	BUILDING PERMIT SET SUBMITTAL	6/25/25	KW

ISSUANCE

SHEET TITLE

SITE PLAN

BLDG PERMIT SET

C1.1

P:\2019\19006\Drafting\Civil\Sheets\Ridge\Plan Cad\Construction\Drawings\Phase 3\Grading Plan\19006_SAA_PH3.dwg 6/25/2025 12:33:49 PM

FILE NO. 1-TIA-25

Community Development Planning Department

Newport, Oregon

August 10, 2025

To Whom It May Concern,

We are writing to express our concern about the impact of the proposed development of a 90 unit apartment complex at Map 10-11-32-AD, lot 100. We reside in the neighboring community of Pacific Homes Beach Club (PHBC), which is accessed from NE 31st Street off of Highway 101.

We have two major concerns which will affect the safety, security and enjoyment of our established community:

- **Traffic pattern safety and congestion**: A development of this size will negatively affect the already slow, difficult and sometimes dangerous access to and from NE 31st Street and Highway 101. Possible impact mitigations for consideration are (1) installing a traffic light on Highway 101 at the entrance to NE 36th Street to ensure safe access to the new development and existing homes at that junction; (2) turn NE 31st Street into a one-way road direction away from Highway 101 to ensure safe access to PHBC and avoiding long backups at that already congested intersection; and (3) complete soonest the repair/replacement work on the bridge at Big Creek park so that there is one more safe and nearby egress for the expanded community in the area. All of these measures would ease congestion during normal times and provide a much needed upgrade in safety/accessibility in time of natural disaster.
- **Lighting:** The addition of 90 units to this area could potentially affect bird migratory patterns as well as the night sky enjoyment for residents of the area. Possible impact mitigations are (1) reduce the number of units to be constructed and/or (2) install lighting for the common areas of the new development that comply with dark sky standards, and set rules for individual home exterior lighting that would similarly comply.

Thank you very much for your consideration of these important concerns regarding traffic safety and environmental health and enjoyment.

Allen Terhaar Robin Cole 3223 NE Douglas St

8/10/2025

File No. I-TIA-25:
Lincoln County Assessor's
Tap Map 10-11-32-AD
Tax Lot 100.

To Whom it may Concern:

I am writing this letter in so much concern about everything is this proposal. The added Traffic to our streets around Pacific Homes Beach Club. The added burden on the Water and Sewer with is already over run. No privacy on the border of the Park edges. Building three story Apartment right next to the property edge. No traffic light for Highway access. I am not very good at writing letters so please forgive me. Did not think I would have to defend our Park and space! I understand we need more affordable housing in the area. but it is hard to think it will negitively impact the senior citizens Could you Consider us in this plan Thank You.

Alan W. Hilliard

Derrick Tokos

From: Pacific Homes Beach Club <phbcmanager@gmail.com>
Sent: Monday, August 11, 2025 10:47 AM
To: Derrick Tokos
Subject: Wyndham Ridge phase 3 - traffic analysis

Dear Derrick,
As the manager for Pacific Homes Beach Club, I'm very aware of the concerns that our residents have concerning access in and out of PHBC. The concerns range from being able to safely turn onto and off of 101 (speed of the traffic on 101 at the turn-off to 31st St.) to being able to exit out of the neighborhood in the case of any serious emergency.

With the addition of 90 units from the Wyndham Ridge phase 3 property, traffic will definitely increase and the management issues increase with it. Judging from the traffic analysis study, it does not appear that enough consideration has been done to address egress issues, whether current non-emergent conditions are on the table or wildfire, tsunami or earthquake are in the works.

I am requesting additional study be done of the need for a reduced speed limit from the light at Walmart going north to the next light at the Yaquina Light turnoff, as well as how to address the safe evacuation of the population living in PHBC and surrounding neighborhoods. The lack of a clear evacuation plan is a serious problem and cannot be overlooked or minimized.

Thank you,
Barbara

Barbara L. Turrill
Pacific Homes Beach Club, Office Manager
Hours 10am to 2pm Monday to Friday
3339 NE Avery St.
Newport, OR 97365
541-265-5372 | Fax: 541-265-9807

Website: PHBC.HOASPACE.COM

It has just come to my attention that there is a "plan" to attempt the construction of a three-story resedential property on the east side of our community.

There is a notice from the city of newport, just received by our residents, that any of our opinions and concerns, must be received by you no later then August/12/2025. Why was this notice held from our attention and then given only with one week to respond? Perhaps it's been sent while many of our residents are gone on vacation so... many couldn't give their opinion's on the subject?

The land which they plan to use for the construction is very unstable and surrounded by swamp. These swamp lands are protected environment for birds and wild life. What will happen to them when the ground and vegetation are destroyed?

Our community and surrounding private homes are already "hooked up" to a water and septic system that is consistently bothered by poor performance. It obviously will be less affective negatively with additional "hook ups".

The presence of the building location will contribute to the loss of our privacy and the peacful surroundings of our community. That includes the noise level, late night activities, other invasive intrusions of our home life.

The increased traffic coming and going on NE 31ST will and has already observed, in the last two years, having the street in poor and dangerous condition. The geographical location shape of NE 31ST triples the sounds of the traffic already. Consider the heavy increase of sounds that will disrupt our preacful nights. A person that now uses NE 31ST for bicycling/jogging/walking/strolling, it will be in a more extreme and dangerous position under those conditions.

I'm against further disruption to the life styles of so many people that live in and around our community.

I hope the city of newport will consider our concern's and realize the destruction of the environment, animal life and the lives of the residents are at risk. We are asking to continue our cherished condition and life we have.

Date: Aug. 6, 2025

signature: Betty Kerl

310 NE 32nd St

Newport, OR

Bill Branigan, Chairperson, member since 8/1/2012
Bob Berman, Vice-Chair member since 1/6/2014
Dustin Capri, Citizen Advisor member since 3/24/2014
James Hanselman, Commissioner member since 4/18/2016
Gary East, Commissioner, member since 9/3/2019
Braulio Escobar, Commissioner, member since 3/1/2021
John Updike, Commissioner, member since 9/30/2022
Robert Bare, Commissioner, member since 11/4/2024
Derrick Tokos, Director

RE: File No 1 TIA 25, Wyndhaven Ridge 3 property development

August 6, 2025

Dear Newport Planning Commission,

I live in the 51 year old Pacific Homes Beach Club, we are a 138 home community with affordable housing for over 200 people 55+. We all own 1/138th interest in our commons which are next to the Wyndham 3 development (originally abutted wetlands). In 2020 most of you met me and other residents when we expressed our fear for our lives in case of fire with the addition of 1000 residents with only two exits to 101 in what originally was a low density area when our development was built in 1974. Later that summer I witnessed hours of bumper to bumper slow moving traffic streaming from the north because of Wildfires in Otis. The addition of 600 people since in phases 1 and 2 and another 300 in phase 3 will be a disaster.

We spoke to the council and asked why development isn't being done in South Beach where land was readily available and egress south would offer more options of escape and we were told that lack of infrastructure was the cause.

I was PHBC Park Manager from 2019 thru 2023. Since Phase one and Phase 2 went in not a week went by that I wasn't told about a near miss at the entry to our park at 31st and 32nd St with drivers from the developments heading west and not stopping at the stop sign.

I am hoping you will consider our lives when making the decision to move the development elsewhere. I wish I could be more descriptive, but our community just found out on the 5th that we have 7 days to reply.

727-204-2630 210 NE 33rd ST, Newport xwpvoyager@yahoo.com

I attached seven diagrams from a 105 page Safety Analysis about the development. It doesn't illustrate the ramification to our community, if it had it probably would not have been approved. The developer has decided to place the 3 story apartments with balconies looking directly down and in some cases 39 feet away from the backyards of the small homes on Douglas Street. This will lower their property values and consequently ruin their life savings they invested in their homes, if they can find a buyer at all. They will have to live with a dozen families looking down into their yard when once they had wetlands. At the very least the balconies should face away from our homes and face the wooded hillside to the east. Please consider the damage you are causing to innocent elderly who live here. There is NO privacy for these homes especially those right next to the property. These poor people bought their homes believing that they were next to protected wetlands, they feel like they have been sold out by our local government. I am asking you to give them some human kindness and respect.

Sincerely,

Elaine Lynch, 13 year resident



Cc;

Robert Emond, Councilor

CM Hall, Councilor

Steve Hickman, Councilor

Cynthia Jacobi, Council President

Jan Kaplan, Mayor

Ryan Parker. Councilor

Sandra Roumagoux, Councilor

Lincoln Chronicle

Lincoln County Leader

727-204-2630 210 NE 33rd ST, Newport xwpvoyager@yahoo.com

Location Description

The site is located on Tax Lot 10-11-32-AD-00100-00. A vicinity map is shown in Figure 1 with the site outlined in blue. As shown in the attached site plan, access to the site will be taken from a connection to NE Harvey Street and a connection to NE 36th Street.

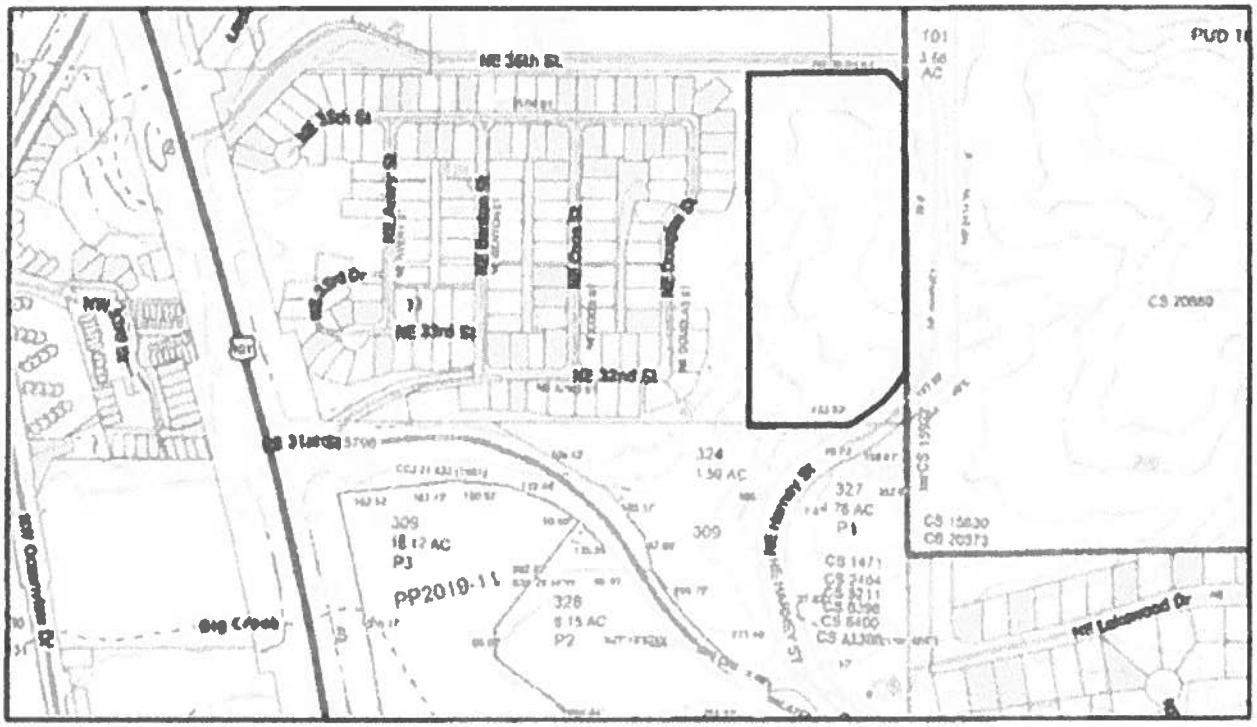
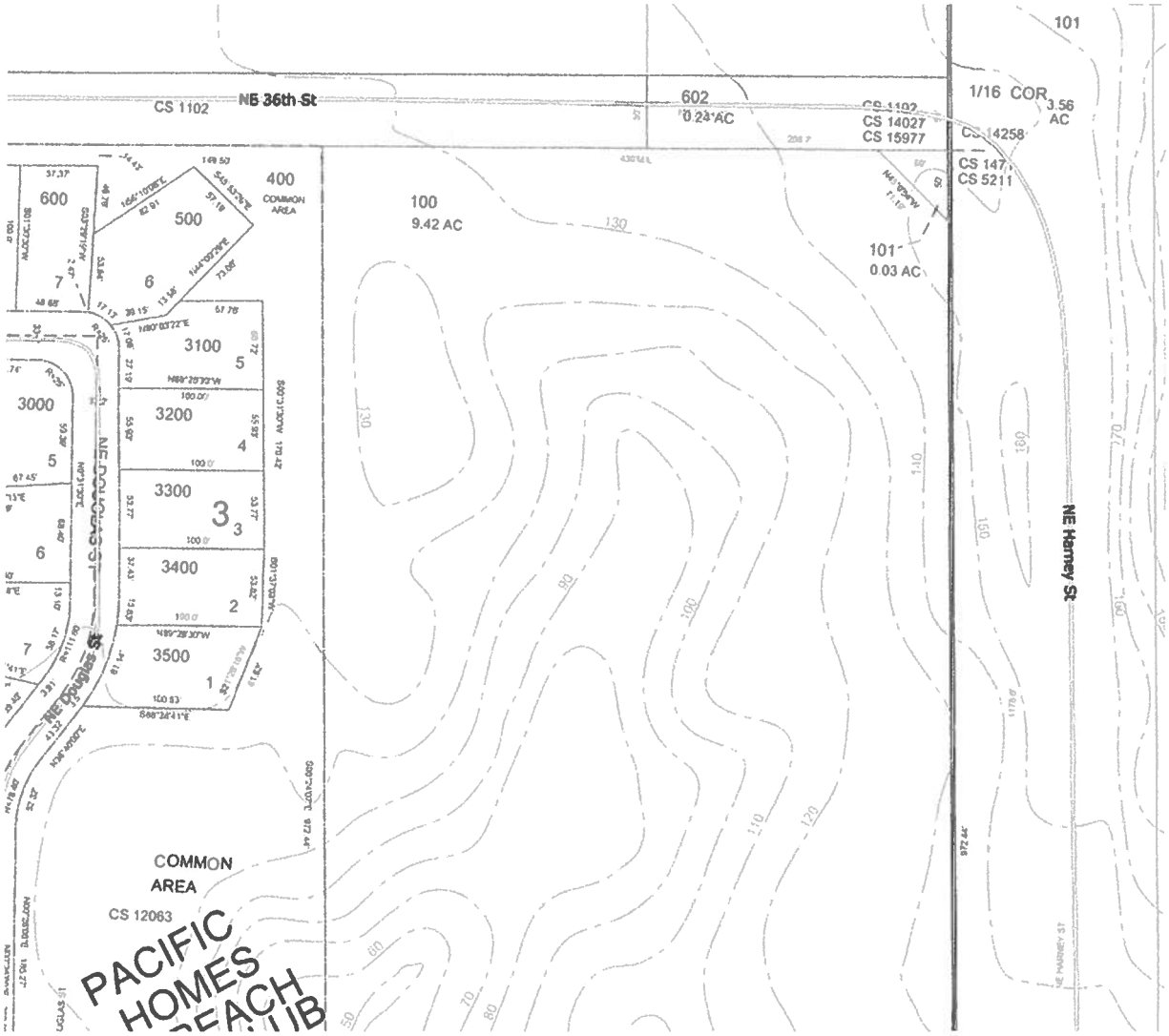
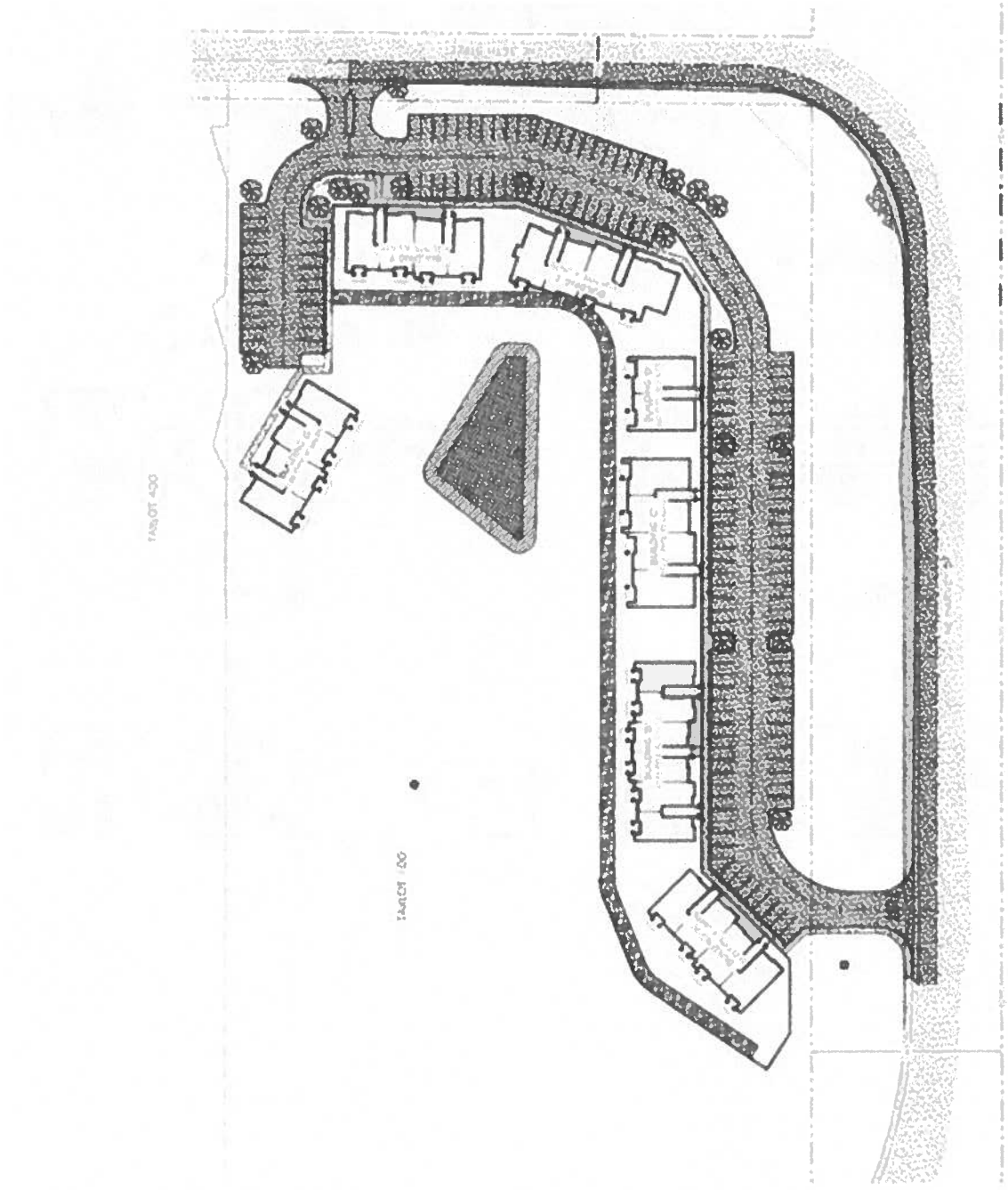


Figure 1: Project Location (Lincoln County GIS)

This is the current geography after the wetlands destruction, please note there is 39 feet from the back yards to the Wyndham property lines;

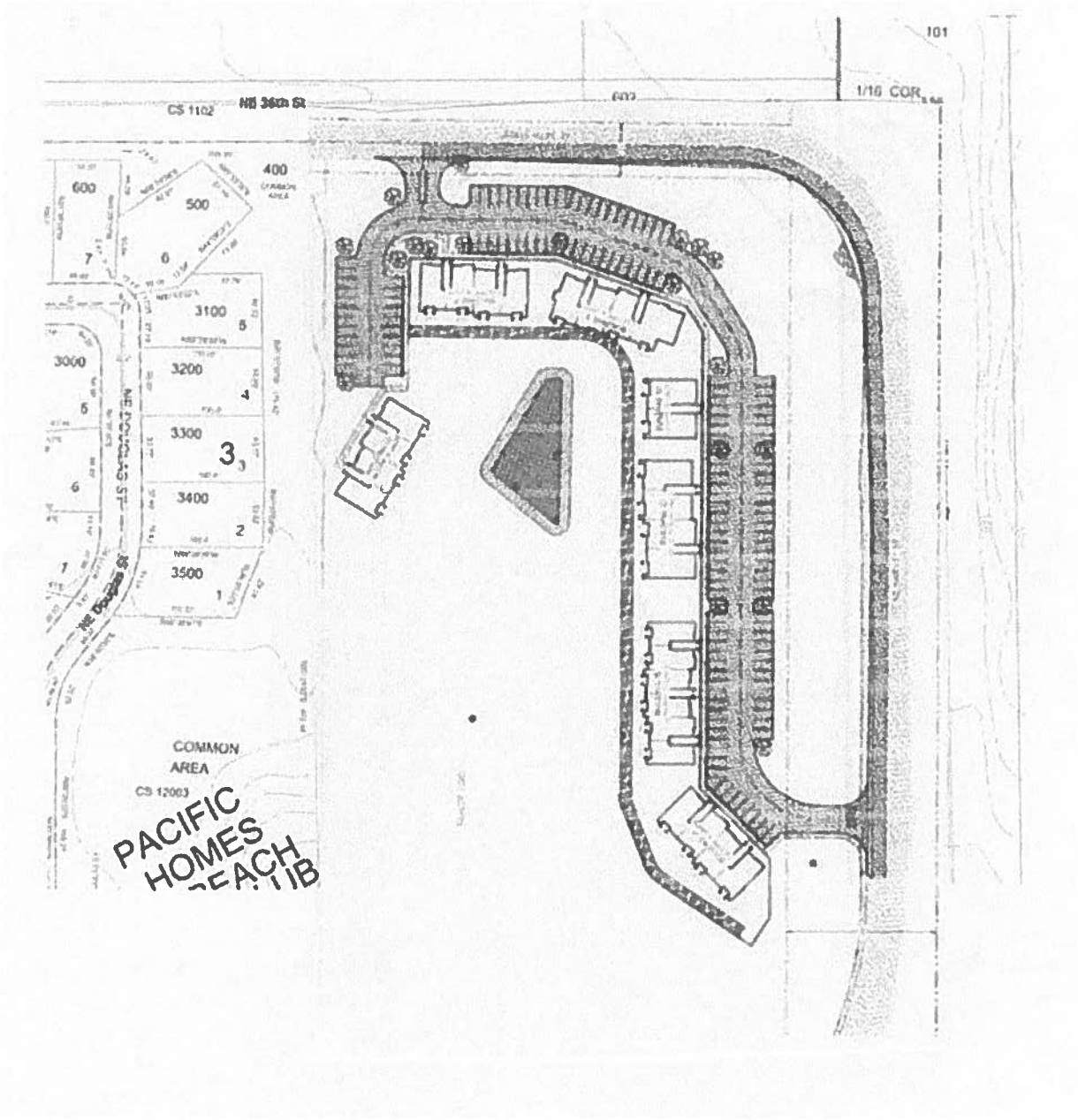


The layout from page 25 showing the parking lot and one building adjacent to the property line with no indication of privacy mitigation.

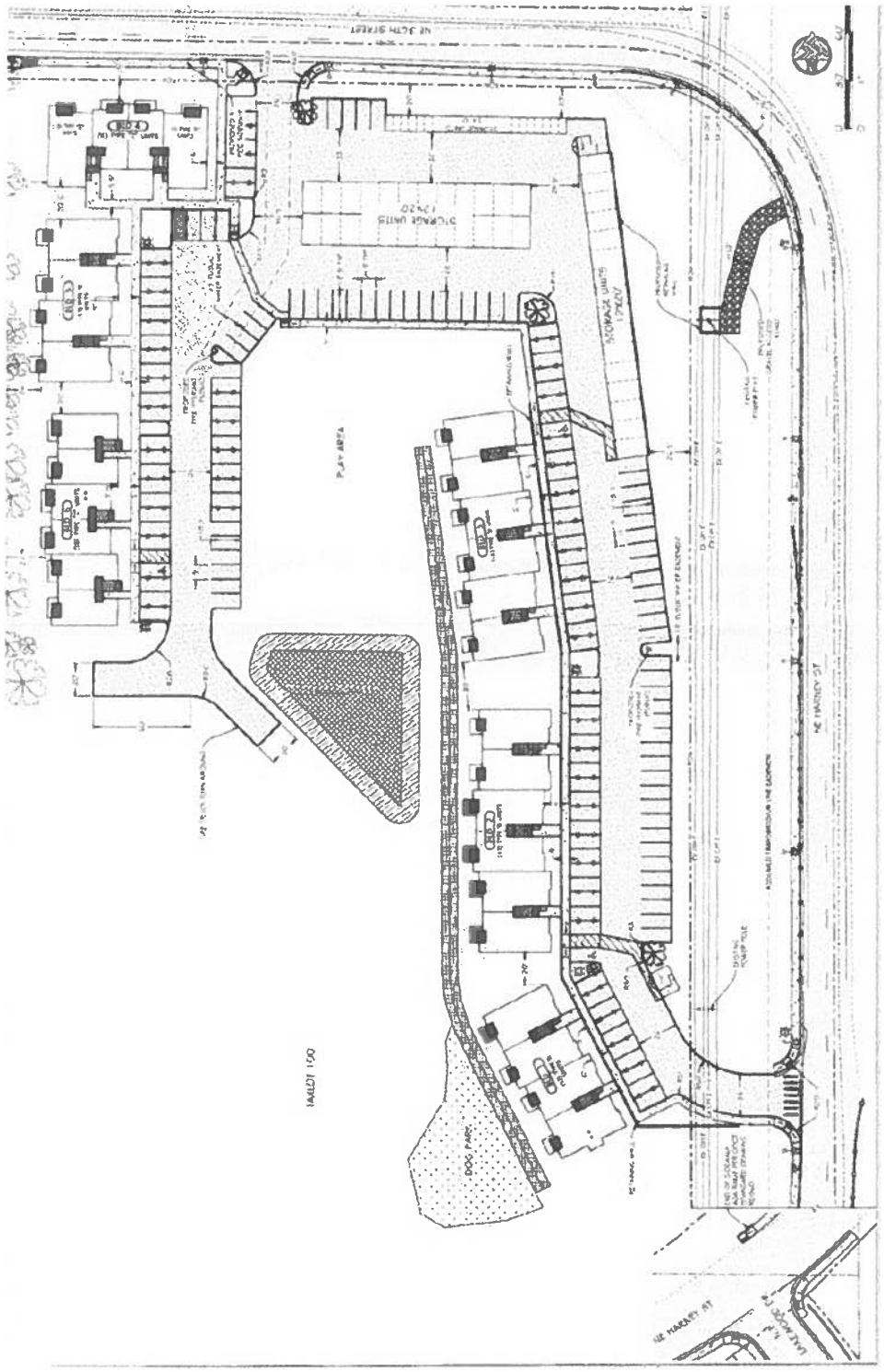


727-204-2630 210 NE 33rd ST, Newport xwpvoyager@yahoo.com

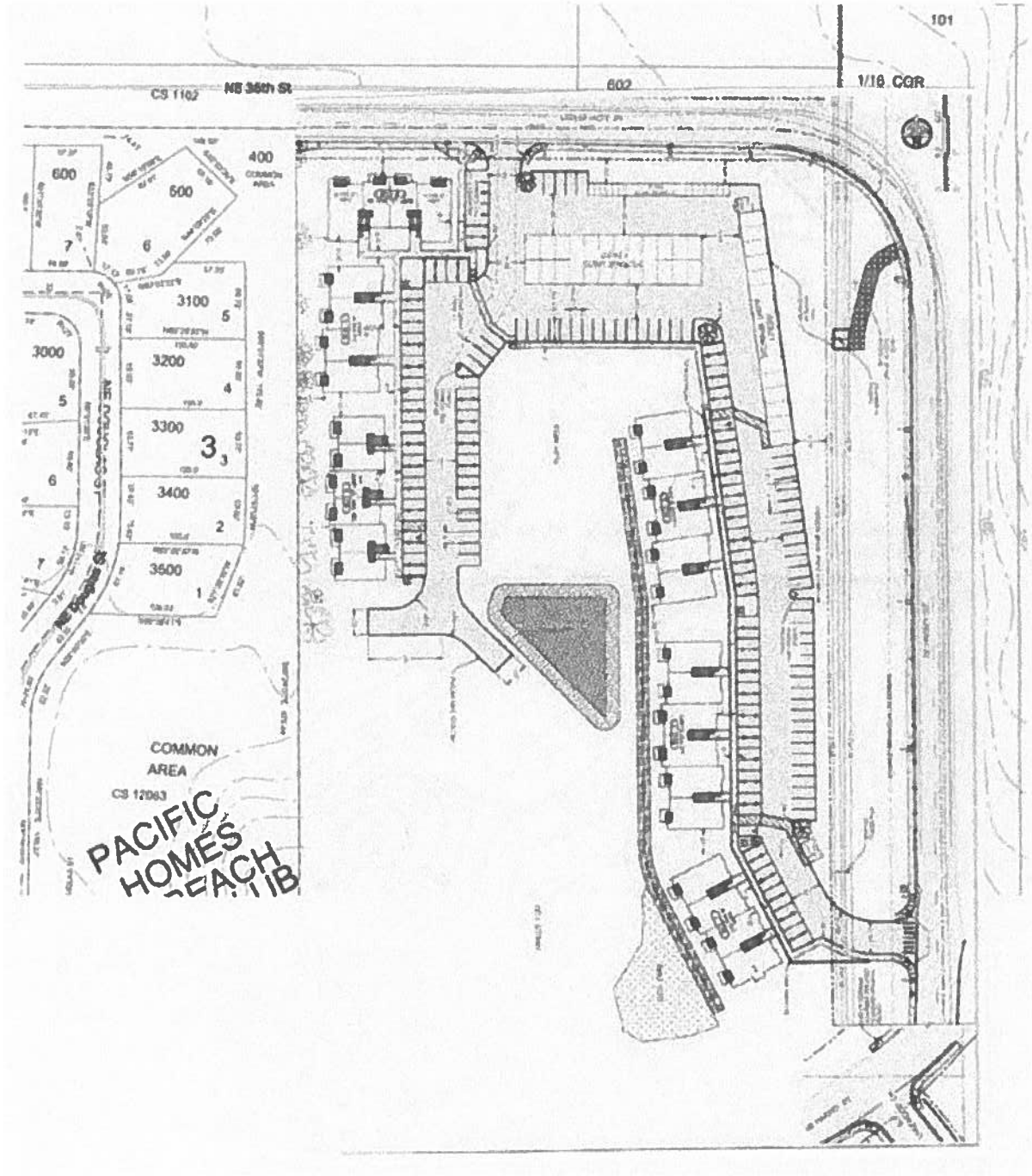
The above diagram did not include the PHBC homes so I include the image here:



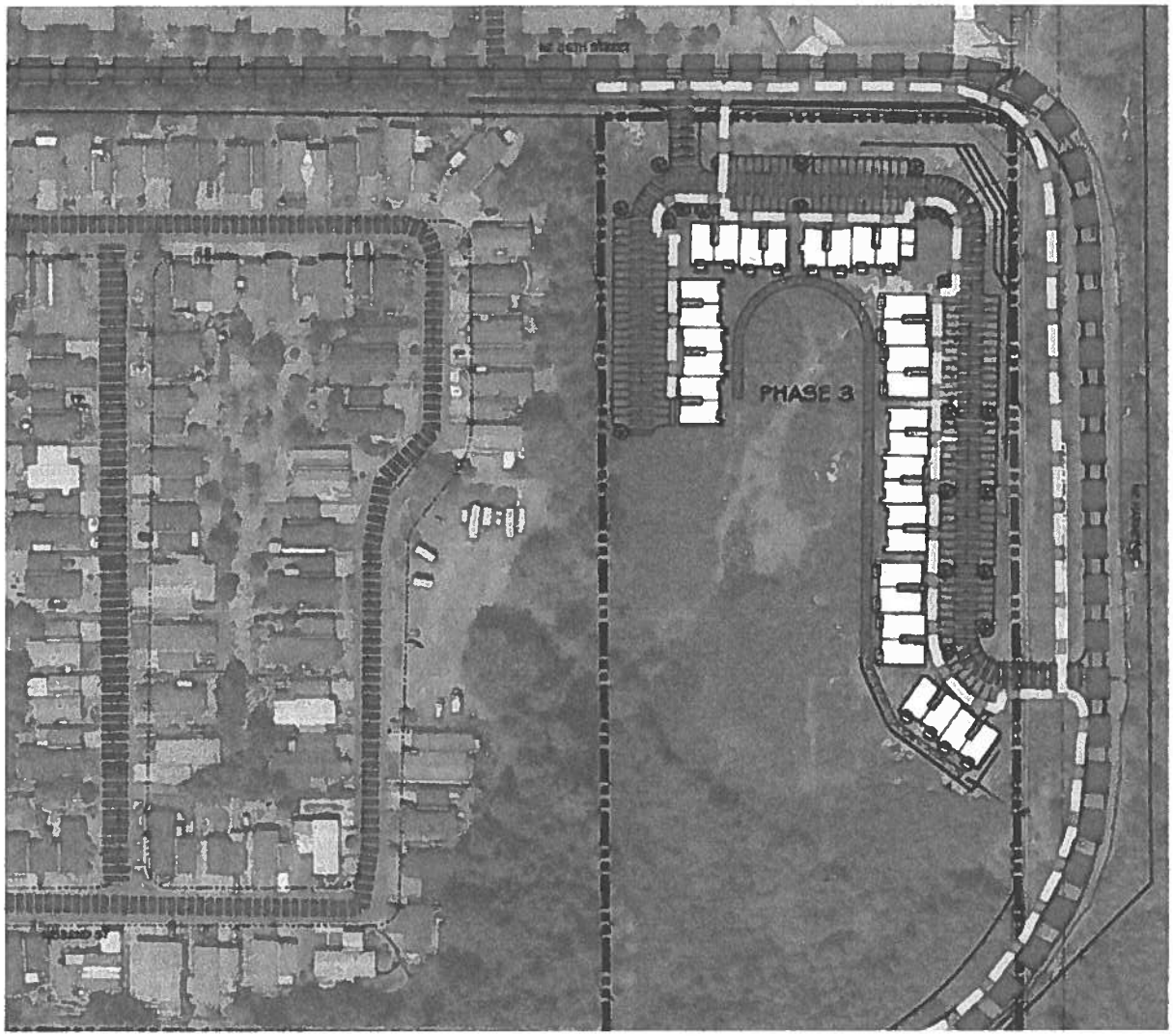
This is the layout from the last page #105, I am guessing this was revised at some point but not shared with PHBC owners and it has a worse impact to homeowners.



Here is how it impacts the homeowners and they are devastated.



This was the 2020 development plan. No one was notified of these changes that will impact the families next door.



PEDESTRIAN & VEHICLE CONNECTIVITY PLAN

0 80' 160' 240'

EXHIBIT 2

PEDESTRIAN & VEHICLE CONNECTIVITY PLAN

WYNDHAVEN RIDGE, LLC

WYNDHAVEN RIDGE

NEWPORT, OR

CITY OF NEWPORT
PUBLIC NOTICE[1]

NOTICE IS HEREBY GIVEN that an application for a Traffic Impact Analysis review has been filed with the Community Development (Planning) Department.

File No. 1-TIA-25:

Applicants and Owner: Whitney Boss, Cobalt, representative (Wyndhaven Ridge 3 LLC, property owner).

Request: Per Chapter 14.45 (Traffic Impact Analysis) of the Newport Municipal Code (NMC), a request for review of a Traffic Impact Analysis (TIA) associated with the construction of a 90-unit apartment complex with access off of NE Harney Street and NE 36th Street.

Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

Applicable Criteria: Per NMC Section 14.45.050, approval is subject to the following criteria: (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision; failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to the issue precludes an appeal based on that issue. You may submit testimony in written form by **6:00 p.m. on Tuesday, August 12, 2025,** to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365. Those making written comment will be notified of the Community Development (Planning) Director's decision.

Reports/Application Materials: The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at the address shown above under "Testimony".

Contact: Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above under "Testimony").

MAILED: July 29, 2025.

---

[1] Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (2) affected public utilities within Lincoln County; and (3) affected city departments.

DV

George W. Dwyer
Cell 541-270-0391
3456 NE Douglas St.
Newport, OR 97365

August 8, 2025

City Of Newport, Oregon
Derrick Tokos
Subject: Traffic Analysis 1-TIA-25 for Wyndhaven Ridge 3 LLC.

In response to your Notification File No. 1-TIA-25:

The analysis submitted by Colbalt Developers is not up to date and lacks pertinent safety information that is necessary to provide a safe pathway to increasing the population in an already over populated area. There are clearly no adequate roadways that could provide an escape route for the existing population if an E3 GO NOW evacuation order were given. OAR 660-012-0000 Purpose states:

660-012-0000: Purpose
(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient, and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:
(a) Provide for safe transportation for all Oregonians;

Please do Not approve any additional development plans until an analysis showing over 500 vehicles could be evacuated without being trapped due to bottlenecks. We do not want to repeat what happened two years ago today in Hawaii here:

The disaster:

On Aug. 8, 2023, wind-driven wildfires on the island of Maui destroyed more than 2,200 structures and caused about $5.5 billion in damages. The most significantly impacted area was the historic district of Lahaina, where more than 100 lives were lost.



Regards,
George Dwyer

CITY OF NEWPORT
PUBLIC NOTICE[1]

NOTICE IS HEREBY GIVEN that an application for a Traffic Impact Analysis review has been filed with the Community Development (Planning) Department.

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Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

Applicable Criteria: Per NMC Section 14.45.050, approval is subject to the following criteria: (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision; failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to the issue precludes an appeal based on that issue. You may submit testimony in written form by **6:00 p.m. on Tuesday, August 12, 2025**, to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365. Those making written comment will be notified of the Community Development (Planning) Director's decision.

Reports/Application Materials: The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at the address shown above under "Testimony".

Contact: Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above under "Testimony").

MAILED: July 29, 2025.

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[1] Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (2) affected public utilities within Lincoln County; and (3) affected city departments.

Sherri Marineau

From: gsmail53@gmail.com
Sent: Friday, August 08, 2025 2:38 PM
To: Derrick Tokos
Cc: Sherri Marineau
Subject: RE: Wyndhaven Phase 3
Attachments: TIA Reply 8.8.25.pdf

Please find my testimony attached in response to your Notice regarding File 1-TIA-25

Tax Map 10-11-32-AD; Tax Lot 100

James and Linda Odell
3421 NE Douglas St
Newport, OR 97365

August 8, 2025

Newport Community Development Dept.
169 SW Coast Hwy
Newport, OR 97365

Dear Mr. Tokos.

We are writing to express our concern about how the proposed construction of the Wyndham Ridge 3 apartment complex will impact traffic in our community. We live in the Pacific Homes Beach Club community which is a 55+ residential neighborhood.

One of the things that attracted us to this area was the convenient access to the Bay to Beach Trail. We appreciate the thoughtful planning and implementation of this great resource, but we fear the access to the trail will be hazardous to pedestrians attempting to cross NE 31st St. As you probably know, there is no crosswalk at the intersection of NE 31st and NE 32nd streets. There is a stop sign on NE 31st at this intersection but compliance has been notably inconsistent. In addition, the approach to the intersection is uphill so visibility is limited.

From the opposite direction, the right turn deceleration lane from northbound 101 to NE 31st St is very short, as is the distance from 101 to the trail access. So the limited sight/reaction distance, lack of signage and vehicle speed will only make this intersection more hazardous to pedestrians with the addition of a 90 unit apartment complex.

Furthermore, during peak traffic times, turning left from NE 31st St has routinely caused backups back to NE 32nd due to the lack of a traffic signal. This inevitably leads to impatient drivers making poor decisions. Public safety should be priority one here so waiting on catastrophic accidents to justify a signal installation is unacceptable.

Finally, the increased traffic that this housing project will create will have a negative impact on first responder response times. If traffic is backed up on NE 31st St trying to turn left on 101, emergency vehicles will be forced to wait for vehicles to move over (if even possible) or proceed in the opposite lane which is very risky and unsafe.

For these reasons and other non-traffic related infrastructure requirements, we ask that the Planning department re-examine the data to determine if an updated TIA is required (we believe it is) and to hold project approval until a new study has been performed, communicated to the affected residents and any recommendations have been completed.

We can appreciate the need for affordable housing options but just because they can be built doesn't mean they should be built. Many factors come into play here and all we are asking is that your department do it's due diligence of looking at all these factors before making a decision.

Respectfully,

James & Linda Odell

August 9, 2025

Juliann Bornschein
425 NE 32nd Street
Newport OR 97365

Derrick Tokos
Newport Community Development (Planning) Department
169 SW Coast Highway
Newport OR 97365

Dear Mr. Tokos:

I'm writing about the apartment complex, Wyndhaven Ridge, that is to be built directly behind Pacific Homes Beach Club (PHBC), where I live.

I am concerned about the impact this development will have on our already-dangerous traffic situation. Since the city closed the bridge on NE Big Creek Road, traffic that had other access to Highway 101 has been diverted to NE 31st Street. This intersection is the only way to get out of our area.. As you know, trying to get onto 101 can be difficult anywhere in town, especially during the summer months. But this particular intersection has multiple additional problems.

back of this letter

People who want to enter Highway 101 from NE 31st Street come up a hill, at the top of which is a stop sign (see the attached photo). Many times, they don't stop at all; often they don't even slow down. I have been at the stop sign on NE 32nd Street, starting to turn right onto NE 31st Street, only to have someone run the stop sign and nearly hit me. This has happened many times to me and other residents.

We also use the tunnel under Highway 101 walk to the beach, which requires crossing NE 31st Street to get to the tunnel steps. It's dangerous to cross there because cars going north on Highway 101 and turning east onto NE 31st Street have a very short turn lane and are coming up Highway 101 at a high rate of speed. When you're crossing the street, you can't see them until they're already well into their turn and you're already out in the street. At the same time, you have to worry about the people who ignore the stop sign. I worry every time I navigate the intersection, whether on foot or in my car.

People entering Highway 101 from NE 31st Street often create dangerous situations for other drivers in an attempt to cut through the heavy traffic because they don't have the patience to wait for the traffic to clear (granted, it can take a long time). I've seen several close calls. I fear that, with the additional proposed traffic, we are going to see fatal accidents at this intersection.

At the very least, the city needs to add a traffic light at NE 31st Street to handle the additional traffic from Wyndhaven Ridge and find a way to enforce the intersection stop sign. People coming up the hill on NE 31st Street are often in a hurry to get ahead of drivers coming down the hill from PHBC, as there can be a line of four or more vehicles waiting to get onto Highway 101. The stop sign might as well not even be there.

Thank you for listening to my concerns.

J Bornschein

Juliann Bornschein

Tax Map 10-11-32-AD; Tax lot 100



August 11, 2023

Mr. Derrick Tokos,
Community Development Director
Newport, Or Planning Department

RE: Request for TIA review as it
applies to Wyndhaven Ridge Phase III
AKA: WHR phase III

Dear Mr. Tokos,

I have been a resident in Pacific Horizon Beach Club since 2018. When WHR phase I opened in 2021 I saw a slight increase in traffic using NE 31st to exit on to Hwy 101 as one would expect.

However, when WHR Phase II opened in 2021 there was a remarkable increase in congestion at the same intersection. Besides that, there was the continuely closure of Big Creek Road from the bridge by Big Creek Park, south to Frank Wade Park.

At present hundreds of adults & children live in homes, apartments & our 55 and over community between NE 36th and NE Big Creek Road. At this time there are only two exits to use incase of fires, earth quakes or any other emergency situation. With the addition of WHR Phase III those problems only escalate.

While NE 36th is a reliable exit, as the City of Newport is aware NE 31st is not. It has a historical record of partial slide issues since I moved here in 2018. Increased traffic load will only make it slide more frequently, and make it less reliable.

Because of the population density that will occur with the opening of 90 more units it is vital that the repair of the bridge and Big Creek Road be addressed. Having the road & keeping it open to one way traffic South to Frank Wade Park would not only aid daily traffic flow but give the 100's who live in the affected area a most vital third exit.

Respectfully,
Laurel Cockrum
3219 NE Douglas
Newport, Or 97365
(541) 272-9450

Bill Branigan, Chairperson, member since 8/1/2012

Bob Berman, Vice-Chair member since 1/6/2014

Dustin Capri, Citizen Advisor member since 3/24/2014

James Hanselman, Commissioner member since 4/18/2016

Gary East, Commissioner, member since 9/3/2019

Braulio Escobar, Commissioner, member since 3/1/2021

John Updike, Commissioner, member since 9/30/2022

Robert Bare, Commissioner, member since 11/4/2024

Derrick Tokos, Director

RE: File No 1 TIA 25, Wyndhaven Ridge 3 property development

August 6, 2025

Dear Newport Planning Commission,

The decision to allow certain changes to Wyndham 3 development is not beneficial to the residents of the City of Newport.

By allowing the developer to re-site the building, our whole community at Pacific Homes Beach Club (PHBC) is impacted.

The builder is visually invading many of our properties by proposing to place three floors of balconies just thirteen yards from PHBC homes. The physical plant itself impinges on our properties – the map of the proposal does not show our homes, a serious omission which skews the reality of the situation.

PHBC homes were purchased with the expectation of some privacy for the homeowners.

The change negatively impacts the value of these homes and therefore of all properties within PHBC. In many cases all or a major part our life savings resides in our homes.

Is it because we are old that our quality of life and property ownership can be so casually disrespected? Is it because PHBC is clustered on property potentially valuable to developers and the tourist industry for vacation rentals that it feels as if this pleasant community of good citizens is being squeezed out?

Three comments on the entirety of this Wyndhaven project.

1) Our objections regarding the dangers of overpopulation in a limited outlet area were apparently disregarded when the original decisions were made. Disasters like wildfires, damn failure and tsunamis will choke our narrow roads as we attempt escape onto Highway 101.
2) The project has had an adverse environmental impact, despite approval. We have an ever-smaller rookery of Great Blue Herons and Egrets at the west end of Wyndhaven. The wetlands have decreased and are at least half-encircled by Wyndhaven. Human activity including what I believe was a loud gunshot are driving away these precious creatures.
3) Lincoln County needs low-income housing for working people; how many of the Wyndhaven apartments meet that criteria?

I respectably implore the council to prohibit balconies from overlooking our small properties below.

I entreat the City of Newport to respect and protect human residents of all ages, plant and animal communities living in and on the soil, and the water and soil itself.

With thanks and hope,

Lee Lynch

210 NE 33rd Street

Newport, OR 97365

Greenhat66@gmail.com

Cc

Robert Emond, Councilor

CM Hall, Councilor

Steve Hickman, Councilor

Cynthia Jacobi, Council President

Jan Kaplan, Mayor

Ryan Parker. Councilor

Sandra Roumagoux, Councilor

Lincoln Chronicle

Lincoln County Leader

CITY OF NEWPORT
PUBLIC NOTICE[1]

NOTICE IS HEREBY GIVEN that an application for a Traffic Impact Analysis review has been filed with the Community Development (Planning) Department.

File No. 1-TIA-25:

Applicants and Owner: Whitney Boss, Cobalt, representative (Wyndhaven Ridge 3 LLC, property owner).

Request: Per Chapter 14.45 (Traffic Impact Analysis) of the Newport Municipal Code (NMC), a request for review of a Traffic Impact Analysis (TIA) associated with the construction of a 90-unit apartment complex with access off of NE Harney Street and NE 36th Street.

Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

Applicable Criteria: Per NMC Section 14.45.050, approval is subject to the following criteria: (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision; failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to the issue precludes an appeal based on that issue. You may submit testimony in written form by **6:00 p.m. on Tuesday, August 12, 2025**, to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365. Those making written comment will be notified of the Community Development (Planning) Director's decision.

Reports/Application Materials: The application materials (including the application and all documents and evidence submitted in support of the application), the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at the address shown above under "Testimony".

Contact: Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above under "Testimony").

MAILED: July 29, 2025.

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[1] Notice of this action is being sent to the following: (1) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (2) affected public utilities within Lincoln County; and (3) affected city departments.

JV

Tax Map 10-11-32-AD; Tax Lot 100

Derrick Tokos
Community Development Director
City of Newport

I am a resident of Pacific Homes Beach Club which is just west of the proposed Wyndhaven Ridge apartments. The wetlands they want to build on were homes to many wild animals until that land was totally ruined by the removal of all vegetation and unnatural fill. The city should be ashamed for allowing this to happen.

If this project continues it will greatly impact the lives of all PHBC residence. The effect of construction trucks and then apartment dwellers is more than the roads were created to handle. There has already been areas of damage to both 31st and 36th streets. The increased traffic is just asking for problems. With no traffic light at either 31st or 36th and 101 it is only a matter of time before accidents happen.

With the proximity of these apartments to the PHBC homes on Douglas Street makes any emergency exit onto 31st Street impossible.

The water and sewer systems of this area are already at full capacity. With the increase frequency of droughts and the possibly of fires an addition of this magnitude is just irresponsible.

Please reconsider the approval of this project.

Margaret McGourn
136 NE 33rd Street
Newport, OR
541 819 4077

Date: August 10, 2025

To: The City of Newport, City Council, and Community Development Department

From: Michael Cappelli, 3429 NE Coos Street, Newport, OR 97265[1]

Re: File No. 1-TIA-25 associated with the construction of a 90-unit apartment complex with access off of NE Harney Street and NE 36th Street.

Location of subject property: Lincoln County Assessor's Tax Map 10-11-32-AD, Tax Lot 100.

Dear City of Newport, City Council, and Community Development Department:
I live in the Pacific Home's Beach Club Community, a 55 and over residential community consisting of over ~~150~~ 138 single family residences. The community sits directly below and west of the proposed apartment complex. I write in connection with the matters referenced above[2].

Notice

On July 29, 2025, notice of the scheduled August 12, 2025, meeting was mailed to *five homeowners* of our development. The notices actually arrived on or about August 5th. These homes abut the property line of the developer.

It appears the rationale for not giving notice to our entire community is based upon an ordinance or code section limiting the developer and City to having to provide notice only to homeowners within 200 feet of the proposed complex.

It is entirely unclear why our entire community wasn't given notice since the action of the developer and City will impact every homeowner.

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[1] I am a retired lawyer having been licensed in California for over 40 years. I have handled legal matters throughout the United States, Europe, and Latin America. I've represented large HOA's and residential developers, though my practice focused more specifically on commercial transactions, litigation, and negotiation. I was the former General Counsel for the Superior Court of Riverside County, California, the 10th largest county in the USA. In that capacity, I oversaw all legal personnel, advised all bench officers and the Presiding Judges on all relevant matters. Most recently, I was the Director of Strategic Purchasing for the University of Oregon, primarily involved in negotiating and writing complex contracts for the purchase of enterprise software. Finally, I taught classes on business transactions and negotiations at and for Cal. State San Bernardino, University of Riverside, UCLA, Courts, Continuing Legal Education seminars, and Chapman University School of Law. *That said, I am not acting as a lawyer for anyone nor am I attempting to assert legal opinions or arguments other than those based upon my personal knowledge and observations.*

[2] The comments herein do not necessarily reflect those of all residents of Pacific Home's Beach Club. Some residents concur with some of the comments. However, the content of this letter is solely mine.

Specifically, there is only one way of ingress to and egress from our community.

The notice to the five homeowners hardly appears to give adequate time for them or anyone to competently and reasonably investigate any issues associated with the TIA, despite its availability for review at your offices.

If the TIA was conducted pursuant to Section 14.45 of the Municipal Code, interested parties, such as our HOA, would need considerable time and, perhaps, expertise and legal counsel to review its adequacy.

It is crucial to remind you that the existing Wyndhaven apartment complexes have no residential properties anywhere near, do not abut a residential community, and do not overlook or look down upon any private residences. The plans authorizing the construction of these units are factually dissimilar to those of the current application.

But for the diligence of those homeowners having advised our HOA of this meeting, residents would have no opportunity to weigh in on the TIA and, as such, would have no right to appeal any decisions made at the meeting.

Preliminary Questions

In order to better understand the methods by which the TIA was conducted, I have a few questions:

Is it correct that the developer is the one who hired a *private* Oregon Registered Engineer to conduct the TIA? Will he/she/they be present at the meeting?

Is it correct that the developer directly paid the engineer for the TIA?

Does the TIA indicate how many additional cars from the complex have been estimated or quantified in determining the adequacy of the TIA and any proposed mitigation efforts?

Were prior TIAs conducted in connection with the existing complexes?

Was the TIA generated anew or were any prior TIAs incorporated into the findings?

What geographical area around the complex has been defined in the TIA? Does it include the other Wyndhaven complexes and the complex on N 36th Street? Did residents of the N 36th Street complex receive notice?

Has there been any software traffic modeling of potential traffic flow, bottlenecks, or other traffic conditions relevant to this application?

Were any traffic flow studies conducted by ODOT, the City, or other agencies, reviewed as part of the TIA? If so, when were those studies conducted and are they available for review by the public?

Does the TIA follow *The Institute of Transportation Engineers Trip Generation Manual* in estimating the traffic from the development itself? That is, what is the estimate of *how many vehicle trips per dwelling per day are noted in the TIA?*

If this determination is reflected in the TIA, does it define the percentage of these vehicle trips occurring during peak hours, when mitigation measures are most needed?

Has ODOT been involved in reviewing the TIA, given the proximity of Highway 101 to the affected homeowners? If so, is there an available report?

Does the TIA propose any mitigation measures to the existing traffic flow throughout the relevant neighborhoods, including the intersections with HWY 101?

How long is the meeting scheduled for? It seems unlikely that comprehensive answers to these questions and those by affected residents could be accomplished in a Tuesday, 6:00 p.m., meeting.

Traffic Issues

Access to our Development by Fire and Emergency Vehicles

At least 50, perhaps more, residents of our community (including myself), have disabilities, some very serious. The lack of existing traffic control coupled with the issues mentioned *below* create a substantial risk to our residents in the event of a fire or, highly likely, a medical emergency. Every second counts and any additional delay in entering or leaving our community is a potential life-threatening event.

Ingress and Egress Along Harney Street

By the observation of most of our residents, it appears clear the traffic along Harney Street has considerably increased since the building of the existing Wyndhaven complexes. Specifically, many of those exiting from the apartment buildings have several things in common:

- They are either in a massive hurry or enjoy driving at excessive speeds both coming and going.

- On the approach to HWY 101 from Harney, there is a *stop sign* parallel to the entrance and exit gates of our community, about 100 feet before HWY 101. It seems many new residents have interpreted the sign to mean *rolling stop* or *non-stop* (by those with comprehension problems).

- Most of our community members have witnessed both and, in fact, many have had several close calls with drivers that blow the stop sign. I, for one. This often leaves many of us having to enter and exit our community at our own risk. *See the next bullet.*

- The visibility looking down Harney from HWY 101 is obscured by the slope of the road. One cannot see cars approaching the *quasi stop sign* and must *guess* whether an approaching driver will actually stop. Consequently, the site line renders the oncoming cars invisible, which will create an even greater dangerous condition with the increased traffic.



- Driving up the slope toward the stop sign is equally dangerous. Vegetation obscures the sign from time to time. *Additionally, the grade of the slope and curvature of the road*

make it more difficult for an approaching driver to even see the stop sign with sufficient time to slowly break and stop. More visible street markings and lights would help.

Harney Street is extremely narrow. There is **zero opportunity** to avoid an oncoming or tailgating car in the event of erratic driving. One either goes head on into the upslope or down into the gully. **Period!**

The road has been minimally improved after being buckled and partially destroyed by the developer's heavy equipment. Essentially, it is newly paved – *that's it*. The *walking path on the south side of the street* is partially unpaved, uneven dirt, filled with brush. It is insufficient for people in single file to safely walk along the path. A slip and fall could be lethal.

Ingress and Egress to and from Harney onto HWY 101

- Congestion has substantially increased at the Harney intersection with HWY 101.

Today, Sunday, was a perfect example of a recurring issue. I turned right on Harney from our community to exit onto HWY 101 South. There was a line of six cars ahead of me waiting to turn. There would have been no way for an emergency vehicle to enter our development without cars backing up away from our entrance.

We should all be aware that, at just about any time during the day, there is considerable traffic heading north on HWY 101 from the Walmart stop light.

*During the peak traffic hours, one can **only** expect to make a safe left turn (south) into the center turning lane after 20 to 30 cars speed up the road north from the Walmart stop light and pass the Harney intersection.* The 45-mph speed limit sign is not enforced and, frankly, by the time cars hit the downslope, many travel at speeds closer to 60-mph.

There is a short window of time to make the turn until the next herd gets the green light. There is already an obvious danger at this intersection which begs the questions as to why *now* there is *no traffic control?*

On this particular occasion, by the time I reached the intersection, there were several cars behind me as I waited to turn onto the highway. A new herd was approaching. The cars to my rear *observably annoyed* and were waving at me to go, hurry up, or die trying to turn in front of a conga line of cars.

These drivers were *observably pissed!* I'm 70 and don't need to see morons with road rage flipping me off in my rearview mirror! Without additional traffic control *e.g., a stop light*, this situation will worsen.

- The vehicles coming north from Walmart wishing to turn right onto Harney is equally dangerous.

There is a very narrow solid white line lane between the guardrail gully and the highway. presumably for pedestrian or bicycle traffic.

The length of the right turn lane is approximately 30-40 feet.

There are several other risks associated with this configuration:

1. As stated above, once beyond the Walmart stop light, traffic proceeds at the pace of a freeway. The short right turn lane does not give the driver adequate time to slow and move *safely* into the right in advance of the lane. There is insufficient room to move to the right toward the intersection until one is *on top* of the turn lane. One might call it a *mini lane* to be more accurate.

2. It is next to impossible for the turn lane to accommodate multiple vehicles wanting to turn right. As such, these vehicles are exposed to the HWY 101 traffic.

3. As one slows, the rear traffic continues at high speed, often tailgating *my* car as I drive to enter the turn lane. There is no *reasonable* signage to warn drivers of the upcoming turn lane or to slow down. Accordingly, the reduction of speed by the turning driver is not always readily observed by the speeding traffic and – then – *watch out!* The rear traffic vehicles constantly swerve around the turning vehicle, often into the center turn lane toward oncoming traffic *(with drivers also pissed for having to slow down)*. The turning vehicle (me) attempts to safely turn while observing the speeding traffic in my rearview mirror and praying I won't be clipped. *Check it out yourselves.*

Essentially, the solid white line and guard rails, the short and narrow right turn lane, and the high-speed vehicles create a bad carnival ride where the turning driver, me, is forced to jam my car into the turn lane at a near 45° angle and at a higher than desirable speed (while cars speed and veer around me). God forbid there is a pedestrian or bicyclist simultaneously entering the turn lane.

Step up and take your chances! Do you want to be rearended or clipped while simultaneously running over a pedestrian? Too many sharp horns on this dilemma.

4. As one sits at the intersection waiting to *turn left onto HWY 101 N,* vehicles making *the right turn onto Harney east* regularly come in hot, as inferred above. The speed creates a significantly wider turn radius. In many cases, the vehicle making the right turn on Harney comes within a few feet of those of us waiting to turn left onto HWY 101. I had a near miss when a UPS truck took a wide turn.

I suppose one might say that such dangers existed before the construction of the apartment complexes. However, such an assessment would be in error. *First, danger is danger! Second, the higher the traffic volume, the higher the probability of an accident, which if one were to occur would undoubtedly be serious*[3].

Reasonable mitigation of these issues is required to keep all those traveling in this area safe.

Other Issues

I understand that the upcoming meeting is to singularly address the TIA.

Our community is seriously concerned about the increased density of housing in our neighborhood. Personally, I support affordable housing in an area where such is needed. That said, I have no idea whether these complexes offer any dispensation for those with incomes below the area's median income.

At the same time, it is unclear as to whether and what notice of the building plans, approvals, *etc.*, was given to our community and whether members of our community participated in any meaningful planning department or other public meetings.

For example, it is difficult to believe that the extended shade cast upon our residents' properties by a three-story complex was ever brought to our attention.

---

[3] Perhaps even more violent than those regularly occurring at the Walmart stop light where vehicles try to make a quick left under a flashing yellow arrow in front of fast approaching southbound traffic. Parenthetically, these accidents cause traffic to back up well north of Harney. Anecdotally, one of our residents was seriously injured at this intersection.

Some of us are interested in reviewing the project and relevant public documents.
Such documents might include the land use plans, environmental impact studies, environmental ordinances, flood considerations, crime statistics, setbacks of property lines between apartment complexes and residential communities, construction height limitations, lighting, clear cutting of bordering tree lines, and the impact of the development on existing water, sewer, and utility connections.

There is interest in reviewing the minutes of all public meetings and meetings with the developer, the City and ODOT regarding any dispensations or variances granted to the developer that might affect our community homeowners. I want to be sure that proper notice was given to our residents throughout the course of this process.

If you would be so kind to advise whether and where such materials are available, I would be most appreciative.

Lastly, please advise whether there are issues still pending that relate in any way to or might possible impact our community and the issues noted above. I would certainly be interested in knowing about and receiving notice of future meetings regarding this project.

Thank you for your consideration of the foregoing.

Very truly yours,

Michael Cappelli

Tax Map 10-11-32-AD; Tax Lot 100

Nila Fankhauser
136 NE 33rd St
Newport, OR 97365

TO:
Derrick Tokos, Community development Director

Newport Community Development (Planning) Department
City Hall
169 SW Coast Hwy
Newport, OR 97365

RE: The Construction of 90 unit apartment complex with access of NE Harney ST. and NE 36th Street.

Let it be known that I object to the above construction. This construction would greatly impact traffic on both 36th Street, 31st Street and Hwy 101 intersection, which is already hazardous.

It would also impact our community of Pacific Homes Beach Club negatively. It would block any possible second access for residents in the case of an emergency or disaster. It will affect flora including trees and animals that currently inhabit the area.

The construction is too close to existing residents of PHBC. Sewer, water and electrical grid will likely be affected. I am concerned for the wellbeing and safety of the senior residents that live in manufactured homes of Pacific Homes Beach Club.

I am asking that the project be reconsidered. I would hope that more time would be allotted for community involvement and input.

Our neighborhood has long valued its peaceful character and the safety it provides to all its residents, especially the elderly population who have chosen to make this community their home. While I understand the importance of growth and the need for additional housing in Newport, I believe that such development should not come at the expense of existing neighborhoods' quality of life or compromise essential infrastructure.

I ask the Planning Department to consider the project's total impact on traffic, safety, the environment, and emergency access. A thorough review, including environmental assessments and robust opportunities for public dialogue, would greatly benefit all stakeholders.

Please consider these points carefully as you evaluate the future of our community.

Thank you for your consideration,

Nila Fankhauser

Tax Map 10-11-32-AD; Tax Lot 107

Newport Community Development (Planning) Dept

I am responding to the notice sent to 4 (not 5) houses in Pacific Homes Beach Club about the traffic Impact Analysis on NE Harney St + NE 36th St

We are a 55 plus senior community that has 138 homes that we each own along with the property that they sit on.
We have at least 36 people that have handicap placards on their cards. We already have a very hard time with traffic on 101, both entering and exiting 31st Street. This new development on NE Harney St. and NE 36th Street will add over 150 new cars on these 2 lane roads with only 2 exits onto Hwy 101. If there is a fire we will not be able to exit because of all the cars. This is true even now, before you add all of the people who move into these apts. Fire, ambulance + paramedics will not be able to respond to help us. Please

Consider the impact that these apartments will have on the neighborhood and our senior community.

Thank you

Patricia Stanifer

334 NE 32nd Street

Newport OR 97365

Ms. Sharon R. Lowry
3236 NE Douglas Street
Newport, Oregon 97365
541-270-3065

Mr. Derrick Tokos
Community Development Director
Newport Community Development Planning Department
City Hall, 169 SW Coast Hwy,
Newport, Oregon 97365

Dear Mr. Tokos,

I have to determine that you are not a stupid man, but I also have to determine that you are a man without compassion or moral compass when it comes to the cries of your community.

I live in a community where neighbors care for neighbors, a community that until recently I felt safe in. Today I do not feel that my city government or county government has my safety in mind at all, nor that of nearly a thousand other people in my area of town. It is apparent that revenue from new housing is more important than any single life or collective life has any bearing on decisions being made. Another thing, where did all these people come from? Do they have jobs? I assume they will never bathe or in any way consume water since we don't have enough for the homes that exist now... I digress...

I live on a hilltop just off Hwy 101. There is only one way in or out of my neighborhood. Two large housing complexes have been constructed bringing in traffic, water/sewer usage, and wear and tear on the only road I can use to get to the highway. There is no traffic light for the hundreds of people living behind me, many don't even bother to stop at the stop sign meant for them so I can enter the highway.

Should there ever be a E3 get out now issued, I would be among a group living in 138 homes that would be unable to escape. I have to wonder how this might go if **your** family lived here. In the years we have lived here we have watched the erosion of the road on NE31st Street, at times half of that road slipping into the ravine. It's like a house built on sand.... It will never be stable. How safe will that road be as an escape.

As you and the other highly educated folks have determined on your own, without benefit of local input, to push this devastating risk to life and limb, the least you could have done was program in safety features for those of us you have effectively land-locked in. I can't imagine anything but dollar signs in your eyes, there is certainly no concern for your neighbors. No compassion, no understanding for the needs of others.

Then, there is the matter of the contractor totally switching the placement of the buildings so that at one time the long-standing homes along NE Douglas Street would have at least a parking lot between their homes and the apartments. As it is now the building structure will sit with the balconies within feet of the property line, destroying any privacy or noise barrier that was provided in the original plan. Are you all so near-sighted that you can't see the big picture. No programmed community harmony created by simple restructuring of building layout.

I'm simply one of hundreds impacted by your committee choices, but I know I am not alone in voicing my disgust and anger at such blatant disregard for the lives of people living in and around Newport, especially in this instance, the people living in Pacific Homes Beach Club, the apartment buildings on all sides of us and the single family homes in the same area. I cannot imagine a world where here in these United States, my freedom, safety and rights can be totally disregarded by a so-called democratic government committee.

Imagine if it were you. Do unto others as you would have them do unto you.

Regards,

Sharon Lowry

Sharon Lowry
Pacific Homes Beach Club

Aug 11, 2025

Dear Whitney

First of all I think its it was pretty shady to ~~any~~ send this letter to Romeo 300 feet from send apartment structure

Anyway my biggest concern is that the original plan was changed so dramatically. You are proposing to totally flip the plot plan to have a 3 floor apartment building right at our property line looking directly into our home and neighborhood not only takes away our privacy but also our security. And lets not forget about the noise!

I understand our area needs housing, but let's do it in a little friendlier way. The apartment building needs to be built at the other end of the parking lot, like the original plan showed.

Sincerely
Teresa Smith

FILE No: 1-TIA-25 (TAXMAP 10-11-32-AD; TAX LOT 101
90 Unit Apt Complex on NE Harney St and NE 36th St

To Whom it May Concern
City of Newport

I have been a resident of Newport since 2005 and a property owner - business and homes.

I am very concerned with the lack of communication and rights of the voters in making decisions about our city. Voters had no say several years ago on gas tax. Plans were created for a Water Tank in my neighborhood for the hospital & Fish plant without Property owners input.

And now property behind PHBC is being altered without new input after changes were made to the old plan.

PHBC is a group of home & property owners who are senior citizens, some with disabilities. This new housing project will affect our Safety by increasing traffic, creating a dangerous situation if a need for evacuation is required and by affecting

over →

our water, sewer & drainage systems. Noise levels will go up & privacy will be affected. There is a strong concern about safety. There is a stop sign that is not always followed by those that live on 31st and when we come down the hill it is a danger. The road between that stop sign & the stop sign to 101 is short and it is difficult to exit. This will now be our only exit and will be impossible to leave in an emergency. We are extremely concerned and would like you to reconsider your decision and take into ~~consid~~ considerations all citizens of the area and the dangers & problems that will be ~~consid~~ developed. We urge you to re think your plan and remember the added costs & dangers this will cause.

We matter too!

Thank you Vickie Bever
329 NE 32ND

Re: File No 1TIA 25, Wyndhaven Ridge 3 property developement

August 8, 2025

Dear Newport Planning Commission,

I live in the 51 yr old Pacific Homes Beach Club, we are a 138 home community with affordable housing for over 200 people 55+. We all own 1/138th interest in our commons which are next to the Wyndham 3 development (originally abutted wetlands).

I am writing to let you know that we have real concerns about the new building that would be the Wyndham 3 development. The added people would jeopardize all of our lives with trying to evacuate in case of a fire, earthquake or other disaster. We also have concerns for the balconies that would be looking into our backyards and basically take away all of our privacy. Its sad that they felt the need to remove the wetlands that our properties back up to. Also, the additional water and sewer use will further put us at risk with water shortages.

We have almost been hit multiple times just trying to leave our park with the one road we have 31st exiting out to 32nd st. The drivers often blow the stop signs. With the already existing apartments of Wyndham phase 1 and 2, we have a lot of people already trying to use 32nd or 36th to access 101 and the traffic back ups are pretty bad.

I ask that you consider our lives and the lives of those living in the apartments and at the bare minimum have the balconies for these apartments face the other way and put the parking spaces behind our homes, like what was in the original plans.

Sincerely,

Vicki Casson 503-341-8026

142 NE 33rd st

Newport

NEWPORT COMMUNITY DEVELOPMENT/PLANNING DEPARTMENT
169 SW COAST HWY
NEWPORT, OR 97365

AUGUST 11, 2025

RE: FILE NO 1-TIA-25
LINCOLN COUNTY ASSESSOR'S TAX MAP 10-11-32-AD; TAX LOT 100

SIR:

THE PROPOSED 90-UNIT APARTMENT COMPLEX AS REFERENCED ABOVE & PER THE CITY OF NEWPORT PUBLIC NOTICE CREATES MULTIPLE ISSUES FOR PACIFIC HOME BEACH CLUB (PHBC) ADJACENT THE SUBJECT PROPERTY.

TRAFFIC FROM THE EXISTING DEVELOPMENTS OF WYNDHAVEN OFF 31ST & HARNEY ST, AS WELL AS THE DEVELOPMENT COMPLEX ON 36TH ST, IS A RESULT OF THE DENSITY THE PLANNING DEPT HAS CREATED WITH THE APPROVAL & SURROUNDING PHBC. THIS TRAFFIC IN AN EMERGENCY (LIKE THE OTIS FIRE) WILL CREATE GUARANTEED GRIDLOCK. FIRST RESPONDERS WILL BE BLOCKED BY GRIDLOCK & PEOPLE WILL VERY LIKELY DIE.

THIS 90-UNIT COMPLEX WILL PROBABLY ADD 180+ CARS TO THE DENSITY. THIS GRIDLOCK WILL ALSO LIMIT A TIMELY ESCAPE TO HWY 101.

A TRAFFIC LIGHT IS NEEDED AT 31ST ST OR 36TH ST AS EITHER MEETS HWY 101. CURRENTLY IT IS VERY DANGEROUS TO MERGE INTO HWY 101 (AS POSTED FOR 45 MPH). A DEATH SHOULD NOT BE NECESSARY FOR THIS TO BE EVIDENT.

A SUBSTANIAL NUMBER OF PHBC RESIDENTS HAVE HANDICAP PLACARDS WHICH REQUIRE ADEQUATE CONSIDERATION.

APARTMENT BUILDINGS 3-STORIES TALL WITH A PROPOSED 24 FOOT SETBACK FROM INDIVIDUALLY OWNED, SINGLE STORY HOMES CREATES A VERY TALL (3-STORY) FACE WHICH TAKES AWAY SUNLIGHT UNTIL MIDDAY. STRONG WALLS & NO LOSS OF DARK SKIES ARE ALSO NECESSARY.

WE FORMALLY REQUESTED A PLANNING DEPT SPOKESMAN PRIOR TO THE VERY SHORT DEADLINE (APPRX. 6 DAYS AFTER RECEIPT OF NOTICE) — NO RESPONSE & NO SPOKESMAN.

WATER (DURING A DECLARED DROUGHT BY THE COUNTY) & SEWER CAPABILITIES NEED VERY SERIOUS CONSIDERATION.

(CONTINUED NEXT PAGE) →

THIS PROJECT NEEDS A SERIOUS - AND LEGAL - REVIEW BY THE CITY OF NEWPORT.

TRAFFIC CREATED FROM DENSITY OF APPROVED SURROUNDING DEVELOPMENTS WILL RESULT IN GRIDLOCK. A 90-UNIT APARTMENT COMPLEX IMMEDIATELY ABUTTING PHBC ON ITS EASTERN PROPERTY BOUNDERY WILL PUT ALL BEYOND THE THRESHOLD.

A TRAFFIC SIGNAL AT 31ST ST OR 36TH ST (AS THEY MEET HWY 101) IS REQUESTED & VERY NECESSARY.

FULL REVIEW OF ADDITIONAL ISSUES (WATER/SEWER/POWER/LIGHTS, ER) IS ALSO NECESSARY FOR OUR ESTABLISHED HOMES & PROPERTIES.

SINCERELY,

MARK STANIFER
334 NE 32ND ST
NEWPORT, OR 97365

August 12, 2025

Newport Community Development (Planning) Department
City Hall
169 SW Coast Hwy
Newport, Oregon 97365

RE: File No. 1-TIA-25
Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100

Sir/Madam:

Attached to this letter are written responses (~14) as well as a petition signed, dated, with addresses & comments (~106 signees) as 11 pages total (for the petition).

All of the above are delivered to Newport Planning Department by 1:00 PM 8/12/25 — well ahead of the stated 6:00 PM deadline on the Public Notice referencing the above.

Most sincerely,
Concerned Residents of PHBC (Pacific Homes Beach Club)

Petition to Request Traffic Control Due to Impact of Increased Density

Petition summary and background	Wyndham Ridge Apartments, Phase 3 – This development borders on Pacific Homes Beach Club property. The development will negatively impact traffic management, the environment, and PHBC quality of living.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to address the problems created by the development concerning density, traffic safety and management, environmental degradation, noise, and "Dark Skies" regulations. Due to the increased number of people (density), we request that a traffic light be installed at either 36th or 31st St. in Newport.

Printed Name	Signature	Address	Comment	Date
Sandra Amsden	Sandra Amsden	422 NE 35th St,	We don't have enough exits + traffic is already bad	8-8-25
Robert Hatfield		105 NE 33rd Dr	Accidents on 31st & 101 will only increase, Need a light.	8-8-25
Cherie Clark	Cherie Clark	3414 NE Avery	Traffic	8-8-25
Dianna Wardell	Dianna Wardell	339 NE 35th St	traffic, fire Exit, traffic Light on 101, Fire exit	8/8/25
Douglas Wardell		339 NE 35th St	Traffic, Light on 101 fire Exit, Traffic Noise	8/8/25
Patricia J. Loose	Patricia J. Loose	400 N.E. 32nd St	Increased traffic a problem	8-9-25
RODNEY L. LOOSE	Rodney L. Loose	400 NE 32 ST	TRAFFIC CONTROL	9 AUG 2025
SHARON R LOWRY	Sharon R Lowry	3236 NE Douglas St	You are putting the lives of many in jeopardy	8/9/25
TERRY ZWETZIG	Terry Zwetzig	3426 NE Douglas ST	LOSS of PRIVACY SUNLIGHT TRAFFIC	8/10/2025
Patricia Stanley	Patricia Stanley	334 NE 32nd St. Newport OR	7150 Exits 2 exit Flood Road Fault	8/11/25
MARK STANLEY		334 NE 32nd St, Newport, OR 97365	GRIDLOCK FROM DENSITY IN EMERGENCY 2 NEED STOP LIGHTS 36th OR 31st	8/11/25
Janet Baldwin	Janet Baldwin	3435 Douglas Newport, OR 97365	Scope as above	8/11/25

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Printed Name	Signature	Address	Comment	Date
Scott Parkes	Scott Parkes	3336 NE Coos St	We need a Stoplight- The Otis Fire 10K Backup for Miles was Bad Enough but more traffic will just MAKE Everything Worse & RVs etc ALL Summer	8/8/2025
RUTH M. OTTO	Ruth M Otto	3337 NE Coos ST		8-9-25
Kerri Tyler	Kerri Tyler	3449 NE Benton St	Traffic increase that impacts emerg. response and safety— Very dangerous to get out on Hwy 101. Response and danger from DAM failure	8/9/25
HARRY A. OZUNA	Harry A Ozuna	3317 NE BENTON ST	—	8/9/25
LAUREL COCKRUM	Laurel Cockrum	3219 NE Douglas Newport 97365	TRAFFIC LIGHT AT NE 36th	8/9/25
DOREEN FARNHAM	Doreen Farnham	3216 N.E Coos Newport, OR	NEED A STOP LIGHT AT 31ST OR 36TH BECAUSE OF GRIDLOCK	8/9/25
Steve Sprague	Steve Sprague	224 NE 33rd		8/9/25
Vickie Bevens	Vickie L Bevens	329 NE 32ND St.	Building behind us affects water & sewer & more	8/9/25
DIANNE K. BRINK	Dianne K. Brink	415 NE 35TH ST.	Estimate 180+ vehicles added to 31ST & 36TH; BIG CREEK Bridge still not open - LIGHTS NEEDED	8/9-2025
TERRA KNIGHT	Terra Knight	448 NE 35th		8925

over

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Printed Name	Signature	Address	Comment	Date
Tom Maxwell		358 NE Benton		8825
~~Vicki Cassin~~		~~142 NE 33rd~~		~~8-8-25~~
Vicki Cassin	Vicki Cassin	142 NE 33rd		8-8-25
Dennis Gibson	Dennis Gibson	142 NE 33rd		8-8-25
Elizabeth Delaney	Elizabeth Delaney	3446 NE Coos St		8-8-25
Allen Terhaar		3223 NE Douglas		8-8-25
Robin Cole		3223 NE Douglas		8-8-25
Sue Philo	Sue Philo	238 NE 35th St.		8-8-25
Tim Madden		129 NE 33rd Ct		
Donella Pitzl	Donella Pitzl	466 NE 32nd St.		8/8/25
A. E. "Sam" Small	A E Small	3333 NE Douglas		8/8/25
John Beeson	John Beeson	416 NE 32nd St		8-8-2025

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Printed Name	Signature	Address	Comment	Date
MICAH CAPPELLA		3429 NE COOS ST.		8/8/2025
Joyce Creed	Joyce L Creed	3325 NE Douglas	remember the animals	8/8/2025
[illegible]	[illegible]	117 NE 35th St	Traffic Congestion	8/8/2025
Katherine C. Roberts	Katherine C. Roberts	334 NE Douglas		8/8/2025
Sharon R Lowry	Sharon R Lowry	3236 NE Douglas St,	Please don't put my life in jeopardy	8/8/2025
Arlan Gilliland	Arlan W Gilliland	3447 N.E. Douglas St	Not A Good Idea Think of Us	8/8/2025
CeCe Craven Kelly	CeCe Craven Kelly	3429 NE Avery St	THIS IS OUTRAGIOUS. WHAT COSTS ARE RECORDED to see if they can provide for the safet of our COMMUNITY. I AM sending A FULL letter to the Planning Dept	
TILLIE WHITE		3410 NE BERTON	water. SEWAGE. traffic	8/8/25
Robert Kopp	Robert Kopp	429 NE 35TH	TRAFFIC CONGESTION	8/8/25
NILA FANKHAUSER		136 NE 33RD	disruption of community TRAFFIC Cong. worse	8/8/25
GREG FIDER		100 NE 33RD	TRAFFIC CONGESTION	8/8/25
Joe Jouces	Joe Duncan	101 NE 35th St	Accidents will increase	8/8/25

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Printed Name	Signature	Address	Comment	Date
MAGGIE PULASKI	Maggie Pulaski	3417 NE DOUGLAS ST NEWPORT OR		8/8/25
BERT PULASKI	Bert Pulaski	3417 NE DOUGLAS ST NEWPORT OR		8/8/25
CHRISTINE RAMEY	Christine Ramey	443 NE 35th Newport	We need a light-	8/8/25
DAVID RYKER	David Ryker	443 NE 35th	We need a light	8/8/25
Deral McKee	Deral McKee	3315 NE Coos St.		8/8/25
GAYLE HANSEN	Gayle Hansen	3211 NE Coos St.	A light on 101 would help.	8/8/25
BETTY KERL	Betty Kerl	310 NE 32nd ST.	needs ATTENTION	8/9/25
Diane Kelps	Diane Kelps	429 NE 35th ST.		8/9/25
Joseph York	Joseph York	114 NE 33rd St.	Traffic is dangerous already. 31st is crumbling	8-9-25
Dennis Roberts	Dennis Roberts	3311 NE Douglas St.	Traffic problems already	8-9-25
KAY JONES	Kay Jones	3432 NE DOUGLAS		8-9-25
NORMAN JONES	Norman Jones	3432 NE DOUGLAS	Thank you for making us leave NEWPORT	8-9-25

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Printed Name	Signature	Address	Comment	Date
WALTER DUALL	Walter Duall	3334 NE Avery St		8/9/25
MARLOWE HODGE	Marlowe Hodge	153 NE 35th St.		8/9/25
Sam Long	Sam Long	153 NE 35th		8-9-25
Debbi Hicks	Debbi Hicks	450 NE 32nd		8/9/25
Cherith Shafer	Cherith Shafer	345 NE 35th St		8-9-25
Cale Shafer	Cale Shafer	" " "		8/9/25
Nicholas Nieto	Nicholas Nieto	3420 NE Coos St		8/9/25
Bonnie Andersen	Bonnie Andersen	3444 NE Douglas St		8/9/25
MICHAEL RIESKAMP	Michael Rieskamp	3431 NE Coos St. Newport OR		8/9/25
JANICE M RIESKAMP	Janice M Rieskamp	3431 NE Coos St Newport OR		8/9/25
Shannon Nottestad	Shannon Nottestad	3434 NE Coos St		8/10/25
Diane May	Diane May	3345 NE Coos St.		8/10/25

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Printed Name	Signature	Address	Comment	Date
John Gibb	John Gibb	338 NE 35th St		8-8-25
Glen W. Small	Glen W Small	3348 NE Coos		8-8-25
Donnak Small	Donnak Small	3348 NE Coos	Too much traffic	8-8-25
Leon Ward	Leon Ward	437 NE 32nd St	Fire hazerd	8-8-25
Carol Ward	Carol Ward	437 NE 32nd St	Too much traffic	8-8-25
Juliann Bornschein	JBornschein	425 NE 32nd St	Traffic	8/8/25
CAROL RITCHEY	Carol Ritchey	3359 NE COOS ST	Too much congestion	8/8/25
Georgene VonClosen	Georgene VonClosen	237 NE 35th St	traffic	8/8/25
Arnie VonClosen	Arnie VonClosen	237 NE 35th St	Water	8/8/25
Audrey Nelson	Audrey Nelson	128 NE 33rd St	Traffic	8/8/25
Gene Nelson	GENE NELSON	128 NE 33rd St	Traffic	8/8/25
DAVID FOROS	David Foros	3446 NE COOS ST.	TRAFFIC	8-10-25

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Printed Name	Signature	Address	Comment	Date
Linda Hurley	Linda Hurley	104 NE 33rd Dr	How can so many escape a fire?	8/8/25
Gary D Hurley	Gary D Hurley	104 NE 33rd Drive	Traffic is disaster	8/8/25
Cynthia Michelle Doyle	Cynthia Michelle Doyle	109 NE 33rd Dr	Not enough exits to exit due to escape from fires	8/9/25
SANFORD BRINK		415 NE 35TH ST	TRAFFIC CONCERNS	8/9/25
Linda Odell	Linda M. Odell	3421 NE Douglas St.	Need a FLASHING STOP SIGN & A TRAFFIC LIGHT @ 101	8/9/25
James Odell	J. M. Odell	3421 NE Douglas St	Traffic @ NE31 & NE32	8/9/25
Young Hennessey	Young Hennessey	3356 NE Coos St.		8/10/25
Ruth Hennessey	Ruth Hennessey	"		8/10/25
Daniel Wood	Daniel Wood	"		8/10/25
Clair Finnigan	Clair Finnigan	3443 NE Alder	Traffic	8/10/25
Sandra Straw	Sandra V. Straw	142 NE 33rd	Concerned with Traffic Backups	5/10/25
Dick R Scan	Janice Scriven	3334 NE Benton		5/10/25

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Printed Name	Signature	Address	Comment	Date
O.L. HALLFORD		189 NE 35TH ST NEWPORT ORGGA		AUG 11 25
J.L. WRIGHT		224 NE 35th Newport OR		Aug 11 25
T. Hennessey		437 NE 35th St Newport OR		8/11/25
Cory Sanchez		123 NE 35th St Newport OR 97365		8/11/25
DIANE GARCIA		Newport OR 97365 3337 N.E. Benton		8/11/25
Joanne Stump		3337 NE Benton Newport OR		8/11/25
James Hoore		3468 NE Douglas		8/11/25
Margaret McGovern		136 NE 33rd St		8/11/25

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Printed Name	Signature	Address	Comment	Date
Nicole Thomas	Nicole Thomas	331 NE 32nd St.	This important issue needs further discussion.	8-10-25

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Printed Name	Signature	Address	Comment	Date
RAMONE ARLACH	Ramona Arlach	177 NE 35TH ST	ALSO WERE ARE THE LOW COST UNITS	6/11/25

Oregon
Tina Kotek, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building B
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: August 18, 2025

TO: Duane Liner, PE
Development Review Coordinator

Arielle S. Childress 2025.08.18 12:48:43 -07'00'

FROM: Arielle Childress, PE
Traffic Analysis Engineer

SUBJECT: Wyndhaven Ridge Phase 3 Development (Newport, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated May 10,2023) to address traffic impacts due to development southwest of NE 36th St and NE Harney St in the city of Newport, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in June 2025. The current version is published online at: https://www.oregon.gov/odot/Planning/Pages/APM.aspx. As a result, we submit the following comments for the City's consideration:

Proposed mitigation comments:

1. ODOT maintains jurisdiction of the Oregon Coast Highway No. 009 (US 101) and ODOT approval shall be required for all proposed mitigation measures to this facility.
2. No operational or queuing mitigation measures have been proposed. This conclusion appears reasonable for this proposed development.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact study has been prepared in accordance with ODOT analysis procedures and methodologies. No further analysis work should be required.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.CHILDRESS@odot.oregon.gov.

City of Newport
Land Use Application

Applicant Name(s): APPELLANT	Property Owner Name(s) *if other than applicant*
Michael J Cappelli	Wyndhaven Ridge 3 LLC
Applicant Mailing Address:	**Property Owner Mailing Address:**
3429 NE Coos St Newport OR 97365	
Applicant Phone No.	**Property Owner Phone No.**
916 300 4049	
Applicant Email	**Property Owner Email**
michaelcappelli1@gmail.com	
Authorized Representative(s): *Person authorized to submit and act on this application on applicant's behalf*	
Not applicable	
Authorized Representative Mailing Address:	
Not Applicable	
Authorized Representative Telephone No.	
Not Applicable	
Authorized Representative Email. Not Applicable	

Project Information

Property Location: *Street name if address # not assigned*
Vacant lot bordering NE Harney and NE 36th Street

Tax Assessor's Map No.: 10-11-32-AD **Tax Lot(s):** 00100

Zone Designation: R-4 **Legal Description:** *Add additional sheets if necessary*

Comp.Plan Designation:

Brief description of Land Use Request(s):
Examples:
1. *Move north property line 5 feet south*
2. *Variance of 2 feet from the required 15-foot front yard setback*

Appeal of Final Order, File No. 1-TIA-25

Existing Structures: if any
Not applicable

Topography and Vegetation:
Not Applicable

Application Type (please check all that apply)

- ☐ Annexation
- ☑ Appeal
- ☐ Comp Plan/Map Amendment
- ☐ Conditional Use Permit
  - ☐ PC
  - ☐ Staff
- ☐ Design Review
- ☐ Geologic Permit
- ☐ Interpretation
- ☐ Minor Replat
- ☐ Partition
- ☐ Planned Development
- ☐ Property Line Adjustment
- ☐ Shoreland Impact
- ☐ Subdivision
- ☐ Temporary Use Permit
- ☐ UGB Amendment
- ☐ Vacation
- ☐ Variance/Adjustment
  - ☐ PC
  - ☐ Staff
- ☐ Zone Ord/Map Amendment
- ☐ Other

FOR OFFICE USE ONLY

File No. Assigned: 1-TIA-25		
Date Received: 9/15/25	Fee Amount: 250 -	Date Accepted as Complete:
Received By: SD	Receipt No. 9225	Accepted By:

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629

CITY OF NEWPORT
SEP 15 2025
RECEIVED

City of Newport
Land Use Application

I undestand that I am responsible for addressing the legal criteria relevant to my application and that the burden of proof justifying an approval of my application is with me. I aslo understand that this responsibility is independent of any opinions expressed in the Community Development and Planning Department Staff Report concerning the applicable criteria.

I certify that, to the best of my knowledge, all information provided in this application is accurate.

APPELLANT Applicant Signature(s)	9/14/2025 Date
Property Owner Signature(s) (if other than applicant)	Date
Authorized representative Signature(s) (if other than applicant)	Date

Please note application will not be accepted without all applicable signatures.

Please ask staff for a list of application submittal requirements for your specific type of request.

APPEAL OF FINAL ORDER

Issuing Agency: The City of Newport, Community Planning Department

Identification of Decision: Final Order issued by the Community Planning Department

Date Issued: August 28, 2025

Land Use File No.: 1-TIA-25 **Assessors Map:** 10-11-32-AD

Tax Lot: 00100

Property Description: The proposed construction of a 90-unit apartment complex on the vacant land bordering the west side of NE Harney Street and the south side of NE 36th Street and abutting the Pacific Homes Beach Club (PHBC).

Standing

I am a resident of the City of Newport. I am the appellant in this matter. I live in PHBC, a small, gated neighborhood of 138 homeowners aged 55 and over. I own a single-family home located in PHBC located at 3429 NE Coos Street, Newport, 97365.

PHBC abuts the subject property and NE 31st Street, a relevant roadway discussed in the May 10, 2023, TIA. The Final Order issued in this matter substantially impacts travel to and from the only entrance/exit point in PHBC. The entrance/exit point intersects with NE 31st Street.

I own a vehicle that I regularly drive to enter and exit PHBC. As such, I am directly affected by the findings in the Final Order.

Statement of Grounds for Appeal

Exhibit A hereto addresses the omission of relevant and specific findings of fact and conclusions of law rendering the Final Order inconsistent, incomplete, ambiguous, and contrary to law.

Hearing of the Appeal

Appellant wishes this appeal to be heard *de novo.*

EXHIBIT A

APPEAL OF FINDINGS OF FACT AND CONCLUSIONS

Summary of Argument and Requested Mitigation.

1. The Final Order (Order) relies exclusively on the May 10, 2023, TIA (2023 TIA). There is no finding of any further investigation, review, or evidence gathering by the Department during the *subsequent 27-month time gap between the 2023 TIA and the August 28, 2025, Order.* Consequently, there is no way to confirm that the assumptions made in the 2023 TIA are presently accurate or complete.

Appellant requests the Order be reversed or stayed until a comprehensive investigation of post-2023 traffic impact can be made.

2. The Order and 2023 TIA were unduly limited in scope. The only substantive analyses focus on (a) the physical conditions of the relevant roads *e.g.,* pavement cracks and potholes and (b) a sole review of access to Hwy 101 from its intersections with NE 31st Street and NE 36th Street.

There are no findings or conclusions relating to then existing and ensuing traffic safety conditions reasonably observable on NW 31st Street, between NE Harney on one end and Hwy 101 on the other e.g., obstructed lines of sight, ineffective traffic control, and intersection blockage.

Appellant requests the Order be stayed until a traffic impact assessment can be made of NW 31st Street.

3. The Order fails to assess the east-facing stop sign on NE 31st Street, which is obscured by a slope and berm that exposes vehicles proceeding west on NE 31st Street to significant risks.

There are similar risks to vehicles proceeding east on NE 31st Street or turning left into the Pacific Homes Beach Club (PHBC) due to the obstructed line of sight beyond the berm.

There are similar risk to drivers entering or exiting PHBC due to the line of sight obstructed by the berm and the queuing of vehicles blocking the entrance/exit to from and to PHBC from NE 31st Street.

Appellant requests mitigation of these conditions with additional signage, pavement warnings, intersection controls, and/or other appropriate control measures.

4. Notice of the August 12, 2025, hearing was defective, failing to include all 138 homeowners within PHBC. The single point of entrance/exit from and to PHBC along NE 31st Street impacts all homeowners in the community. The failure to give notice to these homeowners made it impractical or impossible for them to reasonably respond to the notice and attend the hearing.

Appellant requests a new hearing be scheduled upon proper notice to all PHBC to allow them the opportunity to review and comment upon issues raised in the Order.

ARGUMENT

1. The Department erroneously relied on May 10, 2023, TIA as the singular basis for its findings and conclusions.

For the most part, there are no actual fact findings in the Order to support the Department's conclusions.

Findings of Fact 1 through 4 are introductory comments identifying the subject property and the engineering firm that conducted the 2023 TIA. *Findings of Fact 5 through 9* recite the statutory requirements to be met in a TIA as identified in NMC Section 14.45. No factual findings are actually made in this section of the Order.

Other than the payment of a filing fee by owners of the subject property, there are no subsequent findings indicating what, if any, data was collected or evaluated post-2023 or retroactively included in the 2023 TIA. *Finding of Fact 1.*

There are no findings as to whether the 2023 TIA was amended to include different, new, or changes in traffic flow to ensure its adequacy on August 28, 2025, the date the Order issued in this matter. There is no finding whether the 2023 TIA piggybacked upon prior assessments, if any, associated with the land use permits approved and subsequent construction of Phases 1 and 2 of the Wyndhaven apartment complexes.

Most importantly, there is no evidence that the Department did any further investigation during the *subsequent 27-month time gap between the 2023 TIA and the August 28, 2025, Order:*

Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. *See, Overall Conclusion 1.*

Without evidence of any meaningful post-2023 analysis, it is impossible to conclude that the 2023 TIA expresses a timely and contemporary assessment of now existing conditions.

Accordingly, the Order is defective on its face and should be reversed or stayed for further fact assessments.

2. The Department's findings referencing traffic flow and safety are limited to an examination of (a) the physical conditions of the relevant roads e.g., pavement cracks and potholes, and (b) a review of access to Hwy 101 from its intersections with NE 31st Street and NE 36th Street.

Conclusion 2, and its subparts, fail to provide any evidence of an assessment of traffic impact *upon NE 31st Street* between its intersection with NE Harney Street and Hwy 101, either in the 2023 TIA or during the *27-month time gap* between the 2023 TIA and the present.

The intent of NMC Section 14.45, *Traffic Impact Analysis Requirements,* is to require the assessment of all relevant and available evidence to identify and ensure that all impacted roads of travel are safe or can be made safe prior to the approval of a land use permit.

A comprehensive TIA, among other things, should include an *analysis of all intersections or roadway links that may be adversely affected as a result of the proposed development.* NMC Section 14.45.030.

Though NE 31st Street is mentioned throughout the 2023 TIA, no actual analysis of the traffic flow conditions *along* the street was ever made.

Conclusion 2D and *2I, and Conclusion 5D* confirm that the 2023 TIA focused solely on 2023 vehicle traffic flow *at the intersection of Hwy 101 and NE 31st Street Hwy and the intersection of Hwy 101 and NE 36th Street.* ***Appellant is not addressing the 2023 TIA as it relates to NE 36th Street.***

ODOT's letter of *August 18, 2025,* (submitted *after* the August 12, 2025, hearing) confirms only that the 2023 TIA used acceptable methodologies in evaluating the statistically predictive traffic impact of vehicles *accessing* Hwy 101 from its intersection with NE 31st Street. *Conclusion 4 C.*

Conclusion 2 F and 2G only reference the inspection of the physical conditions of the relevant roads *e.g.,* potholes, pavement cracks, *etc.*

There is an unexplained comment in *Subsection K (erroneously labeled as H, below Subsection J, on the Department's Exhibit A at page 5)* noting that the 2023 TIA *accounted for* phases 1 and 2 of the Wyndhaven complexes. However there is no mention what was accounted for or what the status of construction of the 2 complexes was at the time they were *accounted* for.

- The 2023 TIA makes a statistical finding of an increase of 607 vehicle trips coming from the subject property. There are no findings as to whether any other data was compiled or aggregated into the report demonstrating an assessment of the *current and actual impact* of trip generation from the existing Wyndhaven complexes on NE 31st Street and (as opposed to a presumably prior statistical evaluation).

- The 2023 TIA failed to include PHBC in its study area despite its direct abutment to the subject property and its sole entrance/exit point from and to NE 31st Street.

These omissions require the preparation of a new or revised TIA.

3. The specific preexisting and current traffic risks on NE 31st Street were not properly evaluated by the Department.

A. <u>Traffic Conditions Along NE 31st Street – The Single Stop Sign, Berm and Unmarked Intersection.</u>

There is a single stop sign on NE 31st Street between NE Harney Street and Hwy 101. The stop sign faces west to vehicles traveling toward Hwy 101. The stop sign is located on a significant berm approximately 8 car lengths from the Hwy 101 intersection.

Approximately 3 car lengths from the *NE 31st Street* stop sign is the sole PHBC entrance/exit point (from NE 32nd Street onto and from NE 31st Street). There is a stop sign *at this point*.

These two stop signs are separated by an approximate 45-degree angle. Consequently, neither stop sign provides a clear line of sight of traffic exiting from NE 32nd Street (PHBC) or traffic proceeding west along NE 31st Street from the stop sign on the berm.

Heading east on NE 31st Street, approximately 3-4 car lengths from Hwy 101, there is an unmarked intersection which allows east bound traffic to make a left-hand turn into PHBC. The berm obscures the line of sight of vehicles turning left from this point.

Photo 1

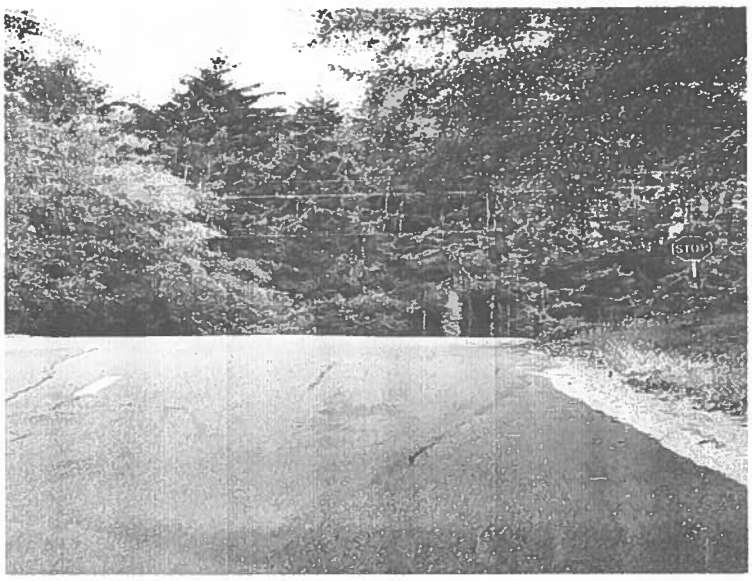


Photo 1 shows the west facing stop sign on the berm. It is impossible for east-bound drivers to see oncoming traffic until their vehicles actually reach the stop sign at the top of the berm.

Since the construction of Phases 1 and 2 of the Wyndhaven complexes, there has been an increase in rolling stops and blown stops signs at this section of NE 31st Street. First-hand accounts of incidents which the Department could have obtained and can now be made available for confirmation.

Photo 2

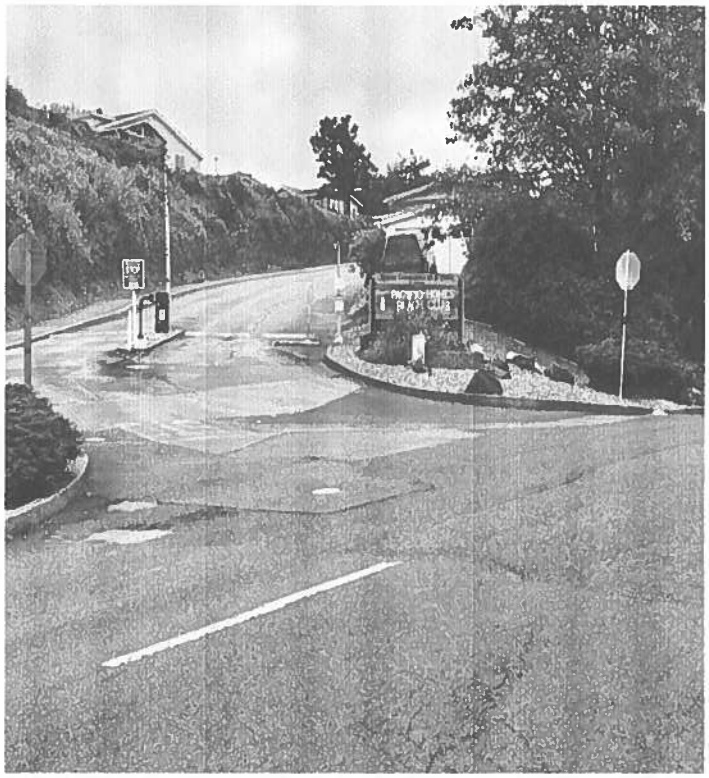


Photo 2 shows the stop signs on NE 31st Street at the exit from PHBC. One can see that the angle of these competing stop signs and the berm obscure the lines of sight in both directions.

Photo 3

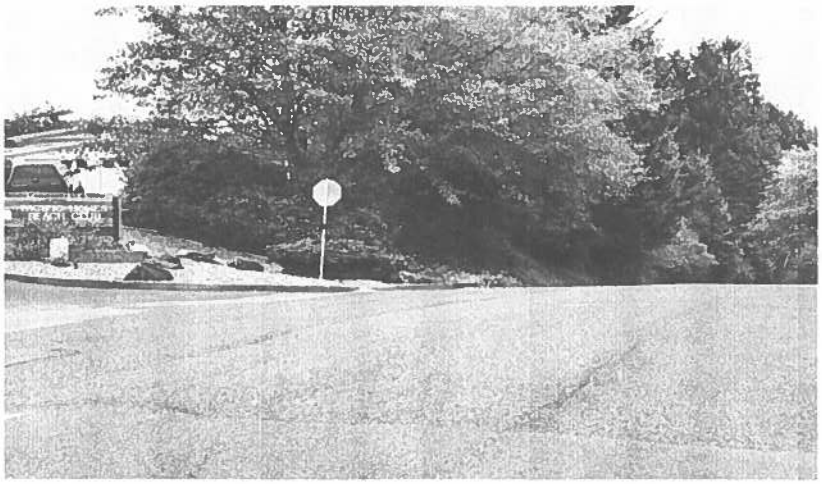


Photo 3 shows the obstructed view of drivers of vehicles heading east on NE 31st Street. This particular photo further shows the obstructed view of drivers wishing to turn left into PHBC or continue east on NE 31st Street. This section of the road is unmarked and about 5 car lengths from Hwy 101.

B. The illustrated road conditions are dangerous conditions of public property that must be mitigated before construction begins on the subject property.

Conclusion 5D state that the additional traffic resulting from the construction of the apartment complex will increase queuing and crossing delays from NE 31st to Hwy 101. These increases create an increased probability that the unmarked intersection will blocked vehicles from entering/exiting PHBC into and from NE 31st Street.

The photos show that the dangerous conditions associated with this particular unmarked intersection will be exacerbated by the acknowledged increase in traffic.

In addition to obstructed lines of sight and of paramount concern to PHBC, there is an increased probability that emergency vehicles, particularly fire, paramedics, and ambulances seeking to enter/exit PHBC will be blocked by queuing vehicles seeking to turn onto Hwy 101. The short distance between the PHBC entrance/exit point and the unmarked left-hand turn point exposes PHBC residents to substantial risks of harm to life and property.

This hazard cannot be remedied by queued vehicles attempting to make space, move forward or backward, or move to the other side of the road.

There is no reasonable place for the cars to go to abate this hazard.

All of these conditions were known or should have been known to the Planning Department in 2023 and the *subsequent 27-month time gap*.

These clear omissions are evidenced by the lack of factual findings needed to support the Department's Order that the 2023 TIA paints an accurate representation of then existing facts as well as contemporary facts impacting traffic flow.

4. The notice of the August 12, 2025, hearing was insufficient and failed to give all PHBC homeowners the opportunity to prepare for and comment on the relevant subjects.

On July 29, 2025, written notice of the Department's hearing was *mailed to only 5 of the 138 homeowners within PHBC.* According to *Conclusion 4A* of the Order, the rationale for giving such limited notice was based upon NMC 14.52.060C5, which only requires notice to be given to record property owners *within 200 feet of the subject property.*

Appellant finds it peculiar that the Department relied on this statute given its attachment of a plat map to the notice of hearing that clearly shows PHBC, its borders, all 138 homes, its abutment to the subject property, and its single entrance/exit point. The Department had actual notice of this information and chose, instead, to ignore it.

Upon the later discovery of the August 12, 2025, meeting, and prior thereto, PHBC invited a spokesperson to explain the matters to be discussed. PHBC residents were anxious to present direct evidence of individual safety incidents associated with the already increased travel along NE 31st street. PHBC received no response.

PHBC is a longstanding and recognized residential neighborhood managed by a Homeowner's Association. The HOA is delegated to act on behalf of its residents *vis a vis* public agencies and private enterprises. The City is well aware of its many interactions with the HOA with respect to municipal issues over decades.

In particular, *Conclusion 4(B)(i)* expressly acknowledges the Department's awareness of how PHBC is situated *vis a vis* the subject property. There is no valid excuse for not at least notifying the HOA of the Department's meeting.

Unlike PHBC, neither Phases 1 nor 2 of the Wyndhaven complexes abut a residential community. This is a crucial distinction given that PHBC is a gated community that directly borders the subject property and NE 31st Street.

Limiting notice to five owners of the PHBC community was unreasonable.

CONCLUSION

The fundamental question here is whether or not the Department acted reasonably in solely relying on 2023 TIA to reach its findings and conclusions.

Neither the *Findings of Fact*, which are not really findings, nor the *Conclusions*, which are not supported by the *Findings of Fact*, demonstrate an adequate basis for the Order.

There is no recited evidence that traffic flow along NE 31st Street was ever evaluated in 2023. There is no evidence of post-2023 review of traffic conditions in the subsequent *27-month time gap*.

It is impossible to tell whether the Department approached its responsibilities with the requisite diligence to ensure a complete and timely assessment of traffic flow.

Mitigation

A. Appellant requests mitigation of the risks associated with the dangerous conditions existing along NE 31st Street at the time of the 2023 TIA and subsequent *27-month time gap*.

The dueling stop signs, the obstructing berm, and the blocking of the unmarked intersection into and from PCBH can be mitigated with additional signage and/or painted street warnings on the upslope to the stop sign on the 31st Street berm and additional signage or painted street warnings to ensure the unmarked intersection t and from PCBH remains clear of queuing traffic.

B. Appellant requests a new or updated TIA be completed to evaluate the present traffic flow conditions along NE 31st Street to determine the actual impact of post-2023 traffic conditions including actual traffic counts coming from Phases 1 and 2 of the Wyndhaven complexes.

C. Appellant requests that the homeowners of PHBC be allowed to present additional evidence of increased traffic incidents at a future hearing, before the commencement of construction on the subject property.

For these reasons, the Order should be reversed or stayed until such time as the dangerous conditions are abated and a proper and updated TIA is completed.

Respectfully submitted,

Michael J. Cappelli, Appellant
September 14, 2025

City of Newport
Land Use Application

Applicant Name(s):	Property Owner Name(s) *if other than applicant*
George Dwyer	
Applicant Mailing Address:	**Property Owner Mailing Address:**
3456 NE Douglas St Newport OR	
Applicant Phone No.	**Property Owner Phone No.**
541-270-0391	
Applicant Email	**Property Owner Email**
gsmail53@gmail.com	
Authorized Representative(s): *Person authorized to submit and act on this application on applicant's behalf*	
Same as Above	
Authorized Representative Mailing Address:	
Same as Above	
Authorized Representative Telephone No.	
Same as Above	
Authorized Representative Email. Same as Above	

Project Information

Property Location: *Street name if address # not assigned*	
Harney and 36st Wyndhaven Phase 3	
Tax Assessor's Map No.: 10-11-32-AD	**Tax Lot(s):** 100
Zone Designation:	**Legal Description:** *Add additional sheets if necessary*
Comp.Plan Designation: Multi-story Apartments	
Brief description of Land Use Request(s): *Examples:* 1. *Move north property line 5 feet south* 2. *Variance of 2 feet from the required 15-foot front yard setback*	Do Not Allow Construction of 90 Multi-Story A
Existing Structures: if any	
N/A	
Topography and Vegetation:	
Cleared Land Where Wetlands Once Were Thriving	

Application Type (please check all that apply)

☐ Annexation	☐ Interpretation	☐ UGB Amendment
☑ Appeal	☐ Minor Replat	☐ Vacation
☐ Comp Plan/Map Amendment	☐ Partition	☐ Variance/Adjustment
☐ Conditional Use Permit	☐ Planned Development	☐ PC
☐ PC	☐ Property Line Adjustment	☐ Staff
☐ Staff	☐ Shoreland Impact	☐ Zone Ord/Map
☐ Design Review	☐ Subdivision	☐ Amendment
☐ Geologic Permit	☐ Temporary Use Permit	☐ Other

FOR OFFICE USE ONLY

File No. Assigned:		
Date Received: 9/15/25	**Fee Amount** 250-	**Date Accepted as Complete:**
Received By: SM	**Receipt No.** 9228	**Accepted By:**

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629

CITY OF NEWPORT
SEP 15 2025
RECEIVED

City of Newport
Land Use Application

I undestand that I am responsible for addressing the legal criteria relevant to my application and that the burden of proof justifying an approval of my application is with me. I aslo understand that this responsibility is independent of any opinions expressed in the Community Development and Planning Department Staff Report concerning the applicable criteria.

I certify that, to the best of my knowledge, all information provided in this application is accurate.

George Dwyer	9/15/2025
Applicant Signature(s)	Date
Property Owner Signature(s) (if other than applicant)	Date
Authorized representative Signature(s) (if other than applicant)	Date

Please note application will not be accepted without all applicable signatures.

Please ask staff for a list of application submittal requirements for your specific type of request.

George W. Dwyer
Cell 541-270-0391
3456 NE Douglas St.
Newport, OR 97365

September 15, 2025

City Of Newport, Oregon
Newport, OR Planning Commission
via e-mail only

Re: Approval of Wyndhaven Phase 3 Development of a 90 Unit Apartment Complex
Tax Lot 100.

APPEAL OF FINAL DECISION

The decision to approve Cobalt Developers, LLC Wyndhaven PH3 90 unit complex is wrong on so many levels.

To Begin:

- The information the approval process used is outdated and reflects incorrect data.
- The approval is based on only ONE aspect of the negative impacts it will have on the surrounding area and residents.
- The city has already allowed the area to be overpopulated, endangering all the existing Agate Beach Newport taxpayers disregarding OAR 660-012-0000.
- The approval was based off prejudice and bias decisions.

1. **The information the approval process used is outdated and incorrect.**
   The 2023 Lancaster Mobley's TIA was prepared years ago and does not reflect the present conditions we face daily. The city's community developer director approval conditions state:
   (See Clip Below and Exhibit "A")

CONDITIONS OF APPROVAL:

1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and

   Lancaster Mobley's TIA Figure 6 Mis-Informs That Harney Street at Intersection 5 is a Operational Roadway With AM & PM Traffic Flow Analysis Numbers Assigned to It. This is INCORRECT. This road entrance is and has been Closed and Inaccessible for a long period of time. **This section of Harney St going south is a ONE WAY Gravel Road on Unstable Ground. Not suitable as a dependable roadway, and never improved as was defined in the 2021 DKS traffic solutions.**

See Exhibit "B".

Conditions have Changed Since the 2023 Lancaster Mobley data was collected. Those of us that actually live here and experience the challenge first-hand have noticed the degree of difficulty

we face exiting the 31st & 36th Streets and 101 intersections. Miles of vehicles make it almost impossible to make a left turn. When we can dart through a small break in the northbound traffic we then risk our lives having to pull halfway out to a center lane making ourselves vulnerable to a head on or rearend collision from the southbound. The decision to go forward with Wyndhaven PH3 90 units need a up-to-date TIA that includes Accident and Traffic Flow Data that reflect the Current Conditions. The present day conditions would not allow the Safe Evacuation of All the Current Residents. The City Has Allowed Over 300 New Residents With Wyndhaven PH 1 &2 to be Packed Into Our Confined, Boxed in Area Without any of the recommended DKS road improvement solutions provided to the city in 2021. This Has Already Violated OAR 660-012-0000's Purpose in Providing a Safe Transportation System in Cordination With Land Use Planning.

660-012-0000: Purpose
(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient, and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:
(a) Provide for safe transportation for all Oregonians;

Please respond in writing with a corrected, up-to-date, TIA that includes an emergency traffic flow analysis for the existing population to evacuate the area and the effects of adding 90 more vehicle's would have. We need road improvements before anymore residents are packed into our area. The information requested is a major concern and cannot be shrugged off as irrelevant.
See Exhibit "C".

2. **The approval is based on only ONE aspect of the negative impacts it will have on the surrounding Communities and area residents.**

A full water and sewer line infrastructure analysis needs to be performed. Including the aged condition and the impact of adding 90 new households will have on the existing water and sewer lines. The taxpayers should not have to bear the cost burden to upgrade the system to accommodate the 90 new households. This expense should fall on the developer. This should have been part of the approval process for PH 1 & 2 and cannot be overlooked for PH3, as it affects all residents.

According to the 2025 US Drought Monitor Lincoln County is presently under D2 drought conditions. Newport has been placed under water restrictions the past few years. We cannot keep adding a burden to our limited resources. **A full analysis needs to be performed** on how adding 90 new households will impact our depleted water resources now and in the future. These drought conditions also increase our wildfire risk. **Please respond in writing with the information requested as this is a major concern and cannot be shrugged off with a "we have enough water" oral statement.**
See Exhibit "D"

Oregon Water Conditions Report

September 8th, 2025

HIGHLIGHTS

Thus far in 2025, there are seven Oregon counties with a state drought declaration under ORS 536.

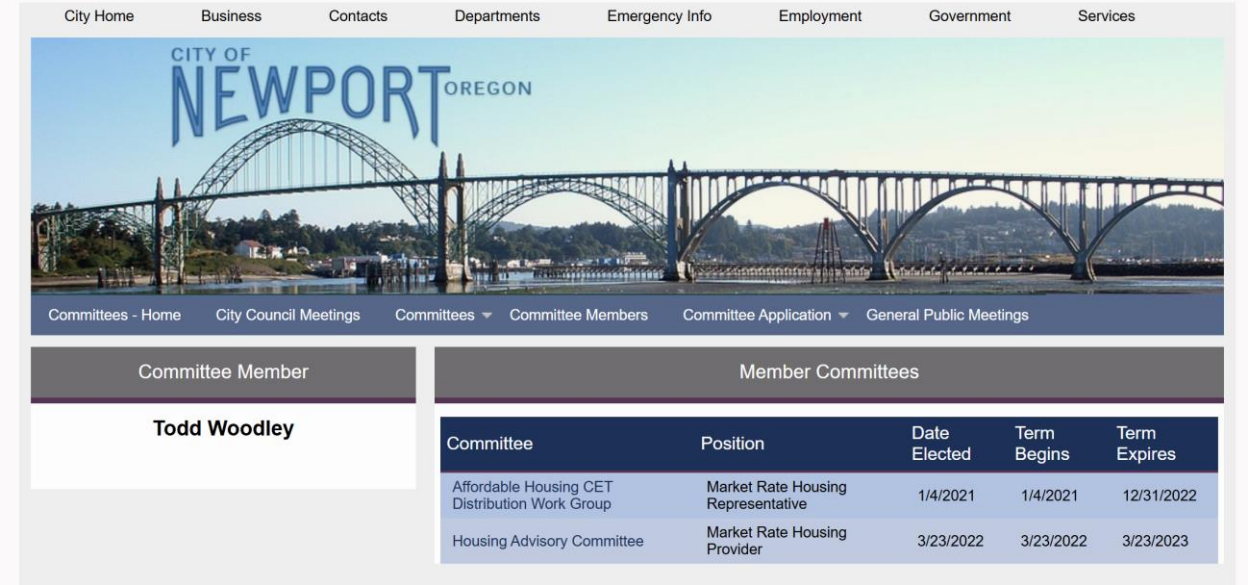
According to the US Drought Monitor, nearly 55% of Oregon is in moderate drought (D1) and nearly 32% is in severe drought (D2). Additionally, less

3. **The city has already allowed the area to be overpopulated, endangering all the existing Newport taxpayers, disregarding OAR 660-012-0000.**

OAR 660-012-0000 was ignored and No safety considerations were taken when Wyndhaven PH1 & 2 were approved and built. None of the DKS road improvement solutions were made to provide a safe transportation system. The developer must make changes to the 31st & 36th Street intersections. **The city was provided a 2021 DKS solutions evaluation plan to accommodate future growth, none of which have been implemented endangering the existing Agate Beach residents. INT8 US 101 & 36st Recommends a traffic signal with turn lanes or a roundabout. 31st Street should become a one-way street allowing the 210 PHBC residents a less congested exit to enter US 101. The referenced one way, one lane Harney St. needs to be paved with two lanes providing two way traffic that includes a pedestrian path as the DKS solutions plan calls for. These improvements must be made before adding the Wyndhaven PH3 apartments. And the developer should bear all of the cost burdens, having already built Wyndhaven PH1 & 2 without making any safety improvements.**
See Exhibit "E"

4. **The approval was based off prejudice and bias decisions.**

One of Cobalt Developers, Principal Executives (Todd Woodley) served on some of The City of Newport's Housing Committees. This has allowed a working relationship to develop between city employees and the developer's corporate principle's allowing favoritism in the decision-making process. The Community Development Director Should have recused himself from the whole decision-making process. Its hard to comprehend why our City leaders and community develop director would give so little concern to the existing residents quality of life and safety, but at the same time push so hard for the developer, could "other incentives" be at play? Public records show our community develop director does not live in Newport, but instead has a main residence address in another city with a $1.4 million dollar home. This allows him to make decisions he doesn't have to personally bear the consequences for.
See Exhibit "F"



To Summarize:
TIA results can be questionable at best and skewed in favor of the purchaser. My repeated requests for an evacuation analysis have been ignored and denied by both the city and Lancaster Mobley Traffic Engineers. If an appeal is defined as “an appeal is a process where a higher authority reviews a lower authority’s decision for errors, while more broadly, it can also be a serious, urgent, or public request for help”. Derrick Tokos is not in the position to give an un-bias decision in this matter. How can the city use the moniker “The Friendliest”? The friendliest to whom, I ask? So many important considerations were overlooked during the Wyndhaven Phase 1 & 2 approval process. We cannot let that happen for Phase 3. The PH3 apartments plan should be scrapped and the land donated to the city for a park, to compensate for the missing improvements that were not made for Phase 1 & 2.

George Dwyer
A PHBC Homeowner & 10 year city taxpayer
Email: gsmail53@gmail.com

Exhibit "A"

CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

COAST GUARD CITY, USA

phone: 541.574.0629
fax: 541.574.0644
http://newportoregon.gov

mombetsu, japan, sister city

NOTICE OF DECISION

August 28, 2025

The Newport Community Development (Planning) Director, by final order signed today, August 28, 2025, has approved a Traffic Impact Analysis as described herein:

FILE NO: 1-TIA-25.

Applicants and Owner: Whitney Boss, Cobalt Development LLC, representative (Wyndhaven Ridge 3 LLC, property owner).

Request: Per Chapter 14.45 (Traffic Impact Analysis) of the Newport Municipal Code (NMC), a request for review of a Traffic Impact Analysis (TIA) associated with the construction of a 90-unit apartment complex with access off of NE Harney Street and NE 36th Street.

Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

~~CONDITIONS OF APPROVAL:~~

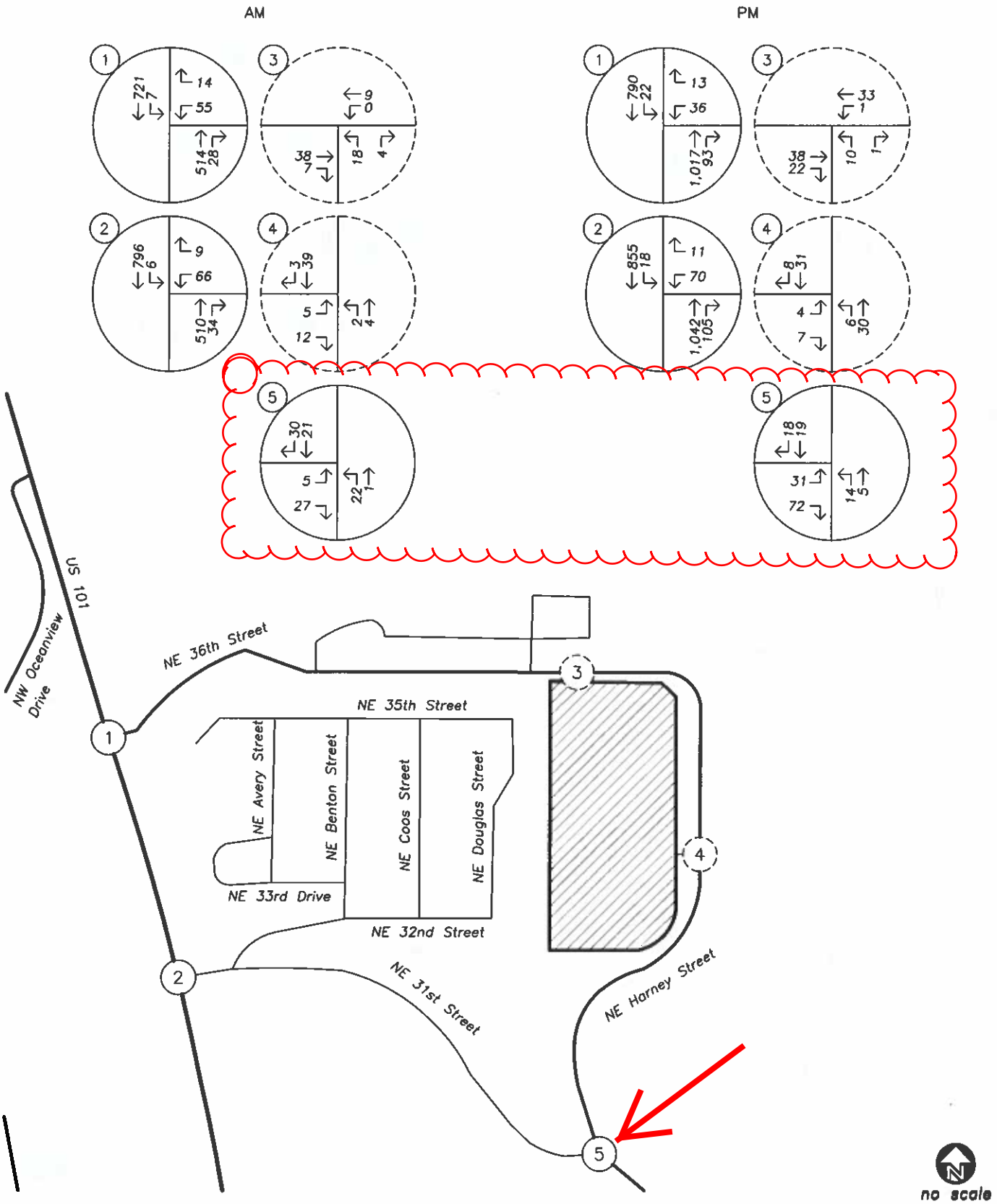
1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour and average daily trip generation.

2. Applicant is responsible for constructing sidewalk where the project abuts NE 36th Street and NE Harney Street, with the southern extent of the sidewalk work terminating at the intersection of NE Harney Street and NE Lakewood Drive, at which point the applicant is to construct a new pedestrian crossing. The improvements are to be completed prior to occupancy.

3. Applicant shall resurface NE Harney Street and NE 36th Street to City specifications along the project frontage, where the streets are visibly damaged by construction traffic, and in areas where utility work will necessitate excavation into the road surface. The improvements are to be completed prior to occupancy.

4. Driveway access is limited to two-full movement road approaches, one onto NE 36th Street and one onto NE Harney Street as conceptually shown on the site plan included with the TIA analysis.

EXHIBIT "B"



TRAFFIC VOLUMES
2025 Buildout Conditions
AM & PM Peak Hours

lancaster mobley

Figure 6
Wyndhaven Ridge Phase 3
5/10/2023


EXHIBIT "B"
WEIGHT LIMIT 5 TONS
ROAD CLOSED


EXHIBIT "C"

EXHIBIT "D"
Oregon Water Conditions Report

OREGON WATER RESOURCES DEPARTMENT

September 8th, 2025

HIGHLIGHTS

Thus far in 2025, there are seven Oregon counties with a state drought declaration under ORS 536.

According to the US Drought Monitor, nearly 55% of Oregon is in moderate drought (D1) and nearly 32% is in severe drought (D2). Additionally, less than 1% of the state is experiencing extreme drought (D3) conditions.

August precipitation was below normal for most of western Oregon and in northcentral and northeastern parts of the state. In parts of central, southeastern, and northwestern Oregon, precipitation was above normal. Over the last two weeks, precipitation patterns were similar to those in August: below normal in western and northeastern Oregon, and above normal in southeastern and parts of central Oregon.

Temperatures in August were above normal in western and northern parts of the state. In parts of southcentral and southeastern Oregon, temperature conditions were closer to normal. Temperatures over the last two weeks were above normal statewide, generally ranging from 4°F to 10°F above normal.

Recent soil moisture indicators show a decline in conditions for most of the state, with the most significant decreases in western Oregon.

The seasonal climate outlook indicates probabilities leaning towards above normal temperatures statewide. The outlook also indicates equal chances of below normal, normal, or above normal precipitation for most of the state and leaning towards above normal precipitation in northwestern Oregon.

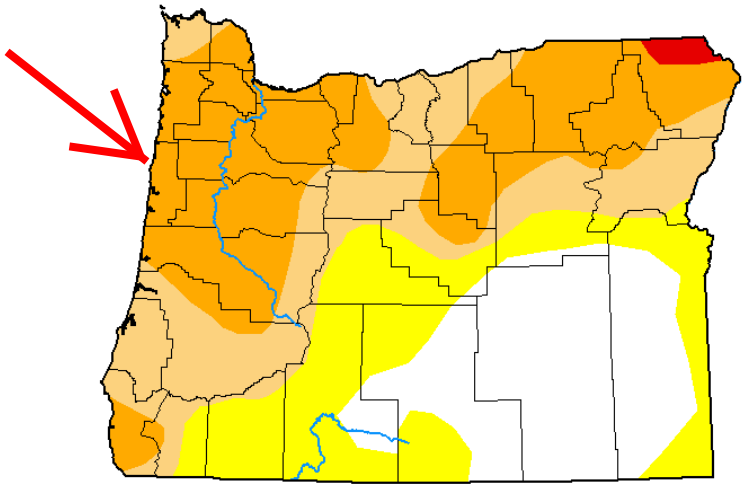
Streamflow conditions in August were below normal in most of western and northeastern Oregon. The rest of the state recorded normal to above normal streamflow conditions. Recent streamflow conditions over the last seven days were generally below normal in most of western and northeastern Oregon. However, in parts of central and eastern Oregon, streamflow conditions were generally normal to above normal.

Reservoir storage in most basins is near to above normal. However, projects in the Burnt, Powder, and Tualatin basins are measuring below normal. See USBR (including Klamath) and USACE teacup diagrams for more information.

Significant wildfire potential over the next seven days ranges from a low to an elevated risk in Oregon. Parts of central and northeastern Oregon have a moderate to an elevated risk for much of this week.

EXHIBIT "D"

DROUGHT CONDITIONS



U.S. Drought Monitor

Oregon

September 2, 2025

(Released Thursday, Sep. 4, 2025)

Valid 8 a.m. EDT

Drought Conditions (Percent Area)

	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	23.38	76.62	54.98	31.99	0.69	0.00
Last Week 08-26-2025	23.38	76.62	54.98	31.99	0.69	0.00
3 Months Ago 06-03-2025	48.45	51.55	16.89	0.00	0.00	0.00
Start of Calendar Year 01-07-2025	88.40	11.60	1.29	0.00	0.00	0.00
Start of Water Year 10-01-2024	10.56	89.44	61.05	1.36	0.00	0.00
One Year Ago 09-03-2024	8.98	91.02	54.02	1.80	0.00	0.00

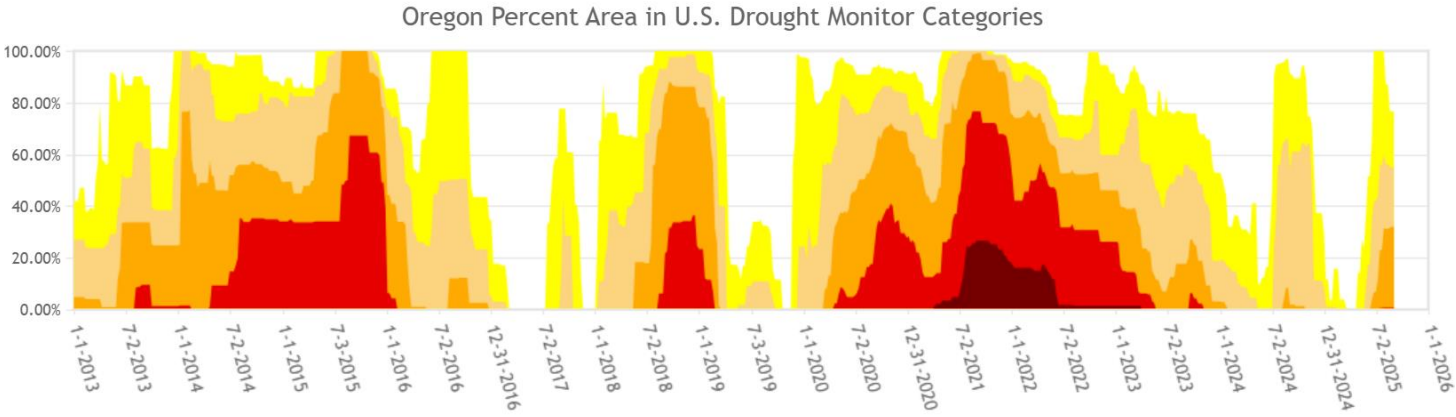
Intensity:

- None
- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to https://droughtmonitor.unl.edu/About.aspx

Author:
David Simeral
Western Regional Climate Center

droughtmonitor.unl.edu



From the U.S. Drought Monitor website, https://droughtmonitor.unl.edu/DmData/TimeSeries.aspx, 9-8-2025

DKS
720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

SOLUTIONS EVALUATION MEMORANDUM

DATE: July 30, 2021

TO: Derrick Tokos | City of Newport
James Feldman | ODOT

FROM: Rochelle Starrett, Kevin Chewuk, Carl Springer | DKS

SUBJECT: Newport TSP Update
Technical Memorandum #8: Solutions Evaluation

Project #17081-007

This memo summarizes the preliminary transportation solutions identified for the City of Newport. The recommended solutions respond to system performance issues identified through the public outreach process, the prior technical analysis by the consultant team, and on-going feedback and reviews by city staff, the Project Advisory Committee, and the Project Management Team. The system solutions identified include pedestrian and bicycle enhancements along with minor roadway capacity improvements for motor vehicles. In addition, a more in-depth evaluation was made regarding several major roadway improvement concepts to help understand the trade-offs, expected benefits and potential risks of implementing each alternative major solution. This deeper technical review considered solutions along the US 101 and US 20 in the downtown core area, as well as a possible Harney Street extension to establish a new circulation route between US 20 and US 101 near NE 36th Street.

While projects documented in this memo are needed to develop a future, multimodal transportation system for Newport, funding will not be available to construct all recommended capital improvements. Evaluation criteria, that will be used to rank and prioritize transportation improvements at a later date, are also provided. The recommended evaluation criteria and project cost estimates will be used to develop a financially constrained project list as part of Task 5.10. The projects presented in this memo are still preliminary and will be refined prior to implementation of the Transportation System Plan (TSP). Furthermore, inclusion of a project in this memo does not commit the City of Newport to its ultimate construction.

EXHIBIT "E"

Agate Beach Improvements

Agate Beach is the most northerly neighborhood in Newport which extends from Yaquina Head to Newport's north UGB. This neighborhood is largely residential and is projected to be a key residential growth area. However, Agate Beach also includes lodging, retail, restaurants, and other tourist attractions. A new industrial area is also developing near NE 73rd Street. Key challenges facing this area include:

- Limited connectivity outside of US 101 to downtown Newport
- High delay and side street congestion during summer
- Limited bicycle and pedestrian facilities on NW Lighthouse Drive
- Limited internal roadway connections
- Existing gravel or underdeveloped roadways
- Coastal erosion and other geologic constraints

These key challenges were used to inform the transportation projects for the Agate Beach area, summarized below in Table 2 and Figure 1.

TABLE 2: RECOMMENDED PROJECTS (AGATE BEACH)

PROJECT ID	LOCATION	EXTENTS		DESCRIPTION
		FROM	TO	
INT1	US 101/NE 73rd Street			Complete an intersection control evaluation: either a traffic signal or roundabout are potential solutions
INT12	US 101/NE 57th Street			Realign approach to align with NW 58th Street
EXT1	NW Gladys Street	NW 55th Street	NW 60th Street	Extend NW Gladys Street to create a continuous neighborhood collector street
SW17	NW 60th Street	US 101	NW Gladys Street	Complete existing sidewalk gaps
SW20	NW Gladys Street/NW 55th Street	NW 60th Street	US 101	Complete existing sidewalk gaps

EXHIBIT "E"

Oceanview/Harney Area Improvements

NW Oceanview Drive and NE Harney Street provide connections through Newport's central neighborhoods, extending from just south of Yaquina Head to the northern side of Newport's downtown. While this area is largely residential today and remains a significant residential growth area for Newport, this neighborhood also includes major retail businesses and tourist attractions. Key challenges facing this area include:

- Limited connectivity outside of US 101 to downtown Newport north of 20th Street
- High delay and side street congestion during summer
- Limited bicycle and pedestrian facilities on NW Oceanview Drive

These key challenges were used to inform the transportation projects for the Oceanview/Harney area, summarized below in Table 3 and Figure 2.

TABLE 3: RECOMMENDED PROJECTS (OCEANVIEW/HARNEY AREA)

PROJECT ID	LOCATION	EXTENTS		DESCRIPTION
		FROM	TO	
INT3	US 101/NW Oceanview Drive			Widen the eastbound NW Oceanview Drive approach to include separate left and right turn lanes
INT8	US 101/NE 36th Street			Complete an intersection control evaluation: either a traffic signal (with separate left and right turn lanes for westbound traffic) or roundabout are potential solutions
INT11	US 101/NW 6th Street			Realign intersection

EXHIBIT "E"

TABLE 3: RECOMMENDED PROJECTS (OCEANVIEW/HARNEY AREA)				
PROJECT ID	LOCATION	EXTENTS		DESCRIPTION
		FROM	TO	
EXT4	NE Harney Street	NE 7th Street	NE Big Creek Road	Extend NE Harney Street to a create a continuous major collector street and install a mini roundabout (i.e., roundabout with a mountable center island to accommodate school buses or large trucks) at the intersection of NE Harney Street/NE 7th Street
EXT12	NW Nye Street	NW Oceanview Drive	NW 15th Street	Extend NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street
REV1	NE 31st Street	NE 32nd Street	NE Harney Street	Reconfigure NE 31st Street to serve pedestrians, bicycles, and emergency vehicles only Note this project is currently being refined and will only be advanced with the provision of two access points for all residents east of US 101
SW6	NE 7th Street	NE Eads Street	NE 6th Street	Complete existing sidewalk gaps
SW13	NW Nye Street	W Olive Street	NW 15th Street	Complete existing sidewalk gaps
SW14	NW/NE 11th Street	NW Spring Street	NE Eads Street	Complete existing sidewalk gaps
SW16	NW Edenview Way/NE 20th Street	NW Oceanview Drive	NE Crestview Drive	Complete existing sidewalk gaps

EXHIBIT "E"

TABLE 3: RECOMMENDED PROJECTS (OCEANVIEW/HARNEY AREA)				
PROJECT ID	LOCATION	EXTENTS		DESCRIPTION
		FROM	TO	
TR6	NE Big Creek Road	NE Fogarty Street	NE Harney Street	Construct a shared use path Note this project utilizes the existing roadway width but includes separation to designate one 12 ft. travel lane and an adjacent shared use path
TR11	NW Nye Street	NW Oceanview Drive	NW 15th Street	Construct a shared use path in coordination with BL2 and SW13. Note this project should only be constructed in the event EXT12 is not constructed
TR13	US 101	NW Oceanview Drive	NW 25th Street	Construct a shared use path on the west side of US 101 Note the specified side and project extents are subject to modification
BR1	NE 12th Street	US 101	NW Eads Street	Install signing and striping as needed to designate a bike route
BR2	NE Harney Street/NE 36th Street	NE Big Creek Road	US 101	Install signing and striping as needed to designate a bike route Note this project would be eliminate in favor of on-street bike lanes if the Harney Street extension is completed
BR3	NE Eads Street/NE 12th Street	NE 3rd Street	NE Fogarty Street	Install signing and striping as needed to designate a bike route

EXHIBIT "E"

FIGURE 2: RECOMMENDED PROJECTS (OCEANVIEW/HARNEY AREA)

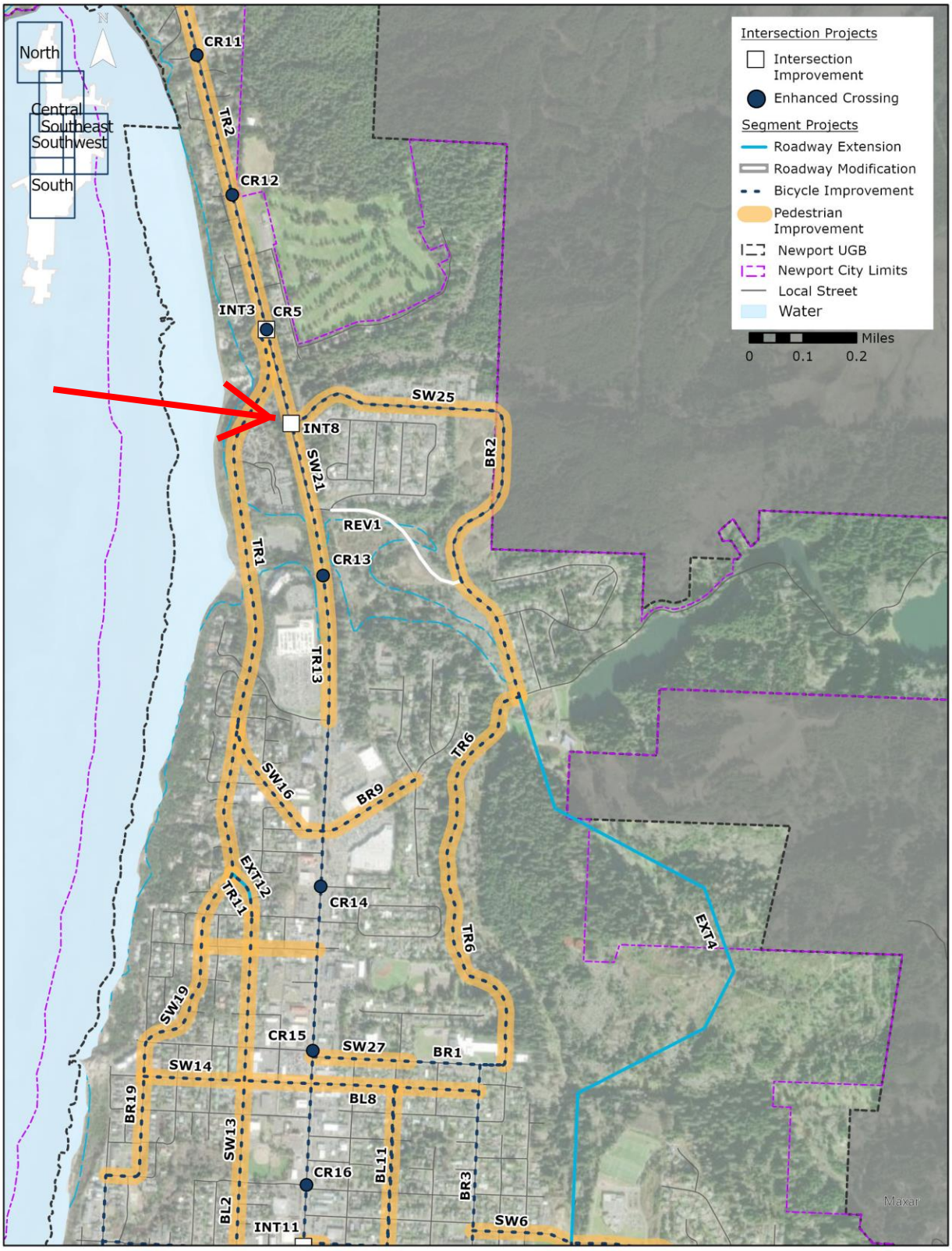


EXHIBIT "E"

HARNEY STREET EXTENSION ALTERNATIVES

Newport does not have a parallel route on the east side of US 101 to connect future growth areas to the downtown core. The Harney Street Extension will construct a new minor arterial road between NE 7th Street and NE Big Creek Road before connecting to US 101 at the proposed NE 36th Street traffic signal. This extension will provide a continuous connection between US 20 and NE 36th Street with limited access to amenities along US 101 north of NE 7th Street. The Harney Street extension will also provide a critical connection to serve future growth in this area.

The proposed Harney Street Extension was evaluated for its potential impact to traffic operations on US 101 and US 20 and to identify any necessary improvements along the route. Key Findings include:

- The Harney Street Extension is expected to serve primarily regional traffic travelling between US 20 and US 101 to the north of Newport and future growth areas along this corridor. The projected ADT will be between 4,000 and 7,000 vehicles per day in 2040.
- This new extension provides limited connections for most Newport drivers since it provides an indirect connection between limited areas of the city. Constructing this extension will not significantly relieve congestion on US 101 in Newport.

Operations for study intersections along the Harney Street Extension both with and without the connection are summarized in Table 12. Constructing the Harney Street Extension does not significantly impact vehicle operations at the US 101/NE Harney Street/SE Moore Drive intersection relative to the 2040 summer baseline. The proposed spot improvements at this location (INT6) will be sufficient to resolve the anticipated congestion if the Harney Street extension is built. While the US 101/NE 36th Street intersection will not exceed its mobility target with construction of the Harney Street extension, signalization at this intersection could be desirable to facilitate access to and from this corridor. This intersection is expected to exceed its mobility target under summer 2040 conditions with construction of a traffic signal, so adopting an alternate mobility target would also be needed at this location.

TABLE 12: COMPARISON OF SUMMER 2040 OPERATIONAL RESULTS WITH AND WITHOUT US 20 COUPLET

#	STUDY INTERSECTION	INTERSECTION CONTROL	MOBILITY TARGET	BASELINE SUMMER – 2040: V/C RATIO	HARNEY STREET EXTENSION SUMMER – 2040: V/C RATIO	SOLUTION STRATEGY	HARNEY STREET EXTENSION WITH RECOMMENDED SOLUTIONS: V/C RATIO
4	US 101/36th	Urban 3ST	0.8/0.95	0.68/0.24	0.69/0.75	Install a traffic signal*	**0.87**

EXHIBIT "E"

FIGURE 9: PROPOSED HARNEY STREET ALIGNMENT

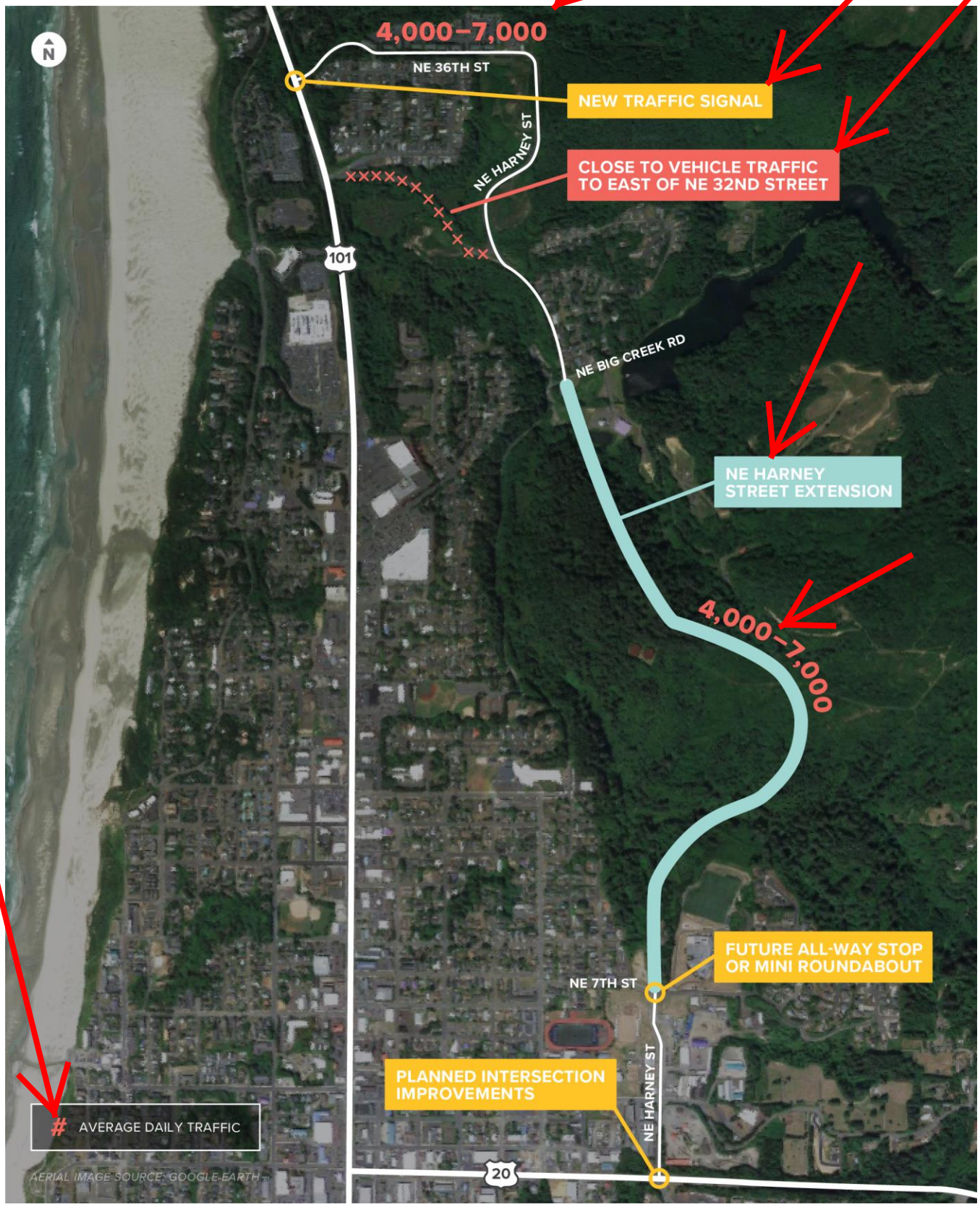


EXHIBIT "F"

https://www.newportoregon.gov/citygov/comm/commmember.asp?id=320

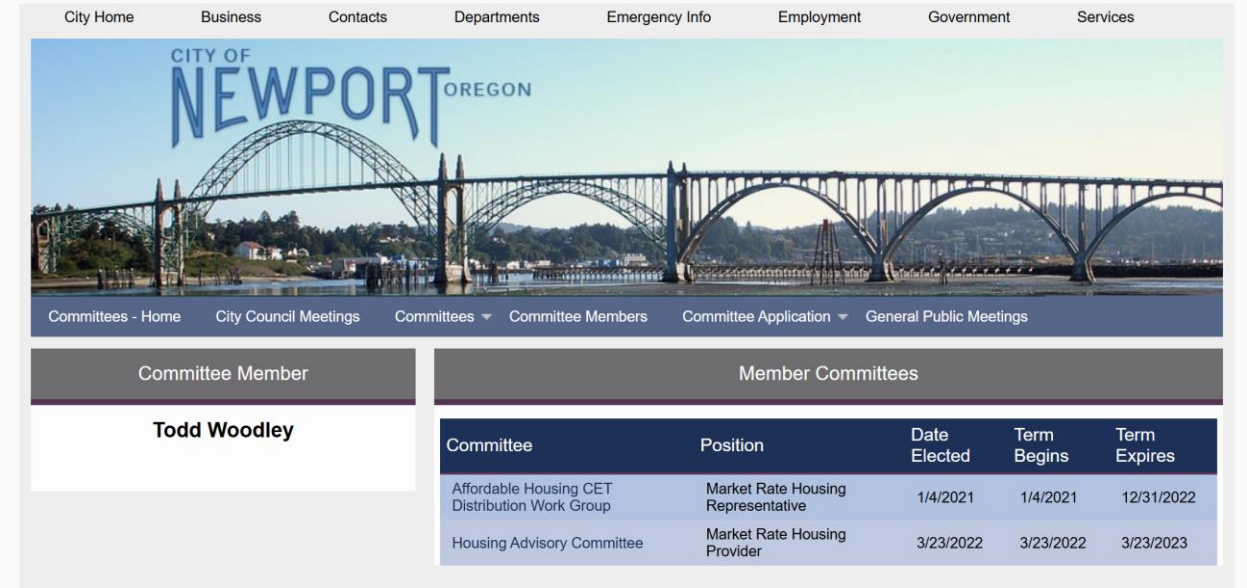


EXHIBIT "F"

In 2021, Bart Dickson, Todd Woodley, and Daniel Griffiths merged their real estate firms Cobalt Development and DBDG, Inc to create the Cobalt we know today, a hybrid owner/developer + consulting firm. Fueled by complimentary expertise and decades of combined experience, Bart, Todd, and Daniel thrive in finding solutions and generating value for our clients, partners, employees, and investors.

The Cobalt team is composed of veterans from architecture, civil engineering, legal, construction, land use, and real estate financing fields. By uniting high-caliber subject matter experts from a broad mix of competencies, Cobalt tackles each project- whether for our own portfolio or that of our clients- with foresight and wisdom. Our work as an owner/developer strengthens the potency of service we provide to our clients, and our consulting work elevates the opportunities we pursue for our development portfolio.

Meet Our Founders

COBALT

EXHIBIT "F"



Daniel Griffiths

Principal/Executive

With roots from Hoffman Construction Company and Sares Regis Group, Daniel has delivered billions of dollars of real estate projects for public agencies and private groups throughout the Bay and Southern California areas. His career is marked by his ability to cater the innovation and best practices of the private sector for large-scale public works projects. Daniel can often be found on the green, on a run through the hills of the Bay area, or enjoying time with his wife and four wonderful children.



Bart Dickson

CEO/Principal

Bart doesn't let moss grow between his toes. His unimpeded enthusiasm and energy create a positive environment for strategy development, people improvement, and problem-solving. A Puget Sound native, Bart earned a degree in Construction Management from BYU and a J.D. from Lewis & Clark School of Law. Bart was a shareholder at Hoffman Construction and the President of OEG, Inc. He was a Portland Business Journal "40 under 40" award recipient. Leadership has been a hallmark of Bart's professional and volunteer life. He lives for time with his wife and five sons, which often



Todd Woodley

Principal/Executive

Todd has worked in the construction, development, and business leadership spectrum for over 35 years. Growing up in the Willamette Valley and gaining a Civil Engineering degree from Oregon State, Todd ventured throughout the US in construction engineering stints prior to settling into Slayden Construction in 1990. Todd led the growth of Slayden into one of the pre-eminent regional environmental construction firms and partnered with principals to create a multifamily housing development, construction and property management program.
Problem solving and operations management

Attachment "G"
PC Appeal Hearing

CITY OF NEWPORT
NOTICE OF PUBLIC HEARING REGARDING
AN APPEAL OF A TRAFFIC IMPACT ANALYSIS

The Newport Planning Commission will hold a *de novo* public hearing on Monday, October 13, 2025, at 7:00 p.m. in the City Hall Council Chambers to consider an appeal request (File No. 1-TIA-25-A1) submitted by Michael J Cappelli, 3429 NE Coos St, Newport, OR 97365, and request (File No. 1-TIA-25-A2) submitted by George Dwyer, 3456 NE Douglas St, Newport, OR 97365, appealing the Community Development Director's August 28, 2025, Final Order approving a traffic impact analysis submitted by Whitney Boss, Cobalt Development, LLC, representative (Wyndhaven Ridge 3 LLC, property owner) (File No. 1-TIA-25) pursuant to Newport Municipal Code (NMC) Chapter 14.45 for a 90-unit apartment complex. The development will occur on vacant land located on property identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. The TIA was prepared by Kyung Min Kim, P.E., with Lancaster Mobley, a Transportation Engineering and Planning firm out of Portland, Oregon. The applicable criteria for a Traffic Impact Analysis is outlined as follows in NMC Section 14.45.050: (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards The Planning Commission will hold a *de novo* public hearing on the decision that has been appealed. With a *de novo* hearing, any interested person or entity can provide public testimony, including the introduction of new evidence that was not available at the time the original decision was rendered. Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Written testimony must be received by 3:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797(6), any person prior to the conclusion of this initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or a copy purchased at the Newport Community Development Department (address above), seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address. Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0626, (address above).

FOR PUBLICATION ONCE ON Wednesday, October 1, 2025.

10/1/2025

gov (address above). 10/1/25

LCL25-515 CITY OF NEWPORT. NOTICE OF PUBLIC HEARING

REGARDING AN APPEAL OF A TRAFFIC IMPACT ANALYSIS. The Newport Planning Commission will hold a de novo public hearing on Monday, October 13, 2025, at 7:00 p.m. in the City Hall Council Chambers to consider an appeal request (File No. 1-TIA-25-A1) submitted by Michael J Cappelli, 3429 NE Coos St, Newport, OR 97365 and request (File No. 1-TIA-25-A2) submitted by George Dwyer, 3456 NE Douglas St, Newport, OR 97365, appealing the Community Development Director's August 28, 2025, Final Order approving a traffic impact analysis submitted by Whitney Boss, Cobalt Development, LLC, representative (Wyndhaven Ridge 3 LLC, property owner) (File No. 1-TIA-25) pursuant to Newport Municipal Code (NMC) Chapter 14.45 for a 90-unit apartment complex. The development will occur on vacant land located on property identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. The TIA was prepared by Kyung Min Kim, P.E., with Lancaster Mobley, a Transportation Engineering and Planning firm out of Portland, Oregon. The applicable criteria for a Traffic Impact Analysis is outlined as follows in NMC Section 14.45.050: (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards The Planning Commission will hold a de novo public hearing on the decision that has been appealed. With a de novo hearing, any interested person or entity can provide public testimony, including the introduction of new evidence that was not available at the time the original decision was rendered. Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Written testimony must be received by 3:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797(6), any person prior to the conclusion of this initial public

November 27, 2025, at 3 p.m. If these checks are not claimed by this date, the funds will be forfeited and can no longer be issued. CPI has set up an Unclaimed Capital Credits in the news area of its website. The list of unclaimed credits can be viewed in PDF or Excel format. See it at www.cpi.coop. To claim a refund or submit questions about this notice or the lists, please contact CPI at (541) 929-3124, or send an email to capitalcredits@cpi.coop.

LCL25-514 ON OCTOBER 28TH, 2025

at 11:00am, a public sale will be held at Ideal Storage-235 Dahl Ave Waldport, Oregon 97394: Amy Gresham-WB010. Minimum bid $50.00 cash only. 10/1/25 10/8/25

LCL25-513 TS NO: 138898-OR APN: R157930 // 13-11-16-BC-00500-00 NOTICE OF DEFAULT

AND FORECLOSURE SALE WHEREAS, on 7/18/2009, a certain Mortgage Deed of Trust was executed by DANIEL J O'MALLEY, UNMARRIED as trustor in favor of BANK OF AMERICA, N.A., A NATIONAL BANKING ASSOCIATION as beneficiary, and was recorded on 7/23/2009, as Instrument No. 2009-08648, in the Office of the Recorder of Lincoln County, Oregon; and WHEREAS, the Mortgage Deed of Trust was insured by the United States Secretary of Housing and Urban Development (the Secretary) pursuant to the National Housing Act for the purpose of providing single family house; and WHEREAS, the beneficial interest in the Mortgage Deed of Trust is now owned by the Secretary, pursuant to an assignment dated 6/23/2020, recorded on 12/2/2020, as Instrument number 2020-12934, in the office of Lincoln County, Oregon; and WHEREAS, a default has been made in the covenants and conditions of the Mortgage Deed of Trust in that the payment due upon the death of the borrower(s) was not made and remains wholly unpaid as of the date of this notice, and no payment has been made sufficient to restore the loan to currency; and WHEREAS, the entire amount delinquent as of 9/11/2025 is $237,873.08; and WHEREAS, by virtue of this default, the Secretary has declared the entire amount of the indebtedness secured by the Mortgage Deed of Trust to be immediately due and payable; NOW THEREFORE, pursuant to powers vested in me by the Single Family Mortgage Foreclosure Act of 1994, 12 U.S.C. 3751 et seq., by 24 CFR part 27, subpart B, and by the Secretary's designation of me as Foreclosure Commissioner, SEE ATTACHED, notice is hereby given that on 10/21/2025 at 10:00 AM local time, all real and personal property at or used in connection with the following described premises ("Property") will be sold at public auction to the highest bidder; Legal Description: THAT PART OF SECTION 16, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN IN LINCOLN COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING ON THE LINE BETWEEN GOVERNMENT LOTS 1 AND 2 IN SAID SECTION 16, SOUTH 2.13 CHAINS AND SOUTH 88° 19 1/2' EAST, 177.9 FEET FROM THE FRACTIONAL MEANDER CORNER BETWEEN SECTIONS 16 AND 17, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN, ON THE NORTH SHORE OF ALSEA BAY; THENCE SOUTH 88° 19 1/2' EAST ALONG THE NORTH LINE OF SAID GOVERNMENT LOT 2, 637.1 FEET TO THE NORTHEAST CORNER OF THE BAILEY TRACT AS DESCRIBED IN DEED RECORDED AUGUST 15, 1961 IN BOOK 218, PAGE 265, DEED RECORDS; THENCE SOUTH 2° 16' WEST ALONG THE EAST LINE OF SAID BAILEY TRACT, 265 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHERLY ALONG THE EAST LINE OF THE BAILEY TRACT, 173 FEET TO A POINT; THENCE EAST 200 FEET; THENCE NORTHEASTERLY 175 FEET, MORE OR LESS, TO A POINT THAT IS 260 FEET EAST OF THE POINT OF BEGINNING; THENCE WEST 260 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM ANY PORTION LYING WITHIN THE SPRUCE PRODUCTION RAILROAD. FURTHER EXCEPTING THE FOLLOWING DESCRIBED PORTION OF SAID TRACT, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF U.S. LOT 2, SECTION 16, TOWNSHIP 13 SOUTH, RANGE 11 WEST, WILLAMETTE MERIDIAN, AS INDICATED ON LINCOLN COUNTY SURVEY NO. 15,242 BY RUSSELL JOHNSON; THENCE NORTH 87° 45' 03" WEST, ALONG THE NORTH LINE OF SAID U.S. LOT 2, A DISTANCE OF 427.85 FEET; THENCE SOUTH 02° 50' 30" WEST TO THE NORTHWEST CORNER OF THE ABOVE DESCRIBED TRACT OF LAND, A DISTANCE OF 265.00 FEET; THENCE NORTH 90° 00' 00" EAST, ALONG THE NORTH LINE OF SAID TRACT, A DISTANCE OF 280.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 21° 38' 51" WEST, ALONG THE EASTERLY LINE OF SAID TRACT TO THE SOUTHEAST CORNER THEREOF, A DISTANCE OF 185.90 FEET; THENCE NORTH 15° 42' 09" EAST TO THE NORTH LINE OF SAID TRACT, A DISTANCE OF 179.49 FEET; THENCE NORTH 90° 00' 00" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 20.00 FEET TO THE TRUE POINT OF BEGINNING. MORE ACCURATELY DESCRIBED AS THAT PART OF SECTION 16, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN IN LINCOLN COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING ON THE LINE BETWEEN GOVERNMENT LOTS 1 AND 2 IN SAID SECTION 16, SOUTH 2.13 CHAINS AND SOUTH 88° 19 1/2' EAST, 177.9 FEET FROM THE FRACTIONAL MEANDER CORNER BETWEEN SECTIONS 16 AND 17, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN IN LINCOLN COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING ON THE LINE BETWEEN GOVERNMENT LOTS 1 AND 2 IN SAID SECTION 16, SOUTH 2.13 CHAINS AND SOUTH 88° 19 1/2' EAST, 177.9 FEET FROM THE FRACTIONAL MEANDER CORNER BETWEEN SECTIONS 16 AND 17, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN, ON THE NORTH SHORE OF ALSEA BAY; THENCE SOUTH 88° 19 1/2' EAST ALONG THE NORTH LINE OF SAID GOVERNMENT LOT 2, 637.1 FEET TO THE NORTHEAST CORNER OF THE BAILEY TRACT AS DESCRIBED IN DEED RECORDED AUGUST 15, 1961 IN BOOK 218, PAGE 265, DEED RECORDS; THENCE SOUTH 2° 16' WEST ALONG THE EAST LINE OF SAID BAILEY TRACT, 265 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTHERLY ALONG THE EAST LINE OF THE BAILEY TRACT, 173 FEET TO A POINT; THENCE EAST 200 FEET; THENCE NORTHEASTERLY 175 FEET, MORE OR LESS, TO A POINT THAT IS 260 FEET EAST OF THE POINT OF BEGINNING; THENCE WEST 260 FEET TO THE POINT OF BEGINNING. 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Commonly known as: 48 N SHEPARD POINT RD, WALDPORT, OR 97394 The sale will be held at: AT THE OLIVE STREET ENTRANCE TO THE LINCOLN COUNTY COURTHOUSE, 225 W OLIVE STREET, NEWPORT, OR 97365 Per the Secretary of Housing and Urban Development, the estimated opening bid will be $184,958.00. There will be no proration of taxes, rents or other income or liabilities, except that the purchaser will pay, at or before closing, his pro rata share of any real estate taxes that have been paid by the Secretary to the date of the foreclosure sale. When making their bids, the winning bidders with the exception of the Secretary must submit a deposit totaling ten percent (10%) of the Secretary's estimated bid amount in the form of a certified or cashier's check. If the successful bidder fails to submit the deposit, the sale shall be cancelled or sure Commissioner pro- NW PARKER AVENUE WALDPORT OR 97394 signed trustee, CLEAR

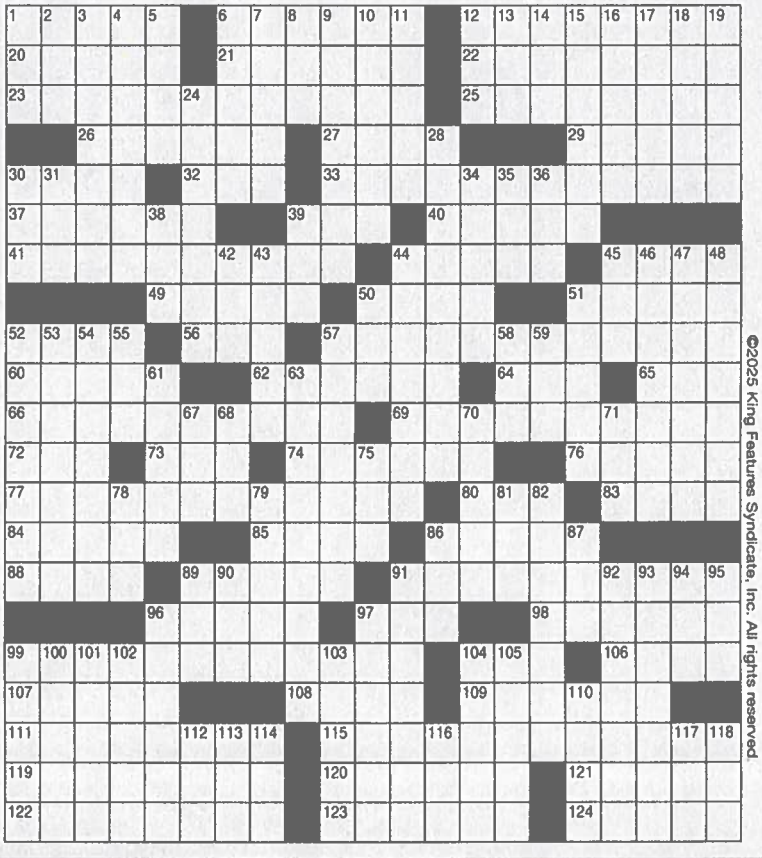
Super Crossword — CAPITAL-GRAMS

ACROSS

1 Slogan
6 Like horses offered for breeding
12 "You played well!"
20 Knot on a tree branch
21 Like Lowell's "day in June"
22 Anomalous
23 Creature in the Philippines' capital?
25 Former British prime minister Benjamin
26 Geronimo or Cochise
27 Voting "no"
29 Final inning, usually
30 Best Picture of 2012
32 "El —" (1961 epic film)
33 Horse-drawn carriage in Angola's capital?
37 Sobieski of the screen
39 — Plaines
40 Olympic swimmer Tom
41 Skating couples in France's capital?
44 Like charged atoms
45 Pear variety
49 Melodramatic
50 Privy to
51 Massey of old movies
52 Affliction for some war vets
56 Mineo of old movies
57 Pollen-bearing organ from a flower in Iran's capital?
60 Golfer Hale
62 Insect's egg capsule
64 Boise loc.
65 "State Fair" actor Ayres
66 Ring thrown at a peg in Ecuador's capital?
69 Public square in Bolivia's capital?
72 Abbr. on a navy vessel
73 Website ID
74 Showed up at
76 Narratives
77 Feudal lords in Greece's capital?
80 TV captain Jean- — Picard
83 Big shindig
84 Has to have
85 Like a desert
86 Workforce newcomer
88 Harper of "No Country for Old Men"
89 Doughnut-shaped
91 Small parasite in South Korea's capital?
96 Primitive-based kind of diet
97 "OB-viously!"
98 Striped stinkers
99 Comedian in Lesotho's capital?
104 — Fridays (eatery chain)
106 "Fancy —!"
107 Flared dress
108 Feudal toiler
109 "Who — thunk it?!"
111 Said "OK" to silently
115 Gym sweat-boxes in the Bahamas' capital?
119 Intimate chat
120 The second "S" of KISS
121 Prez Roosevelt
122 Back spot for a rider
123 Madrid's land, to its natives
124 "It's nobody — business"

DOWN

1 "Gigi" studio
2 — roll (hot)
3 Scarlet bird
4 Libyan port
5 Cantina pot
6 Popular beer from Japan
7 Not flabby
8 — Lanka
9 Mexican meat dishes
10 Ariel's planet
11 Letter before epsilon
12 Rove (about)
13 Kimono sash
14 Clip- — (some ties)
15 1996 presidential hopeful Bob
16 Bit of salt
17 Modify
18 Island south of Sicily
19 Nobelist Root
24 Says "OK" to
28 Tabby not leaving the house
30 Swiss peak
31 Singer Chris
34 Part of DKNY
35 — Baba
36 Fond du —, Wisconsin
38 Kin of -ette
39 Like a desert
42 Drivers' org.
43 Brand of coolers
44 Fills the lungs
45 Deli staple
46 "So chic!"
47 Allergic outbursts
48 Hot wax may be a part of it
50 Pluralized -y, often
51 Ill-suited
52 Pleasantly pungent
53 Fiduciary figure
54 Moves with a rustling sound
55 Morse click
57 Best Picture of 1997
58 Actress Long
59 Timber tool
61 They often precede verbs
63 Experienced via another person
67 String after P
68 Final: Abbr.
70 Target of the Salk vaccine
71 Petri dish site
75 Doc's Rx
78 Paper VIPs
79 Palace area for women
81 Country south of Braz.
82 Fahrenheit alternative
86 Snarky laugh
87 Deer relative
89 Letter before upsilon
90 Ending for schnozz
91 "Time to ride the waves!"
92 Beat in a mano-a-mano
93 Releases from one's grasp
94 Jamaican music genre
95 N.J. hours
96 Gussies up
97 Removes some rodents
99 Stately home
100 Solitary
101 Album's first half
102 Ewoks' forest moon
103 Detect
104 Creator of Tom Sawyer
105 Dutch cheese
110 Past due
112 Female goat
113 MSNBC anchor Cabrera
114 Vietnamese holiday
116 Mud bath site
117 Lime drink
118 Method: Abbr.



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CITY OF NEWPORT
NOTICE OF PUBLIC HEARING REGARDING
AN APPEAL OF A TRAFFIC IMPACT ANALYSIS[1]

NOTICE IS HEREBY GIVEN that an appeal has been filed for a Final Order issued on August 28, 2025, by the Community Development Director approving a traffic impact analysis (File No. 1-TIA-25). The Planning Commission of the City of Newport, Oregon, will hold a *de novo* public hearing to consider the appeal request.

Appellants:
Michael J Cappelli, 3429 NE Coos St, Newport, OR 97365 **(Reference File No. 1-TIA-25-A1)**, and
George Dwyer, 3456 NE Douglas St, Newport, OR 97365 **(Reference File No. 1-TIA-25-A2)**

Applicants: Whitney Boss, Cobalt Development, LLC, representative (Wyndhaven Ridge 3 LLC, property owner).

Location/Subject Property: Lincoln County Assessor's Tax Map 10-11-32-AD; Tax Lot 100.

Decision Appealed: Appeal of the Community Development Director's August 28, 2025, Final Order approving the following land use request:

File No. 1-TIA-25 consisting of a traffic impact analysis pursuant to Newport Municipal Code (NMC) Chapter 14.45 for a 90-unit apartment complex. The development will occur on vacant land located on property identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. The TIA was prepared by Kyung Min Kim, P.E., with Lancaster Mobley, a Transportation Engineering and Planning firm out of Portland, Oregon.

Applicable Criteria for a Traffic Impact Analysis (NMC Section 14.45.050): (A) The analysis complies with the requirements of 14.45.020 (TIA Requirements); and (B) The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and (C) Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and (D) For affected non-highway facilities, the TIA establishes that city Level of Service (LOS) and volume to capacity (v/c) standards, known collectively as city's vehicle mobility standards, have been met as outlined in Table 14.45.050-A (Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan); and (E) Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards.

Testimony: The Planning Commission will hold a *de novo* public hearing on the decision that has been appealed. With a *de novo* hearing, any interested person or entity can provide public testimony, including the introduction of new evidence that was not available at the time the original decision was rendered. Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that

[1] Notice of this action is being sent to the following: (1) Applicant and Appellants; (2) Those who have testified in writing; (3) Affected property owners within 200 feet of the subject property according to Lincoln County tax records; (4) affected public utilities within Lincoln County; and (5) affected city departments.

issue. Testimony may be submitted in written or oral form. Written testimony must be received by 3:00 p.m. the day of the hearing or be personally entered into the record during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797(6), any person prior to the conclusion of this initial public hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application.

Reports/Materials: The staff report may be reviewed or a copy purchased at the Newport Community Development Department, City Hall, 169 SW Coast Hwy, Newport, Oregon, 97365, seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address.

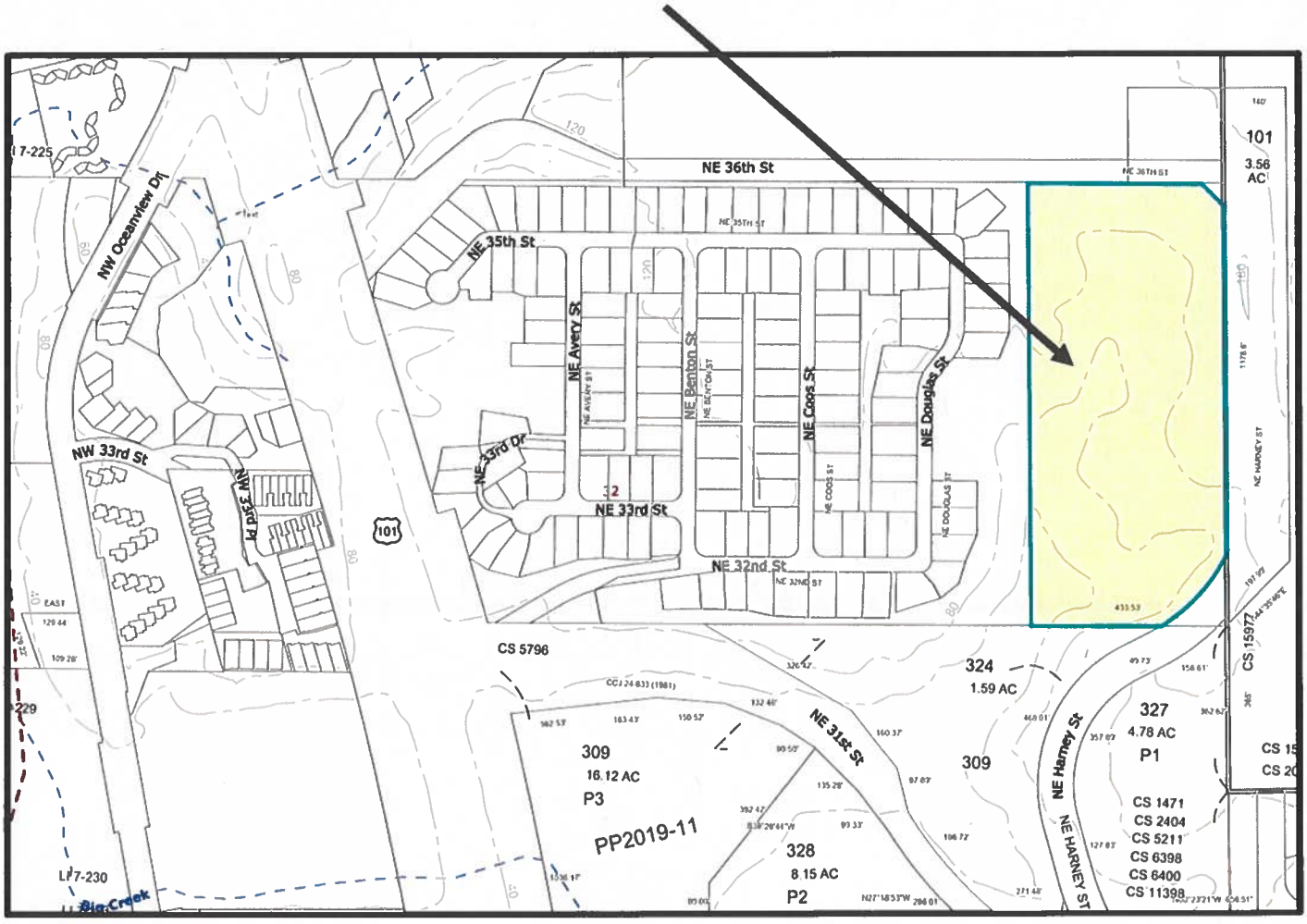
Contact: Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0626, (address above in "Reports/Application Material").

Time and Place of Hearing: Monday, October 13, 2025; 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Materials").

MAILED: September 23, 2025

PUBLISHED: October 1, 2025 / Lincoln County Leader.

Subject Property



GREG FIDEL
100 NE 33RD ST
NEWPORT, OR 97365

JOE JONCAS
101 NE 35TH ST
NEWPORT, OR 97365

GARY D & LINDA HURLEY
104 NE 33RD DR
NEWPORT, OR 97365

ROBERT HATFIELD
105 NE 33RD ST
NEWPORT, OR 97365

CYNTHIA MICHELLE DOYLE
109 NE 33RD DR
NEWPORT, OR 97365

JOSEPH YORK
114 NE 33RD ST
NEWPORT, OR 97365

CHRIS TILLETT
117 NE 35TH ST
NEWPORT, OR 97365

CORY SANCHEZ
123 NE 35TH ST
NEWPORT, OR 97365

AUDREY & GENE NELSON
128 NE 33RD ST
NEWPORT, OR 97365

TIM MADDEN
129 NE 33RD ST
NEWPORT, OR 97365

NILA FANKHAUSER &
MARGARET MCGOURN
136 NE 33RD ST
NEWPORT, OR 97365

DENNIS CASSON,
VICKI CASSON &
SANDRA STRAAN
142 NE 33RD ST
NEWPORT, OR 97365

MARLOWE HODGE &
SAM LONG
153 NE 35TH ST
NEWPORT, OR 97365

RAMUNE ARLAUSKAS
177 NE 35TH ST
NEWPORT, OR 97365

OVERTON L HALLFORD
189 NE 35TH ST
NEWPORT, OR 97365

ELAINE LYNCH &
LEE LYNCH
210 NE 33RD STREET
NEWPORT, OR 97365

STEVE SPRAGUE
224 NE 33RD ST
NEWPORT, OR 97365

JUDY L WRIGHT
224 NE 35TH ST
NEWPORT, OR 97365

ARNIE VON CLASEN &
GEORGENE VON CLASEN
237 NE 35TH ST
NEWPORT, OR 97365

SUE PHILO
238 NE 35TH ST
NEWPORT, OR 97365

BETTY KERL
310 NE 32ND ST
NEWPORT, OR 97365

GAYLE HANSEN
3211 NE COOS ST
NEWPORT, OR 97365

DOREEN FARNAM
3216 NE COOS ST
NEWPORT, OR 97365

LAURAL COCKRUM
3219 NE DOUGLAS ST
NEWPORT, OR 97365

ALLEN TERHAAR &
ROBIN COLE
3223 NE DOUGLAS ST
NEWPORT, OR 97365

SHARON R. LOWRY
3236 NE DOUGLAS STREET
NEWPORT, OR 97365

VICKI BEVENS
329 NE 32ND ST
NEWPORT, OR 97365

NICOLE THOMAS
331 NE 32ND ST
NEWPORT, OR 97365

DENNIS ROBERTS &
KATHERINE C ROBERTS
3311 NE DOUGLAS ST
NEWPORT, OR 97365

DERAL MCKEEL
3315 NE COOS ST
NEWPORT, OR 97365

HARRY A OLUND
3317 NE BENTON ST
NEWPORT, OR 97365

JOYCE CREED
3325 NE DOUGLAS ST
NEWPORT, OR 97365

A E "SAM" SMALL
3333 NE DOUGLAS ST
NEWPORT, OR 97365

WALTER DUVALL
3334 NE AVERY ST
NEWPORT, OR 97365

DANIEL SCRIVEN
3334 NE DOUGLAS ST
NEWPORT, OR 97365

SCOTT PARKER
3336 NE COOS ST
NEWPORT, OR 97365

DIANE GARCIA &
JOANNE STUMP
3337 NE BENTON ST
NEWPORT, OR 97365

RUTH M OTTO
3337 NE COOS ST
NEWPORT, OR 97365

BARBARA L.TURRILL
3339 NE AVERY ST
NEWPORT, OR 97365

MARK STANIFER &
PATRICIA STANIFER
334 NE 32ND ST
NEWPORT, OR 97365

LIANE MAY
3345 NE COOS ST
NEWPORT, OR 97365

DONNA K SMALL &
GLEN W SMALL
3348 NE COOS ST
NEWPORT, OR 97365

DANIEL WOOD,
RUTH HENNESEY &
YOUNG HENNESEY
3356 NE COOS ST
NEWPORT, OR 97365

TOM MAXWELL
3358 NE BENTON ST
NEWPORT, OR 97365

CAROL RITCHEY
3359 NE COOS ST
NEWPORT, OR 97365

JOHN GIBB
338 NE 35TH ST
NEWPORT, OR 97365

DIANNA WARDELL &
DOUGLAS WARDELL
339 NE 35TH ST
NEWPORT, OR 97365

TILLIE WHITT
3410 NE BENTON ST
NEWPORT, OR 97365

CHERIE CLARK
3414 NE AVERY ST
NEWPORT, OR 97365

BERT PULASKI &
MAGGIE PULASKI
3417 NE DOUGLAS ST
NEWPORT, OR 97365

NICOLAS METER
3420 NE COOS ST
NEWPORT, OR 97365

JAMES ODELL &
LINDA ODELL
3421 NE DOUGLAS ST
NEWPORT, OR 97365

TERRY ZWETIZIG
3426 NE DOUGLAS ST
NEWPORT, OR 97365

CECE CRAVENKELLY
3429 NE AVERY ST
NEWPORT, OR 97365

MICHAEL CAPPELLI
3429 NE COOS STREET
NEWPORT, OR 97365

JANET RIESKAMP &
MICHAEL RIESKAMP
3431 NE COOS ST
NEWPORT, OR 97365

KAY JONES &
NORMAN JONES
3432 NE DOUGLAS ST
NEWPORT, OR 97365

SHANNON NOTTESTAD
3434 NE COOS ST
NEWPORT, OR 97365

JANET BALDWIN
3435 NE DOUGLAS ST
NEWPORT, OR 97365

CLAIR FINNIGAN
3442 NE AVERY ST
NEWPORT, OR 97365

BONNIE ANDERSEN
3444 NE DOUGLAS ST
NEWPORT, OR 97365

DAVID FOROSS &
ELIZABETH DELANEY
3446 NE COOS ST
NEWPORT, OR 97365

ARLON GILLAND
3447 NE DOUGLAS ST
NEWPORT, OR 97365

KERRI TYLER
3449 NE BENTON ST
NEWPORT, OR 97365

CHERITH SHAFER &
GALE SHAFER
345 NE 35TH ST
NEWPORT, OR 97365

GEORGE W DWYER
3456 NE DOUGLAS ST
NEWPORT, OR 97365

JAMES HOOVER
3468 NE DOUGLAS ST
NEWPORT, OR 97365

PATRICIA J LOOSE &
RODNEY L LOOSE
400 NE 32ND ST
NEWPORT, OR 97365

DIANNE K BRINK &
SANFOD BRINK
415 NE 35TH ST
NEWPORT, OR 97365

JOHN BEESON
416 NE 32ND ST
NEWPORT, OR 97365

SANDRA AMSDEN
422 NE 55TH ST
NEWPORT, OR 97365

JULIANN BORNSCHEIN
425 NE 32ND ST
NEWPORT, OR 97365

DIANE KELPS &
ROBERT KELPS
429 NE 35TH ST
NEWPORT, OR 97365

CAROL WARD &
LEON WARD
437 NE 32ND ST
NEWPORT, OR 97365

TERESA HENNESSEY
437 NE 35TH ST
NEWPORT, OR 97365

CHRITINE RAMEY &
DAVID RYKER
443 NE 35TH ST
NEWPORT, OR 97365

TERESA KNIGHT
448 NE 35TH ST
NEWPORT, OR 97365

DEBBI HICKS
450 NE 32ND ST
NEWPORT, OR 97365

DONELLA PITZI
466 NE 32ND ST
NEWPORT, OR 97365

PACIFIC HOMES BEACH CLUB
HOMEOWNERS ASSN INC
3339 NE AVERY ST
NEWPORT, OR 97365

BOSTON TIMBER OPPORTUN LLC
203 SE PARK PLAZA DR
SUITE 270
VANCOUVER, WA 98684

CENTRAL LINCOLN PUD
PO BOX 1126
NEWPORT, OR 97365

CITY OF NEWPORT
CITY MANAGER
169 SW COAST HWY
NEWPORT, OR 97365

FOGARTY FRANK V TSTEE & FOGARTY
BETHEL D TSTEE
1610 EDGEMERE CUTOFF
PRIEST RIVER, ID 83856

GILLILAND ARLON W
3447 NE DOUGLAS ST
NEWPORT, OR 97365

HEART SONG BROOK
3212 NE DOUGLAS ST
NEWPORT, OR 97365

JOHNSON TAMARIS T TSTEE/PITZL
MICHAEL J & DONELLA
466 NE 32ND ST
NEWPORT, OR 97365

KNOWLES PETER W TSTEE
61280 KING SOLOMON LN
BEND, OR 97702

LC APARTMENTS LLC
1231B STATE ST
SANTA BARBARA, CA 93101

NIKIRK KATHY
455 NE 35TH ST
NEWPORT, OR 97365

WYNDHAVEN RIDGE 3 LLC
42242 SALMON CREEK RD
BAKER CITY, OR 97814

COBALT DEVELOPMENT, LLC
C/O WHITNEY BOSS
8245 SW TULATINE SHERWOOD RD
TUALATIN, OR 97062

DAVID PETERSEN
TONKON TORP.
1300 SW 5TH AVE.
SUITE 2400
PORTLAND, OR 97201

File No. 1-TIA-25-A1 & A2

Parties in Standing and Adjacent Property Owners Within 200 Feet

NW Natural
ATTN: Dave Sanders
2815 NE 36th Dr
Lincoln City, OR 97367

Email: Bret Estes
DLCD Coastal Services Center
brett.estes@dlcd.oregon.gov

CenturyLink
ATTN: Corky Fallin
740 State St
Salem OR 97301

Lincoln County Assessor
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Lincoln County Surveyor
880 NE 7th St
Newport OR 97365

WVCC
911 Dispatch
555 Liberty St SE Rm P-107
Salem OR 97301-3513

Lincoln County Clerk
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Central Lincoln PUD
ATTN: Ty Hillebrand
PO Box 1126
Newport OR 97365

Charter Communications
ATTN: Steve Manning
Construction Coordinator
1400 Newmark Ave
Coos Bay, OR 97420

Lincoln County School District
ATTN: Superintendent
PO Box 1110
Newport OR 97365

Lincoln County Commissioners
Lincoln County Courthouse
225 W Olive St
Newport OR 97365

Lincoln County Planning Dept
210 SW 2nd St
Newport OR 97365

US Post Office
ATTN: Postmaster
310 SW 2nd St
Newport OR 97365

Email: ODOT
odotr2planmgr@odot.state.or.us

WaveDivision VII, LLC
dba Astound Broadband
650 College Rd. East, Suite 3100
Princeton, NJ 08540

WaveDivision VII, LLC
dba Astound Broadband
4120 Citrus Ave
Rocklin, CA 95677

Michael Cavanaugh
Parks & Rec

Rob Murphy
Fire Chief

Steve Baugher
Finance Director

Jason Malloy
Police Chief

Robert Moser
Public Works

Lance Vanderbeck
Airport

Derrick Tokos
Community Development

Joseph Lease
Building Official

Chris Beatty Ron Welsh
Engineering Engineering

Todd Drage
Engineering

EXHIBIT 'A'
(Affected Agencies)
(1-TIA-25-A1 & A2)

Beth Young
Associate Planner

Sherri Marineau

From: Sherri Marineau
Sent: Tuesday, September 23, 2025 6:15 PM
To: 'odotr2planmgr@odot.state.or.us'; Brett Estes
Subject: Traffic Impact Analysis Appeal (File 1-TIA-25-A1 & A2)
Attachments: 1-TIA-25-A1 and A2 - NOTICE.pdf

Attached is a notice concerning a land use request to appeal a Traffic Impact Analysis. The notice contains an explanation of the request, a property description and map, and a date for the public hearing. Please review this information to see if you would like to make any comments. We must have your comments at least 10 days prior to the hearing period in order for them to be considered. **Should no response be received, a "no comment" will be assumed**.

Thank you,

Sherri Marineau
Executive Assistant
City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
ph: 541.819.7239
fax: 541.574.0644
s.marineau@newportoregon.gov

-

NEWPORT
OREGON

CITY HALL HOURS: Monday – Thursday 8:00am-6:00pm, CLOSED on FRIDAYS

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Sherri Marineau

From: Sherri Marineau
Sent: Tuesday, September 23, 2025 6:16 PM
To: Derrick Tokos; Robert Murphy; Joseph Lease; Jason Malloy; Laura Kimberly; Michael Cavanaugh; Beth Young; Lance Vanderbeck; Steve Baugher; Chris Beatty; Robert Moser; Ron Welsh; Nina Vetter; Todd Drage
Cc: Sherri Ingles
Subject: Traffic Impact Analysis Appeal (File 1-TIA-25-A1 & A2)
Attachments: 1-TIA-25-A1 and A2 - NOTICE.pdf

Attached is a notice concerning a land use request to appeal a Traffic Impact Analysis. The notice contains an explanation of the request, a property description and map, and a date for the public hearing. Please review this information to see if you would like to make any comments. We must have your comments at least 10 days prior to the hearing period in order for them to be considered. **Should no response be received, a "no comment" will be assumed.**

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Derrick Tokos

From: Derrick Tokos
Sent: Thursday, October 2, 2025 6:05 PM
To: 'Michael Cappelli'
Subject: RE: Request for Continuance of 13Public Hearing on Appeal of Order Entered in Connection with File No. 1-TIA-25 Date of Hearing: October 13, 2025 at 7:00 p.m.

Dear Mr. Cappelli,

A copy of this request will be provided to the Newport Planning Commission. The City received two appeals, and a public hearing on those appeals will be held on October 13, 2025 at 7:00 pm. ORS 197.797(6)(a) provides "Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments or testimony regarding the application. The local hearings authority shall grant such request by continuing the public hearing pursuant to paragraph (b) of this subsection or leaving the record open for additional written evidence, arguments or testimony pursuant to paragraph (c) of this subsection.

Your email qualifies as such a request and the Commission, after holding the public hearing, will determine which option it wishes to pursue (I.e. a continuance or open record period). The balance of this particular statute reads as follows:

(b) If the hearings authority grants a continuance, the hearing shall be continued to a date, time and place certain at least seven days from the date of the initial evidentiary hearing. An opportunity shall be provided at the continued hearing for persons to present and rebut new evidence, arguments or testimony. If new written evidence is submitted at the continued hearing, any person may request, prior to the conclusion of the continued hearing, that the record be left open for at least seven days to submit additional written evidence, arguments or testimony for the purpose of responding to the new written evidence.

(c) If the hearings authority leaves the record open for additional written evidence, arguments or testimony, the record shall be left open for at least seven days. Any participant may file a written request with the local government for an opportunity to respond to new evidence submitted during the period the record was left open. If such a request is filed, the hearings authority shall reopen the record pursuant to subsection (7) of this section.

(d) A continuance or extension granted pursuant to this section shall be subject to the limitations of ORS 215.427 or 227.178 and ORS 215.429 or 227.179, unless the continuance or extension is requested or agreed to by the applicant.

(e) Unless waived by the applicant, the local government shall allow the applicant at least seven days after the record is closed to all other parties to submit final written arguments in support of the application. The applicant's final submittal shall be considered part of the record, but shall not include any new evidence. This seven-day period shall not be subject to the limitations of ORS 215.427 or 227.178 and ORS 215.429 or 227.179.

Please note that ORS 227.178 requires that cities render a final decision, including the adjudication of appeals, within 120 days of when they receive a complete application from the applicant. The Planning Commission will consider this when establishing a timeline for a continuance or open record period.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Michael Cappelli <michaelcappelli1@gmail.com>
Sent: Thursday, October 2, 2025 4:41 PM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Subject: Re: Request for Continuance of 13Public Hearing on Appeal of Order Entered in Connection with File No. 1-TIA-25 Date of Hearing: October 13, 2025 at 7:00 p.m.

Forgot to mention that October 13 is a federal holiday.

Thank you.
Sent from my iPhone

On Oct 2, 2025, at 3:06 PM, michael cappelli <michaelcappelli1@gmail.com> wrote:

Dear Director,

I am one of the appellants in the above matter (Reference File No. 1-TIA-25-A1). I live in Pacific Homes Beach Club, a community of 135 homeowners. The property of our community abuts the applicant's proposed development. Similarly, our only ingress and egress from our property intersects with NE 31st Street, the road most impacted by the proposed development.

I am requesting a continuance of the hearing in this matter for the following reasons.

1. I will be in Europe from October 9, 2025 until October 22, 2025. As such I will not have the opportunity to present my appeal to the commission.

2. Bill Dalbey, the President of our HOA is literally in surgery and will not be released before the meeting date.

3. Barbara L. Turrill is the Manager of our HOA. She is on vacation and unable attend or call a board meeting in advance of the hearing

4. There are dozens of homeowners who wish to attend. Furthermore, there are many that wish to submit written testimony as well.

I ask for your reply as soon as possible

Thank you for your attention to this matter.

Michael Cappelli
3429 NE Coos Street
Newport, OR 97365
949.300.4049

Sherri Marineau

From: Rita Bell <rita.bell@tonkon.com>
Sent: Thursday, October 09, 2025 12:56 PM
To: Derrick Tokos
Cc: David Petersen; 'todd@cobaltbuilt.com'; 'todd@lancastermobley.com'; Sherri Marineau
Subject: Wyndhaven Ridge Phase 3 TIA Approval Appeals - Your File No. 1-TIA-25-A1 and A2 [IMAN-PDX.FID1336152]
Attachments: 2025-10-09 Letter to Newport Planning Commission.pdf

Mr. Tokos and Newport Planning Commission,

Please see the attached letter and attachment. Please enter this letter into the record on this matter.

Thank you,

Rita Bell | Tonkon Torp LLP
Legal Assistant
1300 SW Fifth Ave., Suite 2400
Portland, OR 97201
503.802.2083 direct
rita.bell@tonkon.com | website

This message may contain confidential and privileged communications and privileged information. If you received this message in error, please delete it and notify me promptly.

David J. Petersen
david.petersen@tonkon.com
Admitted to Practice in Oregon and California

503.802.2054 direct
503.221.1440 main

October 9, 2025

VIA E-MAIL - d.tokos@newportoregon.gov

Newport Planning Commission
c/o Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365

Re: Wyndhaven Ridge Phase 3 TIA Approval Appeals
Your File No. 1-TIA-25-A1 and A2

Dear Planning Commission:

On August 28, 2025, the Newport Community Development Director ("Director") issued an order ("Final Order") approving a Traffic Impact Analysis ("TIA") for the Wyndhaven Ridge Phase 3 development ("Project") by our client Cobalt Development, LLC ("Applicant"). This letter is submitted in opposition to the two appeals of the Final Order filed by Michael Cappelli and George Dwyer.

The Project is a permitted use in the R-4 High-Density Multi-Family Residential zone.[1] However, before a building permit may issue, Newport Municipal Code (NMC) 14.45.010.C requires that the City approve a TIA for the Project because the Project will generate 500 or more average daily trips or 50 PM peak-hour trips or more.[2] The criteria to approve a TIA for an outright permitted use are set forth in NMC 14.45.050.

Summary

The appeals attempt to raise many issues, most outside the scope of these proceedings, in an attempt to cloud the issue before the Commission, when in reality the issue is simple and direct: does substantial evidence in the record support the conclusions in the Final Order[3] that the applicable approval criteria are met. Based

[1] Final Order, Findings of Fact, ¶ 4.
[2] Specifically, the Applicant's TIA determined that the Project will generate 652 average daily trips and 59 PM peak-hour trips. TIA, p. 8, Table 4.
[3] Final Order, Conclusions, ¶¶ 2, 5.

on the available record, the only reasonable answer to this question is yes. In fact, there is no contrary evidence in the record at all that could support a different answer. The appeals are filled with supposition and speculation, but they neither cite to nor provide any actual evidence that the evidence relied on by the TIA and the Director is inaccurate or that their conclusions based on that evidence is in error. Simply put, all available evidence shows that the applicable criteria are met and therefore the appeals should be denied.

To some degree, the issues raised in the two appeals overlap, but for clarity Appellant responds to each appeal separately, as follows.

Dwyer Appeal

Addressing the Dwyer appeal first, the appellant states four grounds for appeal, none of which have merit, as follows:

1. The TIA provides substantial evidence of both current conditions and conditions after Project buildout.

Applicant's TIA is dated May 10, 2023. Appellant challenges the currency of the report, but offers no actual, contrary analysis to suggest the data is no longer valid. In fact, the data in the report is still valid, as no changes have occurred to background conditions or the proposed Project since the TIA was prepared. Nonetheless, to ensure that the record most accurately reflects the development schedule, enclosed please find a supplemental TIA from Lancaster Mobley adjusting Project completion to 2027. That supplement confirms no changes to the analysis or conclusions of the original TIA. Mr. Mobley, the author of the TIA, will be available at the hearing to answer any questions on this issue.

Appellant also questions the current condition of "Intersection 5," stating that this is a one-way gravel road and that access is closed at this location. This is not correct. Intersection 5 of the TIA is the intersection of Harney and 31st, which is a paved three-way intersection which is open and operates as shown in Figure 2 of the TIA. The one-way gravel section of Harney is actually Big Creek Road and is a substantial distance south of the Project near the site of the temporary bridge closure. As noted in the Final Order, the bridge will be reopened this month. Since the bridge will be open when the Project is built, the TIA properly assumed a functional bridge when analyzing Project impacts. The TIA concluded that no mitigation was necessary at this site and the Director agreed. No evidence has been introduced to the contrary to challenge this conclusion.

2. Analysis of water and sewer infrastructure is not an applicable approval criterion.

Appellant argues that "a full water and sewer line infrastructure analysis needs to be performed." This is not correct. The only decision before the City is approval of Applicant's TIA. Sewer and water infrastructure is not a relevant approval criterion. Public utility infrastructure is relevant to zoning decisions, but the adequacy of the infrastructure to serve this site was already evaluated when the property was zoned R-4 and cannot be collaterally attacked now under the guise of a challenge to a traffic analysis.

3. There is no evidence of sufficient impacts from the Project to require the additional traffic improvements desired by the appellant.

Appellant suggests that the Project should be conditioned on additional traffic-related impacts to the Hwy. 101/36th Street intersection, 31st Street and Harney Street. With respect to the Hwy. 101 intersection, the Director found, based on the TIA, that vehicle trips at that intersection attributable to the Project are "a tiny fraction" of what the facility already accommodates, and would have no appreciable impact on the intersection.[4] ODOT, which has jurisdiction over Hwy. 101, agreed that no mitigation measures were required on the highway as a result of the Project.[5] Thus, no condition requiring Applicant to make improvements at the intersection is warranted or would be permissible.

With respect to 31st, Harney and all other transportation facilities evaluated in the TIA, the scope of the TIA was approved by City staff in consultation with ODOT and Applicant. The evidence in the TIA shows that all studied streets and intersections will continue to function at acceptable levels with the Project in place.[6] As noted above, there is no evidence to the contrary in the record, and the appellant's unsubstantiated opinion is insufficient to disregard the evidence and findings of the TIA as approved by both City and ODOT transportation staff.

Appellant also advocates that 31st Street be made one-way eastbound from 32nd to Harney, not to improve the flow of traffic generally, but specifically to give Pacific Homes residents "a less congested exit to enter US 101." In other words, he wants exclusive access onto Hwy. 101 at 31st for Pacific Homes Beach Club residents and to force all other traffic to loop around to 36th Street to access Hwy. 101. It doesn't

[4] Final Order, Conclusions, ¶ 2(I).
[5] ODOT Memorandum from Arielle Childress to Duane Liner, August 18, 2025; see also Final Order, Conclusions, ¶ 4(C).
[6] Final Order, Conclusions, ¶¶ 5(B) and 5(D).

take a trained traffic engineer to see that this is a non-sensical solution that benefits the few at the expense of the general public, and not surprisingly, neither appellant has submitted any evidence demonstrating that this change would improve traffic in the area.

Lastly, appellant alleges that the Project does not comply with the Statewide Planning Goal 12 Transportation Planning Rule (TPR). However, the TPR is not implicated in this matter since it only directly applies to a TIA approval when a functional plan, acknowledged comprehensive plan or land use regulation must be amended for a project to proceed, which is not the case here.[7]

4. There is no evidence of bias on the part of the Director in issuing the Final Order.

Appellant alleges bias on the part of Mr. Tokos because one of Applicant's principals has served on city committees in the past, but he offers no evidence other than the fact that Mr. Tokos and Mr. Woodley worked together in connection with those committees. City business would grind to a complete halt if public employees were disqualified every time a civic volunteer had business with the City. This allegation should not be taken seriously.

Cappelli Appeal

In his appeal, Mr. Cappelli also raises four issues, the first of which is the age of the TIA. As discussed above, the TIA is still valid for current conditions as demonstrated by the supplemental TIA from Lancaster Mobley. The remaining three grounds for appeal are also without merit, as follows.

1. The scope of the TIA was appropriate.

Appellant wrongly alleges that the TIA only focused on the physical conditions of affected roadway segments and the two intersections of Hwy. 101 with 31st and 36th Streets. While the TIA does in fact conduct a structural analysis of affected roads, it also provides a much more comprehensive analysis consistent with prudent traffic engineering practices and the scope approved by the City and ODOT in advance. The TIA (as confirmed in the supplemental TIA) analyzes trip generation from the Project under both current conditions and Project buildout conditions. It analyzes capacity, mobility and delay issues at five (not two) street intersections, on the intervening roadway segments and at the site access points using actual on-site traffic counts and trusted industry data sources. The TIA also evaluates crash patterns and

[7] Final Order, Conclusions, ¶¶ 2(E) and 5(C).

intersection sight distances as well as transit and non-vehicular traffic impacts. It is simply false to claim that the TIA is unduly limited in scope as appellant describes.

2. Responsibility to correct already-existing issues cannot be imposed on the Project.

Like Mr. Dwyer, Mr. Capelli focuses heavily on the segment of 31st Street between Hwy. 101 and Harney, and particularly the intersection of 31st and 32nd which constitutes the primary access to the Pacific Homes Beach Club community. This is a three-way intersection with stop signs for both southbound 32nd Street traffic and westbound 31st Street traffic. Appellant states that the stop sign for westbound 31st Street traffic "is obscured by a slope and berm," and that traffic merging from 32nd onto 31st westbound, and turning left onto 32nd from 31st Street eastbound, also face site obstruction problems.

Appellant expresses no opinion as to whether there are, in fact, site obstruction issues at this intersection. But any problems that do exist pre-date the Project and are not caused or exacerbated in any way by the Project.[8] As such, if there are any problems that need fixing, that is a wholly unrelated matter to this application. There is no legal or factual basis to deny approval of the TIA as a result, or to impose any obligation on Appellant to make improvements at this intersection as a condition of the Project. To do so would constitute an unconstitutional exaction for lack of both a nexus and rough proportionality between the condition and the impacts of the Project.

3. The City gave legally sufficient notice of the August 12, 2025 deadline to submit comments.

Appellant references a "hearing" on August 12, 2025, but there was in fact no hearing on this matter. August 12 was the deadline for interested parties to provide written comment on the application.[9] At least 18 people submitted written comments, including both appellants, and the Director addressed those comments in the Final Order.[10]

Appellant concedes that notice of the August 12, 2025 comment deadline was given in compliance with NMC 14.52.060.C.5, as required. Appellant may wish the notice

[8] Without any evidence, appellant alleges an anecdotal "increase in rolling stops and blown stop signs," but this impact is not quantified nor is it linked to the Project by anything other than speculation. And furthermore, traffic analysis must necessarily assume that drivers obey applicable signs and rules; it cannot account for lawbreakers.
[9] Final Order, Conclusions, ¶ 4(A).
[10] Final Order, Conclusions, ¶ 4(B).

requirements of the NMC were different, but that issue is not before this body. Appellant can lobby the City Council if he believes the NMC should be changed. Moreover, Mr. Cappelli actually submitted comments in advance of the deadline. Therefore, even if the City erred in giving notice, he has not explained how he personally was prejudiced by the error. *Concerned Citizens v. Jackson County*, 33 Or LUBA 70, 83 (1997) (party alleging procedural error in a land use proceeding must explain with specificity how its substantial rights were prejudiced by the error); *Bauer v. City of Portland*, 38 Or LUBA 432, 436 (2000) (party may not allege prejudice to the rights of third parties as a basis for appeal).

* * * * *

Based on detailed and well-reasoned findings and conclusions wholly supported by the available evidence, the Director properly concluded in the Final Order that all applicable approval criteria were met and approved the TIA. Appellants have identified no credible evidence that could possibly justify disturbing the Final Order. For the foregoing reasons, Applicant respectfully requests that the appeals be denied and the Final Order confirmed without change. Please enter this letter into the record on this matter. Thank you.

Best regards,



David J. Petersen

DJP/rkb
Enclosure

cc (via e-mail, w/enc.): Todd Woodley, Wyndhaven Ridge 3 LLC
Todd Mobley, Lancaster Mobley
Sherri Marineau, City of Newport
(s.marineau@newportoregon.gov)

043701\00010\18843491v1

lancaster mobley

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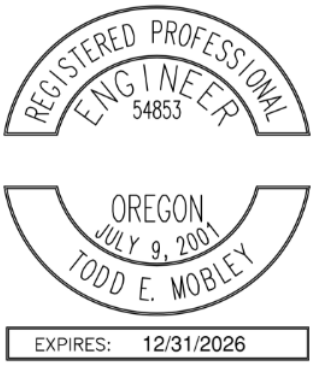
Memorandum

To: **Derrick Tokos, AICP, Community Development Director**

From: **Todd E. Mobley, PE**

Date: **October 9, 2025**

Subject: **Wyndhaven Ridge Phase 3 TIA Approval Appeals**
File No. 1-TIA-25-A1 & A2
Supplemental TIA



Introduction

This memorandum serves as a supplemental Transportation Impact Analysis (TIA) for the subject application. Lancaster Mobley prepared the original TIA, dated May 10, 2023. This supplement is in response to issues raised on appeal by Michael Cappelli and George Dwyer.

Date of Original TIA

Traffic counts were collected in March of 2023 while school was in session and the final TIA was published two months later in May. The TIA applied a growth rate and added trips from Wyndhaven Ridge Phase 2, which at that time was approved but not yet occupied. For this supplement, additional growth was applied to the traffic volumes to reflect 2025 existing conditions and a new buildout year of 2027.

Minor delays in real estate development projects such as this are not unusual, and adding additional years of traffic growth for amended buildout years is a common practice. In this case, there have not been changes in the neighborhood that would result in different conclusions, but for the record this analysis of the revised buildout year is provided in response to issues raised in the appeals.

Roadway Connections to the South

The appeal from George Dwyer raises concerns about the functionality of Harney Street at Intersection 5 in the TIA and the limitation to one-way traffic. Intersection 5 in the TIA is the intersection of NE 31st Street and NE Harney Street, which is a paved, T-shaped intersection that was recently improved as part of prior phases of Wyndhaven Ridge. The intersection is complete, and functional.

The portion of the roadway system that is currently limited to one-way traffic is actually NE Big Creek Road, which is approximately one half of a mile south of the project site. The one-way restriction is part of bridge repair work, which is scheduled to be completed this month. Also, the traffic counts in the TIA were collected prior to the bridge closure. As such, the TIA analysis that does not reflect the current, temporary restriction is appropriate since the bridge repairs will be complete when the project is built out.

Still, the updated analysis in this Supplemental TIA was done assuming that all project traffic would use NE 31st

Street and NE 36th Street to reach Highway 101. This was done to demonstrate that even if the roadway network south of the site via NE Harney Street and NE Big Creek Road was completely unavailable, the intersections on Highway 101 would still meet applicable performance standards with the proposed project in place. Detailed capacity analysis south of the intersection of NE Harney Street and NE 31st Street was not included in the original TIA or this Supplemental TIA since the additional traffic that would be added to the system in that direction is very small and impacts from this project would be insignificant. This was confirmed by the acceptance of the TIA scoping memo by both the City of Newport and the Oregon Department of Transportation (ODOT).

Updated Capacity Analysis

As in the original TIA, the study area intersections were re-analyzed using the unsignalized intersection analysis methodologies in the *Highway Capacity Manual*, published by the Transportation Research Board. For intersections with Highway 101, ODOT performance standards are appliable, which is a volume to capacity (v/c) ratio of 0.80 or better. For intersections under City of Newport jurisdiction, unsignalized intersections must operate at level of service (LOS) E or better and a v/c ratio of 0.95 or better.

The table below provides a summary of the updated capacity analysis at all study area intersections. Detailed analysis calculations are included in the attached Technical Appendix. The table shows that the findings and conclusions of the original TIA are unchanged.

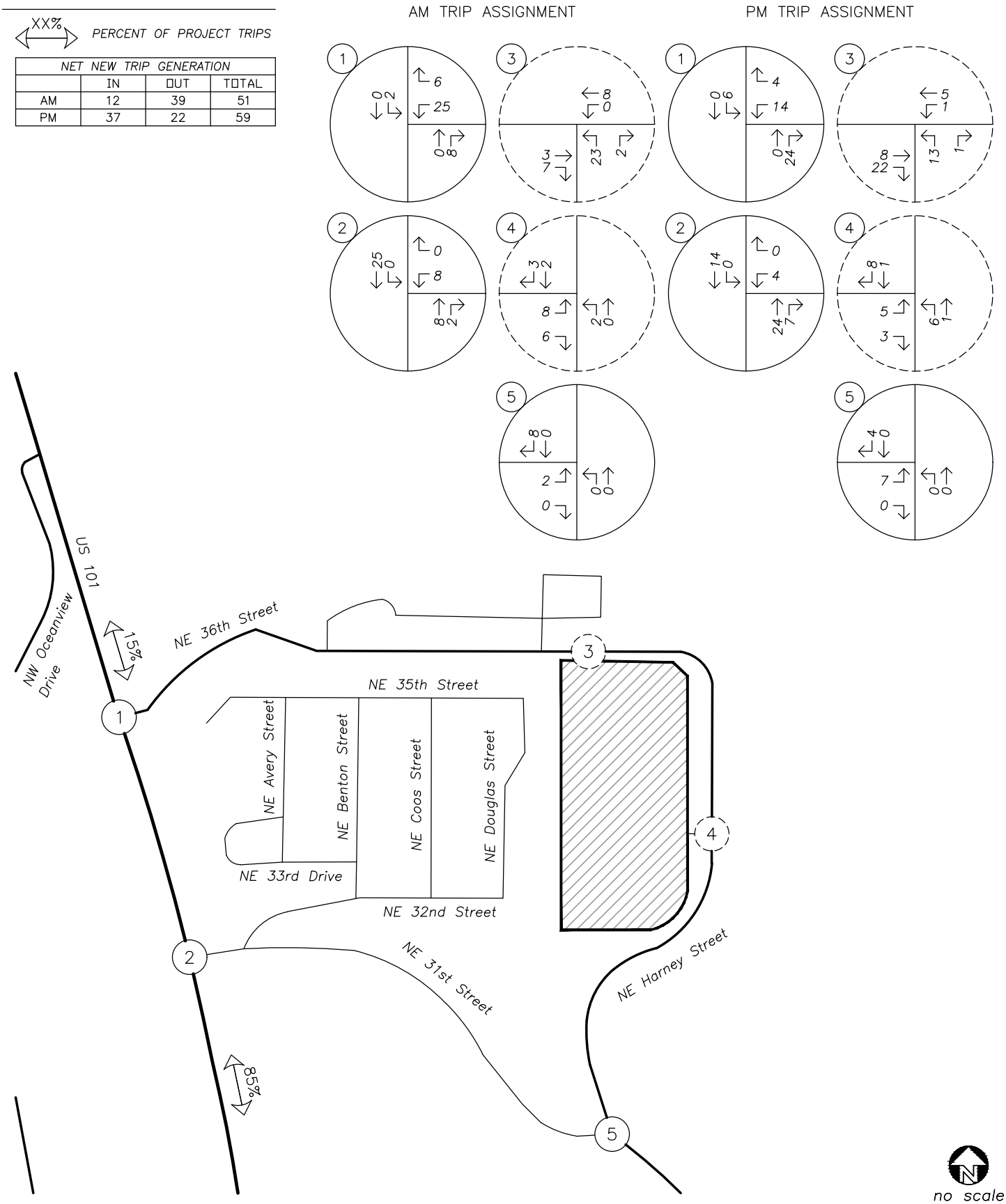
Updated Capacity Analysis Summary

Intersection & Condition	Mobility Target	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
1. US 101 & NE 36th Street							
2025 Existing Condition	0.80	0.17	C	19	0.18	D	27
2027 Background Condition		0.18	C	20	0.20	D	28
2027 Buildout Condition		0.30	C	22	0.30	D	31
2. US 101 & NE 31st Street							
2025 Existing Condition	0.80	0.20	C	21	0.38	D	35
2027 Background Condition		0.28	C	23	0.47	E	41
2027 Buildout Condition		0.33	C	25	0.51	E	45
3. Site Access & 36th Street							
2027 Buildout Condition	0.95 & LOS E	0.04	A	9	0.02	A	9
4. NE Harney Street & Site Access							
2027 Buildout Condition	0.95 & LOS E	0.02	A	9	0.01	A	9
5. NE Harney Street & NE 31st Street							
2025 Existing Condition	0.95 & LOS E	0.04	A	9	0.11	A	9
2027 Background Condition		0.04	A	9	0.11	A	9
2027 Buildout Condition		0.05	A	9	0.12	A	9

Summary & Conclusions

As shown in this Supplemental TIA, the study area intersections and roadways will still accommodate the additional traffic from Wyndhaven Ridge Phase 3, consistent with the findings of the original TIA, which was approved by the City of Newport and is the subject of this appeal. No mitigation is necessary or recommended.

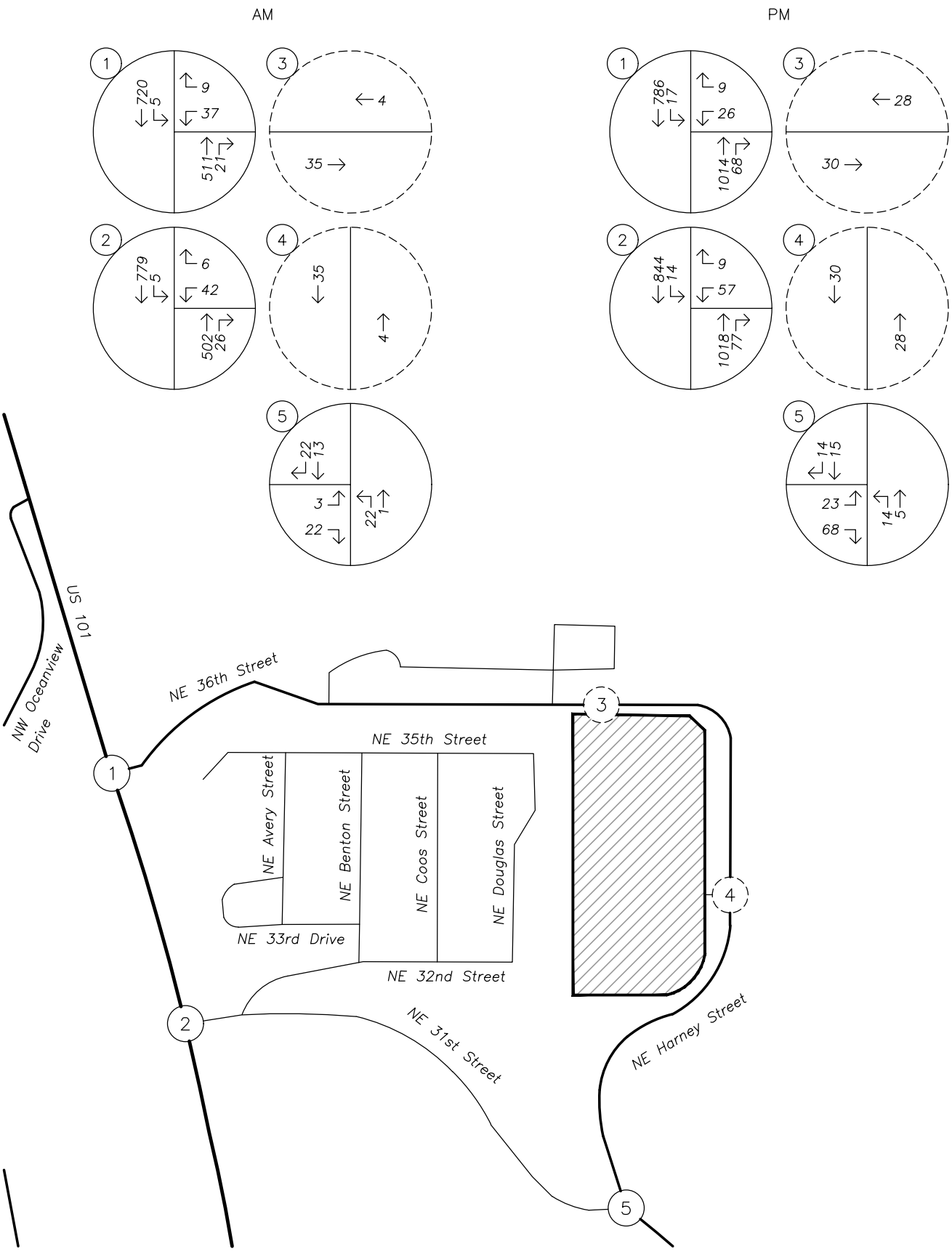
Further, the transportation system could still accommodate the project, even if NE Harney Street and NE Big Creek Road were closed and completely unavailable to serve traffic from this site. This is not expected to be the case since the current bridge project is scheduled to be completed this month. Project impacts to the street system south of the site will be insignificant and ability for the street system to accommodate traffic from Wyndhaven Ridge Phase 3 is not dependent on the status of current construction projects on NE Big Creek Road.



SITE TRIP DISTRIBUTION & ASSIGNMENT

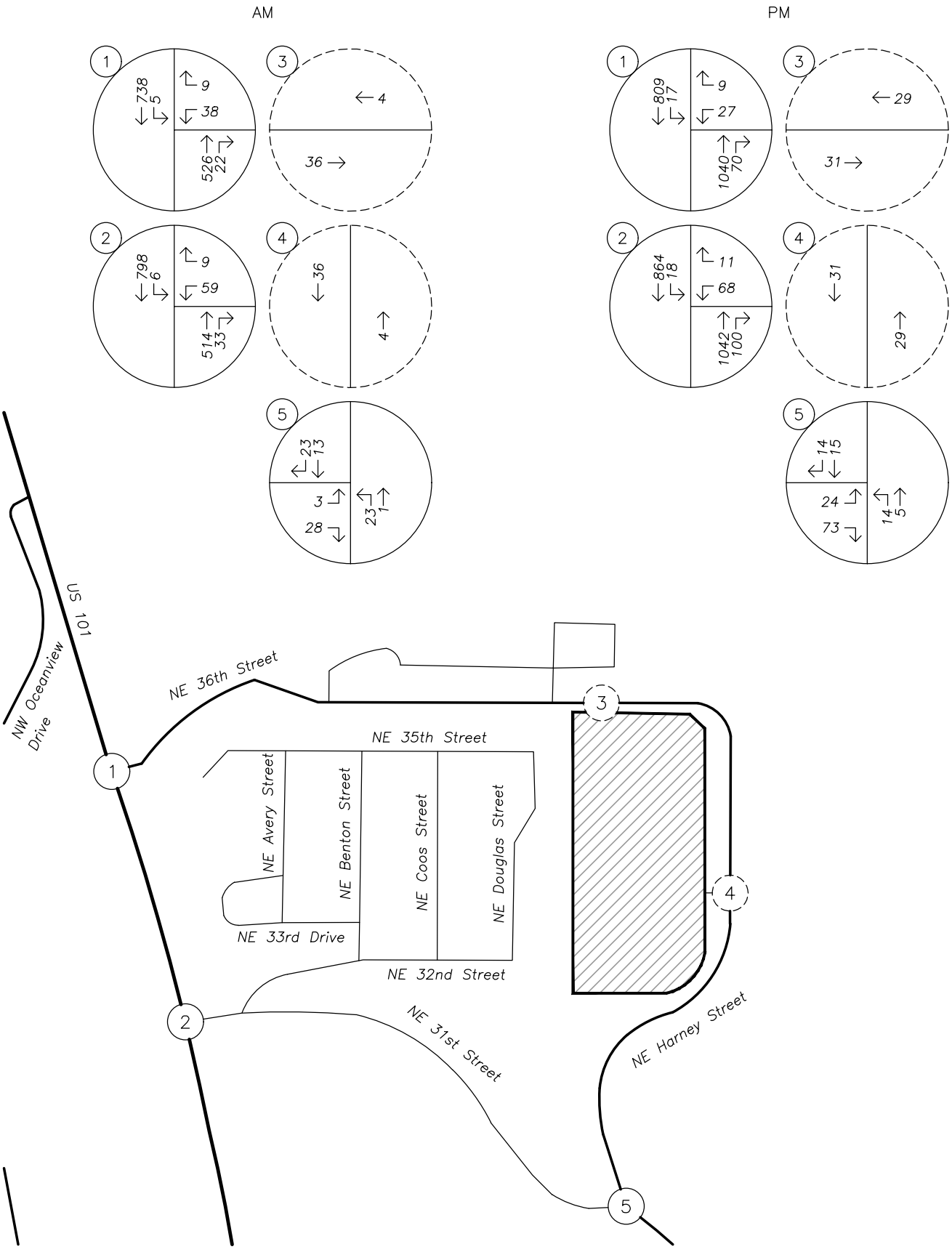
Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3
Wyndhaven Ridge Phase 3
10/9/2025



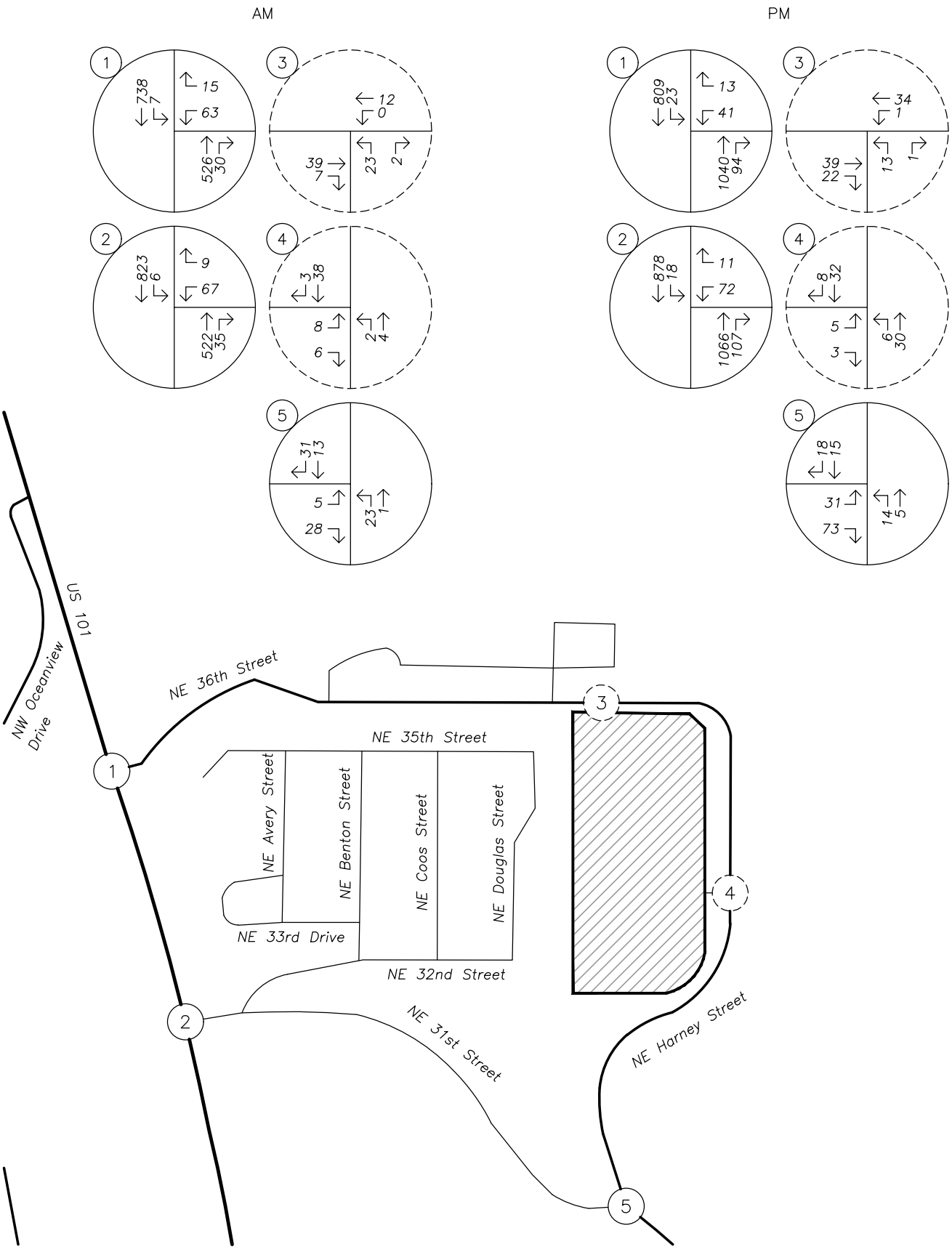
TRAFFIC VOLUMES
2025 Existing Condition
AM & PM Peak Hours

Figure 4
Wyndhaven Ridge Phase 3
10/9/2025



TRAFFIC VOLUMES
2027 Background Condition
AM & PM Peak Hours

Figure 5
Wyndhaven Ridge Phase 3
10/9/2025



TRAFFIC VOLUMES
2027 Buildout Conditions
AM & PM Peak Hours

Figure 6
Wyndhaven Ridge Phase 3
10/9/2025

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	9	511	21	5	720
Future Vol, veh/h	37	9	511	21	5	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	43	10	594	24	6	837

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1443	594	0	0	619	0
Stage 1	594	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	147	508	-	-	971	-
Stage 1	555	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	508	-	-	971	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	420	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.01	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	310	971	-
HCM Lane V/C Ratio	-	-	0.172	0.006	-
HCM Control Delay (s/veh)	-	-	19	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	6	502	26	5	779
Future Vol, veh/h	42	6	502	26	5	779
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	49	7	584	30	6	906

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1501	584	0	0	614	0
Stage 1	584	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	136	515	-	-	975	-
Stage 1	562	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	515	-	-	975	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.61	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	286	975	-
HCM Lane V/C Ratio	-	-	0.195	0.006	-
HCM Control Delay (s/veh)	-	-	20.6	8.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	4	0	0
Future Vol, veh/h	35	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	50	0	0	6	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	56	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1570	-	957	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1023	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	957	1024
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1023	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	4	35	0
Future Vol, veh/h	0	0	0	4	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	50	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	56	50	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	957	1024	1570	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	957	1024	1570	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	22	22	1	13	22
Future Vol, veh/h	3	22	22	1	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	31	31	1	19	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	34	50	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	905	1045	1570	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1045	1570	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.65	7.02	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	1023	-	-
HCM Lane V/C Ratio	0.02	-	0.035	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	9	1014	68	17	786
Future Vol, veh/h	26	9	1014	68	17	786
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	28	10	1079	72	18	836

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1953	1081	0	0	1153	0
Stage 1	1081	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	69	251	-	-	613	-
Stage 1	321	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	250	-	-	612	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	26.6	0	0.23
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	204	612	-
HCM Lane V/C Ratio	-	-	0.183	0.03	-
HCM Control Delay (s/veh)	-	-	26.6	11.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	9	1018	77	14	844
Future Vol, veh/h	57	9	1018	77	14	844
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	61	10	1095	83	15	908

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2035	1098	0	0	1180	0
Stage 1	1098	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	61	261	-	-	599	-
Stage 1	315	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 60	261	-	-	597	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	367	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	34.98	0	0.18
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	189	597	-
HCM Lane V/C Ratio	-	-	0.375	0.025	-
HCM Control Delay (s/veh)	-	-	35	11.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	28	0	0
Future Vol, veh/h	30	0	0	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	0	33	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	68	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1589	-	942	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	942	1043
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	28	30	0
Future Vol, veh/h	0	0	0	28	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	33	35	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	68	35	35	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	942	1043	1589	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	942	1043	1589	-	-	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	68	14	5	15	14
Future Vol, veh/h	23	68	14	5	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	80	16	6	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	65	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	946	1056	1590	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	936	1056	1590	-	-	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.93	5.37	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	1023	-	-
HCM Lane V/C Ratio	0.01	-	0.105	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	9	526	22	5	738
Future Vol, veh/h	38	9	526	22	5	738
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	44	10	612	26	6	858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1481	612	0	0	637	0
Stage 1	612	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	139	497	-	-	956	-
Stage 1	545	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	497	-	-	956	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.59	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	956	-
HCM Lane V/C Ratio	-	-	0.182	0.006	-
HCM Control Delay (s/veh)	-	-	19.6	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	9	514	33	6	798
Future Vol, veh/h	59	9	514	33	6	798
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	69	10	598	38	7	928

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1540	598	0	0	636	0
Stage 1	598	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	128	506	-	-	957	-
Stage 1	553	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	506	-	-	957	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.95	0	0.07
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	279	957	-
HCM Lane V/C Ratio	-	-	0.284	0.007	-
HCM Control Delay (s/veh)	-	-	22.9	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	4	0	0
Future Vol, veh/h	36	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	0	0	6	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	57	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1568	-	955	1022
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	1023	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1568	-	955	1022
Mov Cap-2 Maneuver	-	-	-	-	955	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	1023	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	4	36	0
Future Vol, veh/h	0	0	0	4	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	51	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	51	51	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	955	1022	1568	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1022	1568	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	28	23	1	13	23
Future Vol, veh/h	3	28	23	1	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	40	33	1	19	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	102	35	51	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	901	1044	1568	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	882	1044	1568	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.67	7.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	1025	-	-
HCM Lane V/C Ratio	0.021	-	0.043	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	9	1040	70	17	809
Future Vol, veh/h	27	9	1040	70	17	809
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	29	10	1106	74	18	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2005	1108	0	0	1183	0
Stage 1	1108	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	64	241	-	-	598	-
Stage 1	312	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	62	241	-	-	596	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	27.8	0	0.23
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	196	596	-
HCM Lane V/C Ratio	-	-	0.196	0.03	-
HCM Control Delay (s/veh)	-	-	27.8	11.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	11	1042	100	18	864
Future Vol, veh/h	68	11	1042	100	18	864
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	73	12	1120	108	19	929

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2091	1123	0	0	1231	0
Stage 1	1123	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 57	252	-	-	573	-
Stage 1	306	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 54	252	-	-	571	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	41.08	0	0.24
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	571	-
HCM Lane V/C Ratio	-	-	0.467	0.034	-
HCM Control Delay (s/veh)	-	-	41.1	11.5	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	29	0	0
Future Vol, veh/h	31	0	0	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	0	34	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	71	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1587	-	939	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	939	1042
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	29	31	0
Future Vol, veh/h	0	0	0	29	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	34	36	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	71	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	939	1042	1587	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1042	1587	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	73	14	5	15	14
Future Vol, veh/h	24	73	14	5	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	86	16	6	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	65	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	946	1056	1590	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	936	1056	1590	-	-	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.96	5.37	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	1023	-	-
HCM Lane V/C Ratio	0.01	-	0.112	-	-
HCM Control Delay (s/veh)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	15	526	30	7	738
Future Vol, veh/h	63	15	526	30	7	738
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	73	17	612	35	8	858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1486	612	0	0	647	0
Stage 1	612	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	139	497	-	-	949	-
Stage 1	545	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	497	-	-	949	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.14	0	0.08
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	300	949	-
HCM Lane V/C Ratio	-	-	0.303	0.009	-
HCM Control Delay (s/veh)	-	-	22.1	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	9	522	35	6	823
Future Vol, veh/h	67	9	522	35	6	823
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	6	0	0	6
Mvmt Flow	78	10	607	41	7	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1578	607	0	0	648	0
Stage 1	607	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	122	500	-	-	948	-
Stage 1	548	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	500	-	-	948	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.82	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	948	-
HCM Lane V/C Ratio	-	-	0.329	0.007	-
HCM Control Delay (s/veh)	-	-	24.8	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	7	0	12	23	2
Future Vol, veh/h	39	7	0	12	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	10	0	17	33	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	78	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1549	-	930	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	930	1010
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	1549	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s/veh)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	2	4	38	3
Future Vol, veh/h	8	6	2	4	38	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	9	3	6	54	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	68	56	59	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	942	1016	1558	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	940	1016	1558	-	-	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.78	2.44	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	971	-	-
HCM Lane V/C Ratio	0.002	-	0.021	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	28	23	1	13	31
Future Vol, veh/h	5	28	23	1	13	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	40	33	1	19	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	108	41	63	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	894	1036	1553	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	1036	1553	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.75	7.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1552	-	1008	-	-
HCM Lane V/C Ratio	0.021	-	0.047	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	13	1040	94	23	809
Future Vol, veh/h	41	13	1040	94	23	809
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	125	180	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	14	4	0	0	2
Mvmt Flow	44	14	1106	100	24	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2018	1108	0	0	1208	0
Stage 1	1108	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.45	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	63	241	-	-	584	-
Stage 1	312	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	60	241	-	-	583	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	31.33	0	0.32
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	193	583	-
HCM Lane V/C Ratio	-	-	0.297	0.042	-
HCM Control Delay (s/veh)	-	-	31.3	11.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	11	1066	107	18	878
Future Vol, veh/h	72	11	1066	107	18	878
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	35	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	2
Mvmt Flow	77	12	1146	115	19	944

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2132	1149	0	0	1264	0
Stage 1	1149	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 53	244	-	-	557	-
Stage 1	298	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 51	243	-	-	555	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	44.76	0	0.24
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	176	555	-
HCM Lane V/C Ratio	-	-	0.507	0.035	-
HCM Control Delay (s/veh)	-	-	44.8	11.7	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.5	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	22	1	34	13	1
Future Vol, veh/h	39	22	1	34	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	26	1	40	15	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	101	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1541	-	902	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	901	1013
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.21	9.04
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	909	-	-	51	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Control Delay (s/veh)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

NEWPORT PLANNING DEPT
NEWPORT, OREGON
FILE NO. 1-TIA-25

I AM HERE BECAUSE A SERIOUS AND DANGEROUS SITUATION CURRENTLY EXISTS IN NEWPORT ADJACENT TO THE PHBC COMMUNITY.

SPECIFICALLY, THE INCREASE IN TRAFFIC ON 31ST ST APPROACHING COAST HIWAY & THE HIGH RATE OF DRIVERS NOT STOPPING AT THE POSTED STOP SIGN.

THERE WAS NO PROBLEM WITH THIS PRIOR TO YEAR 2023 . THE BIG INCREASE IN CAR TRAFFIC STARTING IN 2023 COMES FROM THE (2) VERY BIG APARTMENT COMPLEXES ON 31ST ST & ON HARNEY ST. THESE DRIVERS NOW MOSTLY FAIL TO STOP AT THE STOP JUST PRIOR TO OUR EXIT FROM PHBC. THE TRAFFIC STUDY CITED IN THE FINAL ORDER (2023 TIA) WAS COMPLETED IN MAY 2023 - PRIOR TO THE RENTING OF THE APARTMENTS.

MY OBSERVATIONS OVER THE LAST 3 MONTHS - USUALLY 10-15 MINUTES AT A TIME - ARE THAT APPX 65 % OF DRIVERS NOW DO NOT STOP , WITH SOME NOT TOUCHING THEIR BRAKES AT ALL , SO THAT IS APPX 30 MPH - WHEN IT SHOULD BE A FULL STOP. SOME GIVE US THE FINGER AS THEY BLOW THROUGH WHILE WE ARE STOPPED .

THEIR STOP IS AT THE TOP OF A CRESTING HILL ON WESTBOUND 31ST ST AND THEREFORE NOT VISIBLE TO US UNTIL THE LAST MOMENT . SAME SITUATION FOR US TURNING LEFT INTO COMMUNITY - THAT CRESTING HILL WITH A LEGAL STOP SIGN IGNORED & RUSSIAN ROULETTE TO NOT GET HIT IN THIS DIRECTION RETURNING TO OUR HOMES .

THIS WESTBOUND STOP AT A CRESTING HILL MEANS THESE DRIVERS CAN NOT SEE US AS WE WAIT AT OUR STOP SIGN AS THEY BLOW THROUGH & WE CAN NOT SEE THEM TO OUR LEFT APPROACHING AT SPEED .

NEWPORT PLANNING DEPT
NEWPORT, OREGON
FILE NO. 1-TIA-25

AS FULL HOMEOWNERS - OWNING OUR INDIVIDUAL LOTS AND HOUSES AND PAYING PROPERTY TAXES ON BOTH - WE SUGGEST THE PLANNING DEPT CORRECT THIS VERY QUICKLY AND ALSO PREPARE FOR FOR FURTHER TRAFFIC INCREASES FROM ANOTHER PROPOSED APARTMENT COMPLEX ON HARNEY ST.

A SPEED BUMP PRIOR TO THE STOP AND A CROSS WALK TO THE CITY WALKWAY UNDER COAST HIWAY TO PROTECT GRANDCHILDREN ESCORTED TO THE BEACH - ASWELL AS STRONG ENFORCEMENT WOULD BE A GOOD START.

WE HOPE THE PLANNING DEPT WOULD HAVE OTHER EFFECTIVE SOLUTIONS AS WELL.

107 RESIDENTS SIGNED A PETITION AND SUBMITTED LETTERS IN SEPTEMBER 2025 , THIS APPEAL HEARING IS FURTHER EVIDENCE OF THE REQUIRED LEGAL PROCESS FOR THE CITY OF NEWPORT OREGON.

OTHER SPEAKERS WILL MENTION POTENTIAL GRIDLOCK FOR EMERGENCY 1ST RESPONDERS INTO AND OUT OF OUR COMMUNITY .

THANK YOU FOR SCHEDULING THIS APPEAL MEETING FOR :

FILE NO. 1 - TIA - 25 .

MARK STANIFER
334 NE 32ND ST
NEWPORT OR. 97365

Patti Stanifer
334 NE 32nd Street
Newport OR

I WALK AROUND THE NEIGHBORHOOD AND UP AND DOWN THE ENTRANCE TO PACIFIC HOMES BEACH CLUB ALMOST EVERYDAY, WEATHER PERMITTING. I'VE NOTICED QUITE A CHANGE IN THE AMOUNT OF CARS GOING DOWN 31ST STREET SINCE THE APARTMENTS WERE PUT IN JUST DOWN THE STREET FROM US.

ONE OF THE THINGS THAT MOST CONCERNS ME IS THE NUMBER OF CARS WHO DON'T STOP AT THE STOP SIGN AND ALSO THE ONES WHO DON'T STOP \WHEN I WANT TO CROSS THE STREET TO GO TO AGATE BEACH OR TO JUST GO UP AND DOWN THE STAIRS FOR EXERCISE.

LAST WEEK I SPENT A FEW MINUTES WRITING DOWN HOW MANY CARS RAN THROUGH THE STOP SIGN WHILE I WAS AT THE BASE OF THE HILL.

ON OCTOBER 3RD, 4 CARS RAN THROUGH THE STOP SIGN IN 2 MINUTES

ON OCTOBER 4TH, 5 CARS RAN THROUGH THE STOP SIGN IN 1 MINUTE

ON OCTOBER 5TH, 14 CARS RAN THROUGH THE STOP SIGN IN 5 MINUTES

ON OCTOBER 6TH, 12 CARS RAN THROUGH THE STOP SIGN IN 4 MINUTES.

I ALSO COUNTED HOW MANY CARS WOULD RUN THROUGH THE STOP SIGN IF IT APPEARED I WANTED TO CROSS THE ROAD. WITH ONE FOOT ON THE STREET AND ONE ON THE CURB IT AVERAGED 6 TO 10 CARS BEFORE ONE STOPPED AND ONLY ONCE DID THE FIRST CAR STOP. DURING THE WEEK I SAW ONLY ABOUT 4 CARS STOP AT THE SIGN AND ONE WAS ON HER PHONE.

I THINK THE SPEED HUMPS ON OCEAN VIEW THAT ARE BEING REMOVED WOULD STOP THIS PROBLEM. BOTH SIDES NEED TO HAVE ONE SO THAT THE CARS DON'T TRY TO GO AROUND AND HIT A CAR HEAD-ON.

THANK YOU

PATTI STANIFER

To: City of Newport, Planning Commission
Regarding File: 1- TIA -25
Traffic Impact Analysis
Newport, OR 97365

October 10, 2025

Hello,

I have lived at Pacific Homes Beach Club for eight years and have witnessed multiple vehicles on 31st Street go through, without stopping, at their stop sign near our outlet. With additional apartments being built that will cause residents to travel in their vehicles, streaming along 31st to Highway 101, this will only get worse. And damage to vehicles and/or injury or death of one or more residents will be the inevitable result. I urge you to take the proper steps to prevent this from happening. BTW, I understand the last Traffic Impact Study was done before any of the newly built apartments were in existence.

Alan Rankin
149 NE 35th Street
Newport, Oregon

Case File: 4-Z-25
Hearing Date: October 13, 2025/Planning Commission

PLANNING STAFF MEMORANDUM
FILE No. 4-Z-25

I. **Applicant:** Initiated by motion of the Newport Planning Commission on June 23, 2025.

II. **Request:** Legislative amendments to Chapters 14.03, 14.06, 14.09, 14.14, 14.15, 14.30, and 14.44 of Title XIV of the Newport Municipal Code to create a City Center Design District form-based code.

III. **Findings Required:** This is a legislative action whereby the City Council, after considering a recommendation by the Newport Planning Commission, must determine that the changes to the Newport Municipal Code (NMC) are necessary and further the general welfare of the community (NMC 14.36.010).

IV. **Planning Staff Memorandum Attachments:**

Attachment "A" – Draft Copy of Ordinance No. 2025-07 (changes shown in mark-up format)
Attachment "B" – Draft Design Guidelines
Attachment "C" – Map of the Proposed City Center Design District
Attachment "D" – Map Illustrating Refinements to the City Center and Bayfront Parking Boundaries
Attachment "E" – City Center Design Review District Form Based Code, dated June 2025
Attachment "F" – Minutes from the 7/28/25, 8/11/25, and 8/25/25 Commission Work Sessions
Attachment "G" – Ordinance No. 2025-04, City Center Revitalization Plan
Attachment "H" – Final Draft of the City Center Revitalization Plan, dated 9/12/25
Attachment "I" – Public Hearing Notice

V. **Notification:** The Department of Land Conservation & Development received notice of the proposed legislative amendment on July 29, 2025. Notice of this October 13, 2025 Planning Commission hearing was published in the Lincoln County Leader on October 1, 2025 and emailed to persons who requested to be kept informed of the City Center Revitalization Planning effort (Attachment "I").

VI. **Comments:** No comments have been received regarding the proposed amendments.

Discussion of Request: The Newport Zoning Ordinance, codified in Title XIV of the Municipal Code is being amended to put in place a design district with a form-based set of clear and objective standards for areas along US 101 and US 20 that are a part of the City Center Revitalization Plan, adopted with Ordinance No. 2025-04 (Attachments "G" and "H"). The provisions address building massing, building orientation, setbacks, and height, and they have been crafted to:

(a) foster building massing that frames streets and maximizes views from living and working spaces inside; and
(b) promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice; and
(c) ensure that both residential and retail development sensitively engages the street level with ground floor spaces can accommodate "live-work" office space.

An alternative set of guidelines is included for applicants that believe their development projects can achieve the above by different means (Attachment "B"). It is structured in a similar manner to the Nye Beach Design District, with the Planning Commission being charged with making a discretionary decision after holding a public hearing. Compliance with clear and objective standards is determined by staff as a ministerial act (i.e. no notice or opportunity to appeal). Additionally, the code amendments expand the range and variety of residential uses allowed in the City Center, creating opportunities for housing to be constructed at all levels of affordability, in close proximity to services and areas of employment.

The Planning Commission considered the draft amendments at work sessions on July 28, 2025, August 11, 2025, and August 25, 2025 (Attachment "F"). This package of form based code revisions has been prepared by the consulting firm Urbsworks, and they are under contract with the City to update the document titled "City Center Design Review District Form Based Code, dated June 2025" (Attachment "E") to include the guidelines and illustrations to assist with the application of the guidelines. The design standards in the document would also be updated to align with corresponding language contained in the draft ordinance (Attachment "A").

VII. **Conclusion and Recommendation:** The Planning Commission should review the proposed amendments and make a recommendation to the City Council as to whether or not they are necessary and further the general welfare of the community (ref: NMC 14.36.010). This would be done by motion and vote of the Commission members present. In making a motion the Commission should specifically reference the policy options or any other revisions they wish to see incorporated as part of their recommendation. If the Commission is not prepared to make a recommendation, or desires additional information or code revisions before it does so, then it may continue the hearing to a date certain.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

October 6, 2025

CITY OF NEWPORT

ORDINANCE NO. 2025-07

AN ORDINANCE AMENDING VARIOUS CHAPTERS OF THE NEWPORT ZONING ORDINANCE CODIFIED IN TITLE XIV OF THE NEWPORT MUNICIPAL CODE TO CREATE A CITY CENTER DESIGN DISTRICT FORM BASED CODE

(Newport File No. 4-Z-25)

WHEREAS, Newport's commercial areas along US 101 and US 20, particularly between the Yaquina Bay Bridge and US 101/US 20 intersection, have a high percentage of underutilized properties with vacant storefronts and aging, poorly maintained buildings; and

WHEREAS, an urban renewal district was established over the affected areas in 2015 to plan for, and fund, improvements to attract new investments and facilitate the revitalization of these commercial corridors; and

WHEREAS, as an initial investment the City, through its Urban Renewal Agency, partnered with the Oregon Department of Transportation (ODOT) to update its Transportation System Plan (TSP) to identify how the streetscape can be redefined to catalyze economic development and provide infrastructure needed to support additional density, and mixed use live-work environments; and

WHEREAS, that planning effort, completed in 2022, identified two potential transportation solutions for US 101, an option that would remove parking and retain two-way vehicle traffic and an option that would couplet the portion of US 101 between the Armory and City Hall, with 9th Street carrying northbound traffic. The couplet option retains parking along the subject portion of US 101 and allows for wider sidewalks. Both options include bike facilities, with the two-way option placing both the north and south bound bike lanes on 9th Street and the couplet option placing a bike lane on each one-way street segment; and

WHEREAS, as the TSP update was winding down, the City turned its attention to initiating a planning effort specific to the City Center area that would further refine the two options for realigning US 101 through City Center and identify the option that best supports desired development patterns; and

WHEREAS, this planning effort would further develop a set of amendments to the City's Comprehensive Plan and development code and identify public investments and incentives needed to encourage desired development and improve livability; and

WHEREAS, the Newport Urban Renewal Agency, through the City, applied for and received approval of a Transportation Growth Management (TGM) grant to offset a portion of the project cost of the planning work, with such approval occurring in the fall of 2021; and

WHEREAS, these types of grants, managed by ODOT, are subject to the execution of an intergovernmental funding agreement and lengthy consultant hiring process, which was not concluded until March of 2024, with the selection of a consulting team managed by David Evans and Associates, and

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WHEREAS, to inform the planning process, the City Council pulled together an 18 member citizen advisory committee representing a broad range of stakeholder interests. That group met seven times between May 31, 2024 and May 16, 2025, reviewing and refining project goals, an existing conditions assessment, market analysis, a gap analysis, initial code concepts, public investment recommendations and partnership/implementation strategies; and

WHEREAS, Planning Commission and City Council members participated on the citizen advisory committee, and they also met separately in individual and joint-work sessions with the consulting team to share their perspectives; and

WHEREAS, events with the broader community were held early in the planning process to inform and solicit feedback on the project goals, issues of concern in the city center area, transportation solutions, and desired outcomes, and then later to confirm that proposed solutions addressed the objectives of (a) creating an active mix of uses in a walkable environment; (b) safe, efficient traffic flow and managed parking, (c) a clean, welcoming appearance, (d) planned property development and acquisition, and (e) targeted investment in infrastructure; and

WHEREAS, the events included community workshops; a walking tour; focus group sessions with social service agencies, Spanish language speakers, and members of the general public; and online surveys, where feedback was received from over 380 individuals, roughly 50 of which completed Spanish language surveys; and

WHEREAS, considering all of the comments received, people generally agreed that the proposed approach appropriately address the project objectives, and at its final meeting on May 16, 2025, the citizen advisory committee provided a favorable recommendation to the Planning Commission and City Council regarding the proposed solutions for the City Center area; and

WHEREAS, the project consultants compiled the proposed solutions for City Center into nine (9) memos, to be collectively known as the "City Center Revitalization Plan," the titles of which are as follows:

- Memo #1 – Goals
- Memo #2 – Existing Conditions
- Memo #3 – Market Analysis
- Memo #4 – Gap Analysis
- Memo #5 – Initial Code Concepts
- Memo #6 – Public Investment
- Memo #7 – Partnerships/Implementation
- Memo #8 – Multi-Modal Analysis
- Memo #9 – Form Based Code, Parts 1-4
- Memo #9 – Form Based Code, Parts 5-6; and

WHEREAS, amendments to the Newport Comprehensive Plan contained in the recently adopted Ordinance No. 2025-04, incorporated these memos by reference, amending the goals, policies, and contextual language in the "Newport Peninsula Urban Design Plan" element of the Comprehensive Plan with respect to the City Center, to provide general direction for how the City should proceed with implementation; and

WHEREAS, Ordinance No. 2025-04 includes specific policy direction to establish a form-based set of design standards for building massing, building orientation, setbacks, and height to (a) foster building massing that frames streets and maximizes views from living and working spaces inside; (b) promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront

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bulkhead and building cornice; and (c) ensure that both residential and retail development sensitively engages the street level with ground floor spaces can accommodate “live-work” office space; and

WHEREAS, these amendments implement the above policy direction, expanding the range and variety of residential uses allowed in the City Center, and creating opportunities for housing to be constructed at all levels of affordability, in close proximity to services and areas of employment; and

WHEREAS, the Planning Commission held work sessions on July 28, 2025, August 11, 2025, and August 25, 2025 and a public hearing on October 13, 2025 to consider the proposed amendments and voted in favor of the changes, after considering public testimony and evidence and argument in the record; and

WHEREAS, the Newport City Council held a work session on _____ and public hearing on _____ to consider the proposed amendments and, after considering the recommendation of the Planning Commission and evidence and argument in the record, adopted the ordinance concluding that it effectively implements the policy direction provided in Ordinance No. 2025-04 and that it is necessary and furthers the general welfare of the community.

WHEREAS, information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. Findings. The above findings are hereby adopted in support of the amendments to Chapters 14.03, 14.06, 14.09, 14.14, 14.15, 14.30, and 14.44 of Title XIV of the Newport Municipal Code adopted by Section 2 of this Ordinance.

Section 2. Municipal Code Amendments. Chapters 14.03, 14.06, 14.09, 14.14, 14.15, 14.30, and 14.44 of Title XIV of the Newport Municipal Code are hereby amended as outlined in Exhibit “A” to this ordinance.

Section 3. Effective Date. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: _____

Signed by the Mayor on _____, 2025

_____
Jan Kaplan, Mayor

ATTEST:

_____
Allie Anderson, City Recorder

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(Unless otherwise specified, new language is shown in double underline, and text to be removed is depicted with ~~strikethrough~~. Staff comments, in *italics*, are for context and are not a part of the revisions.)

CHAPTER 14.03 ZONING DISTRICTS

***

14.03.050 Residential Uses.

The following list sets forth the uses allowed within the residential land use classification. Uses not identified herein are not allowed. Short-term rentals are permitted uses in the City of Newport's R-1, R-2, R-3 and R-4 zone districts subject to requirements of Section 14.25.

"P" = Permitted uses.
"C" = Conditional uses; permitted subject to the approval of a conditional use permit.
"X" = Not allowed.

A.	Residential	R-1	R-2 [8]	R-3	R-4
	1. Single-Family	P	P	P	P
	2. Two-family [7]	P	P	P	P
	3. Townhouse	X	P	P	P
	4. Single Room Occupancy [4, 6]	P	P	P	P
	5. Cottage Cluster	X	X	P	P
	6. Multi-family	X	X	P	P
	7. Manufactured Homes [1]	P	P	P	P
	8. Manufactured Dwelling Park	X	P	P	P
B.	Accessory Dwelling Units	P	P	P	P
	(B. was added on the adoption of Ordinance No 2055 on June 17, 2013; and subsequent sections relettered accordingly. Effective July 17, 2013.)				
C.	Accessory Uses	P	P	P	P
D.	Home Occupations	P	P	P	P
E.	Community Services				
	1. Parks	P	P	P	P
	2.Publicly Owned Recreation Facilities	C	C	C	C
	3. Libraries	C	C	C	C
	4.Utility Substations	C	C	C	C
	5.Public or Private Schools	C	C	C	P
	6. Family Child Care Home	P	P	P	P
	7. Child Care Center	C	C	C	C
	8. Religious Institutions/Places of Worship	C	C	C	C

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	9. Emergency Shelter [5]	P	P	P	P
F.	Residential Care Homes	P	P	P	P
G.	Nursing Homes	X	X	C	P
H.	Motels and Hotels [3.]	X	X	X	C
I.	Professional Offices	X	X	X	C
J.	Beauty and Barber Shops	X	X	X	C
K.	Colleges and Universities	C	C	C	C
L.	Hospitals	X	X	X	P
M.	Membership Organizations	X	X	X	p
N.	Museums	X	X	X	P
O.	Condominiums [2]	X	P	P	P
P.	Hostels	X	X	X	C
Q.	Golf Courses	C	C	C	X
R.	Recreational Vehicle Parks	X	X	X	C
S.	Necessary Public Utilities and Public Service Uses or Structures	C	C	C	C
T.	Residential Facility*	X	X	P	P
U.	Movies Theaters**	X	X	X	C
V.	Assisted Living Facilities***	X	P	P	P
W.	Bicycle Shop****	X	X	X	C
X.	Short-Term Rentals (subject to requirements of Chapter 14.25)	P	P	P	P
Y.	Transportation Facilities	P	P	P	P

[1] Manufactured homes may be located on lots, parcels or tracts outside of a manufactured dwelling park subject to the provisions listed in NMC 14.06.020.

[2] Condominiums are a form of ownership allowed in all zones within dwelling types otherwise permitted pursuant to subsection (A).

[3] Hotels/motels units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone.

[4] A building with four to six units on a lot or parcel in an R-1 or R-2 zone district, or a combination of buildings of at least four units each subject to the density limitations of an R-3 or R-4 zone district.

[5.] Subject to a public hearing before the Newport City Council to establish compliance with the requirements of ORS 197.782.

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[6.] Density limit shall be three times the maximum number of multi-family units for lots or parcels where five or more multi-family units are allowed.

[7] If one or more of the units is an accessible or affordable unit, then one additional attached or detached dwelling unit shall be permitted notwithstanding the density limits of the zone district.

[8] Cottage Clusters, Multi-family, and Single Room Occupancy are permitted within the City Center Design Review District (CCDRD), subject to the form based provisions of the CCDRD.

Staff: City Center Revitalization Plan Revisions. R-2 is limited to Benton/10th Street and SE 2nd Street.

***

14.03.070 Commercial and Industrial Uses.

The following list sets forth the uses allowed within the commercial and industrial land use categories.

"P" = Permitted uses.
"C" = Conditional uses; allowed only after the issuance of a conditional use permit.

"X" = Not allowed.

		C-1	C-2 [1]	C-3	I-1	I-2	I-3
1.	Office	P	X	P	P	P	X
2.	Retails Sales and Service						
	a. Sales-oriented, general retail	P	P	P	P	P	C
	b. Sales-oriented, bulk retail	C	X	P	P	P	C
	c. Personal Services	P	C	P	P	C	X
	d. Entertainment	P	P[2]	P	P	C	X
	e. Repair-oriented	P	X	P	P	P	X
3.	Major Event Entertainment	C	C	P	P	C	X
4.	Vehicle Repair	C	X	P	P	P	X
5.	Self-Service Storage [6]	X	X	P	P	P	X
6.	Parking Facility	P	P	P	P	P	P
7.	Contractors and Industrial Service [6]	X	X	P	P	P	P
8.	Manufacturing and Production						
	a. Custom Creative Work [8]	P	P	P	P	C	C
	b. Light Manufacturing	X	X	C	P	P	P

	c. Heavy Manufacturing	X	X	X	X	C	P
9.	Warehouse, Freight Movement, & Distribution	X	X	P	P	P	P
10.	Wholesale Sales	X	X	P	P	P	P
11.	Waste and Recycling Related	C	C	C	C	C	C
12.	Basic Utilities [3]	P	P	P	P	P	P
13.	Utility Corridors	C	C	C	C	C	C
14.	Community Service [7, 8]	P	C	P	P	C	X
15.	Family Child Care Home	P	P	P	X	X	X
16.	Child Care Center	P	P	P	P	P	X
17.	Educational Institutions						
	a. Elementary & Secondary Schools	C	C	C	X	X	X
	b. College & Universities	P	X	P	X	X	X
	c. Trade/Vocational Schools/Other	P	X	P	P	P	P
18.	Hospitals	C	C	C	X	X	X
19.	Courts, Jails, and Detention Facilities	X	X	P	C	X	X
20.	Mining						
	a. Sand & Gravel	X	X	X	X	C	P
	b. Crushed Rock	X	X	X	X	X	P
	c. Non-Metallic Minerals	X	X	X	X	C	P
	d. All Others	X	X	X	X	X	X
21.	Communication Facilities [4]	P	X	P	P	P	P
22.	Residences on Floors Other than Street Grade [9]	P	P	P	X	X	X
23.	Affordable Housing [5]	P	P	P	P	X	X
24.	Transportation Facilities	P	P	P	P	P	P

1. Any new or expanded outright permitted commercial use in the C-2 zone district that exceeds 2,000 square feet of gross floor area. New or expanded uses in excess of 2,000 square feet of gross floor area may be permitted in accordance with the provisions of Chapter 14.34, Conditional Uses. Residential uses within the C-2 zone are subject to special zoning standards as set forth in Section 14.30.100.

2. Recreational Vehicle Parks are prohibited on C-1, C-2, and C-3 zoned property within the Historic Nye Beach and City Center Design Review Districts.

3. Small wireless facilities shall be subject to design standards as adopted by City Council resolution.

4. Communication facilities located on historic buildings or sites, as defined in Section 14.23, shall be subject to conditional use review for compliance with criteria outlined in Sections 14.23 and 14.34.

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5. Permitted as outlined in Chapter 14.15 or, in the case of hotels/motels, the units may be converted to affordable housing provided they are outside of the Tsunami Hazard Overlay Zone defined in NMC Chapter 14.50.

6. Self-service storage use; salvage or wrecking of heavy machinery, metal and building materials; towing and vehicle storage; and auto and truck salvage and wrecking are prohibited within the South Beach Transportation Overlay Zone, as defined in Section 14.43.020.

7 For emergency shelters subject to ORS 197.782, city staff shall determine if standards listed under ORS 197.782 have been satisfied when the shelter is located in a zone where community service uses are listed as permitted. In those zones where community service uses are listed as conditional, a public hearing shall be held by the Newport City Council to establish compliance with statutory requirements.

8. Transitional housing as defined in ORS 197.746 must be operated by a public or non-profit entity, with residential tenancy limited to a period of time that is not more than 30 days.

9 Residential uses, including on the ground floor of buildings, is permitted on C-1 and C-3 zoned land within the CCDRD, subject to the form based provisions of the CCDRD

Staff: Change include allowance for residential use, including at street grade for C-1 and C-3 property inside the City Center Design Review District. Recreational vehicle parks, which are an entertainment oriented commercial use, will be prohibited in both the Nye Beach and City Center Design Review Districts.

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14.03.100 Public Uses

The following list sets forth the uses allowed within the public land use classification. Uses not identified herein are not allowed.

"P" = Permitted Uses.

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"C" = Conditional uses; permitted subject to the approval of a conditional use permit.

"X" = Not allowed.

		P-1 [1]	P2	P-3
1.	Public Parks	P	P	P
2.	Public Open Space	P	P	P
3.	Public Schools, Colleges, or Universities	P	X	X
4.	Any Building or Structure Erected by a Governmental Entity	P	X	X
5.	Community Buildings	P	X	X
6.	Fairgrounds	P	X	X
7.	Public Cemeteries	P	P	X
8.	Water & Wastewater Treatment Plants	P	X	X
9.	Performing Arts Centers	P	X	X
10.	Visual Arts Centers	P	X	X
11.	Senior Centers	P	X	X
12.	Airport and Accessory Structures	P	X	X
13.	Public Golf Courses	P	P	X
14.	City Halls	P	X	X
15.	County Courthouses	P	X	X
16.	Jails and Juvenile Detention Facilities	P	X	X
17.	City or County Maintenance Facilities	P	X	X
18.	Publicly Owned Recreational Vehicle Parks	C	C	X
19.	Public Museums	P	X	X
20.	Public Restrooms	P	P	X
21.	Recreation Equipment	P	P	X
22.	Post Office	P	X	X
23.	Parking Lots	P	P	X
24.	Public Hospitals	P	X	X
25.	Transportation Facilities	P	P	P
26.	Water Storage Facilities	P	X	X
27.	Public Libraries	P	X	X
28.	Fire Stations	P	X	X
29.	Police Stations	P	X	X
30.	Accessory Structures for Any of the Above	P	P	P

[1] Residential uses are permitted within the P-1 zone in the City Center Design Review District (CCDRD), subject to the form based provisions of the CCDRD.

Staff: Adds a footnote indicating that residential uses are permitted on P-1 zoned property subject to the form based provisions of the CCDRD.

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CHAPTER 14.06 MANUFACTURED DWELLINGS, PREFABRICATED STRUCTURES, SMALL HOMES AND RECREATIONAL VEHICLES

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14.06.060 Recreational Vehicle Parks

Recreational vehicle parks are allowed conditionally in an R-4 or I-2 zone district, and conditionally if publicly owned in the P-1 and P-2 zoning districts (excluding those P-1 properties within the Historic Nye Beach Design Review District and the Traditional Downtown Zone area within the City Center Design Review District), subject to subsections A through D below and in accordance with Section 14.52, Procedural Requirements. Recreational vehicle parks are allowed outright in C-1, C-2, C-3, and I-1 zoning districts (excluding those C-2 properties within the Historic Nye Beach Design Review District and the City Center Design Review District), subject to the subsections A through D as follows:

Staff: Language prohibits the establishment of new recreational vehicle parks in the commercial zoned portions of the CCDRD, and public zoned areas within the traditional downtown. P-1 zoned areas outside of the traditional downtown, such as the Fairgrounds, would still be available for recreational vehicle park development.

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CHAPTER 14.09 TEMPORARY USES

14.09.050 Mobile Food Units

Notwithstanding any other restrictions and prohibitions in this code, a mobile food unit, not associated with a special event, may be located within the City of Newport subject to the following:

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C. The lot, parcel or tract upon which the mobile food unit will be placed is located outside of the Nye Beach, City Center, or Bayfront parking districts, the geographic boundaries of

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which are defined in NMC Section 14.14.100, unless the use is a Mobile Food Unit Pod; and

Staff: Added language makes limitations on Mobile Food Units the same for the City Center Parking District as they currently are for Nye Beach and the Bayfront, where they are only permitted as Pods. This might work best if the limitation is tied to the traditional downtown area of the City Center Design District rather then the parking district. It depends upon whether or not the

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CHAPTER 14.13 DENSITY LIMITATIONS

14.13.010 Density Limitations

A residential building structure or portion thereof hereafter erected shall not exceed the maximum living unit density listed in Table A, as hereinafter set forth, for the zone indicated, unless an exception is granted via an adjustment or variance as described in Section 14.33 of this Code, and consistent with Section 14.52, Procedural Requirements.

(BY THIS REFERENCE, THERE IS INCLUDED HEREIN AND MADE A PART HEREOF, A TABLE OF DENSITY AND OTHER REQUIREMENTS, DESIGNATED "TABLE A".)

NMC 14.13.020
Table "A"

Zone District	Min. Lot Area (sf)	Min. Width	Required Setbacks [3, 7]			Lot Coverage (%)	Max. Building Height	Density (Land Area Required Per Unit (sf))
			Front/2nd Front [1]	Side	Rear			
R-1	7,500 sf	65-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft & 8-ft	15-ft	54 %	30-ft	SFD - 7,500 sf [2] Duplex - 3,750 sf [2]
R-2 [10]	5,000 sf [3]	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	57%	30-ft	SFD – 5,000 sf [2] Duplex - 2,500 sf [2] Townhouse - 2,500 sf [3]
R-3	5,000 sf [3]	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	60%	35-ft or 40-	1,250 sf [3]

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							ft [9]	
R-4 [4, 10]	5,000 sf [3]	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	64%	35-ft or 40-ft [9]	1,250 sf [3, 5]
C-1 [10]	5,000 sf	0	0 or 15-ft from US 101 [8]	0	0	85-90% [6]	50-ft [6]	n/a
C-2 [4]	5,000 sf	0	0 or 15-ft from US 101 [8]	0	0	85-90% [6]	50-ft [6]	n/a
C-3 [10]	5,000 sf	0	0 or 15-ft from US 101 [8]	0	0	85-90% [6]	50-ft [6]	n/a
I-1	5,000 sf	0	15-ft from US 101	0	0	85-90% [6]	50-ft [6]	n/a
I-2	20,000 sf	0	15-ft from US 101	0	0	85-90% [6]	50-ft [6]	n/a
I-3	5 acres	0	15-ft from US 101	0	0	85-90% [6]	50-ft [6]	n/a
W-1	0	0	0	0	0	85-90% [6]	40-ft [6]	n/a
W-2	0	0	0	0	0	85-90% [6]	35-ft [6]	n/a
E-C, E-D and E-N	0	0	0	0	0	100%	40-ft [6]	n/a
P-1 [10]	0	0	0	0	0	100%	50-ft	n/a
P-2	0	0	0	0	0	100%	35-ft	n/a
P-3	0	0	0	0	0	100%	30-ft	n/a

[1] Front and second front yards shall equal a combined total of 30-feet. Garages and carports shall be setback at least 20-feet from the access street for all residential structures.

[2] Density limitations apply where there is construction of more than one single-family dwelling (SFD) or duplex on a lot or parcel.

[3] Density limitations for townhouses and cottage clusters is the minimum area required per townhouse or cottage cluster unit; whereas, minimum lot area, minimum lot width, and setbacks, apply to the perimeter of the lot, parcel, or tract dedicated to the townhouse or cottage cluster project.

[4] Special Zoning Standards apply to R-4 and C-2 zoned property within the Historic Nye Beach design Review District as outlined in NMC 14.30.100.

[5] Density of hotels, motels, and non-residential units shall be one unit for every 750 sf of land area.

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[6] Height limitations, setbacks, and lot coverage requirements for property adjacent to residential zones are subject to the height and yard buffer requirements of NMC Section 14.18.

[7] Front and 2nd front setbacks for a townhouse project or cottage cluster project shall be 10-feet except that garages and carports shall be setback a distance of 20-feet.

[8] The 15-foot setback from US 101 applies only to land situated south of the Yaquina Bay Bridge.

[9.] The 40-ft height allowance is limited to multi-family uses with pitched roof construction, where the predominate roof pitch is 4:12 or steeper, and where no adjustments are being sought under the provisions of NMC Chapter 14.51.

[10] Special Zoning Standards apply to C-1, C-3, P-1, R-2, and R-4 zoned property within the City Center Design Review District as outlined in Section 14.30.200.

Staff: New footnote has been added to note that standards in Section 14.30.200 will govern if they differ from the provisions in Table A

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CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

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14.14.100 Special Area Parking Requirements

A. The boundary of the special areas are defined as follows:

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2. Bayfront. That area bounded by Yaquina Bay and the centerline of the following streets: SE Moore Drive, SE 5th and SE 13th (including real property between the streets), SW 13th Street, SW Canyon Way, SW Hurbert, SW 10th, SW Alder, vacated SW 12th, SW Fall, SW 13th, and the south line SW Bay.

Staff: Centerline reference added to eliminate overlap with City Center parking area consistent with 8/11/25 Planning Commission discussion. Other changes are for clarity and

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3. City Center. That area bounded by the centerline of SW Fall Street, SW 7th Street, SW Neff ~~Street~~Way, SW Alder Street, SW 2nd Street, SW Nye Street, Olive Street, SE Benton Street, SW 10th Street, SW Angle Street, SW 11th Street, SW Hurbert Street, and SW 10th Street.

   Staff: Corrected bad street reference and clarified that the boundary aligns with the centerline of the above referenced streets. Pursuant to a 8/11/25 discussion with the Planning Commission, parking district boundary is to be maintained "as is" for now and not expanded to match the boundary of the new design district.

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CHAPTER 14.15 RESIDENTIAL USES IN NONRESIDENTIAL ZONING DISTRICTS

14.15.010 Purpose

It is the intent of this section to regulate the placement of residences in nonresidential zoning districts.

14.15.020 Residential Uses in Nonresidential Zoning Districts

Residences shall be allowed in nonresidential zones as follows:

A. C-1 zones: Residences are prohibited at street grade, except in the City Center Design Review District, where they are a use permitted outright, subject to the form based provisions of the CCDRD. For floors other than street grade, residences are allowed as an outright permitted use.

B. C-2 zones: For areas outside of the Historic Nye Beach Design Review District, residences are prohibited at street grade. For floors other than street grade, residences are allowed as an outright permitted use. On lands zoned C-2 that are within the Historic Nye Beach Design Review District, residential uses shall be allowed as specified in Chapter 14.30, Design Review Standards.

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C. **C-3 zones:** Same as the C-1 zone.

D. **For all I zones:** One residence for a caretaker or watchman as an accessory use is allowed as a permitted use.

E. **W-2 zones:** Residences are prohibited at street grade. For floors other than street grade, residences are allowed subject to the issuance of a conditional use permit in accordance with the provisions of Section 14.34, Conditional Uses, and Section 14.52, Procedural Requirements.

F. **For all other nonresidential zones:** Residences are prohibited.

G. **Affordable Housing**: Notwithstanding other provisions of this section, Affordable Housing shall be permitted at street grade provided:

1. It is situated outside of the Tsunami Hazards Overlay Zone; and

   a. The property is zoned for commercial or public use, as outlined in Section 14.03.020; or

   b. The property is zoned I-1, is publicly owned, and is adjacent to land zoned for residential use or a school.

2. Development standards for Affordable Housing under this sub-section shall be the same as those that apply to the adjacent residentially zoned property. If there is no adjacent land zoned for residential use, then the development standards of the R-4 zone shall apply.

3. Affordable Housing on property within the Historic Nye Beach Design Review District, shall satisfy the development standards specified in Chapter 14.30, Design Review Standards.

   Staff: Change to Section 14.15.020(A) allows residential use outright at the street grade subject to the Design District standards.

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CHAPTER 14.18 SCREENING AND BUFFERING BETWEEN RESIDENTIAL AND NONRESIDENTIAL ZONES

14.18.010 Height Buffer

Non-residential sites of districts abutting or having any portion located adjacent to any residential zone shall have a height limitation beginning at a height of ten feet at the property line abutting the residential zone and increasing at a slope of 1:2 for R-1 property, 1:1 for R-2 property, 2:1 for R-3 property, and 3:1 for R-4 property until intersecting the height limit otherwise established in that district.

14.18.020 Adjacent Yard Buffer

On any portion of a site in a non-residential zone that abuts a residential zone, a minimum interior yard of 10 feet planted and maintained as a landscaped screen shall be required.

14.18.030 Separated Yard Buffer

On any portion of a non-residential site that is opposite from a residential district and separated therefrom by a street, alley, creek, drainage facility, or other open area, a minimum yard of ten feet shall be required. The minimum yard shall be planted and maintained as a landscape screen (excluding areas required for access to the site).

Staff: Planning Commission reviewed these provisions at the 8/11/25 work session and confirmed that they are suitable for the City Center Design District. No changes are recommended.

CHAPTER 14.19 LANDSCAPING REQUIREMENT

***

14.19.020 Definitions

For purposes of this section, the following definitions shall apply. Where no definition is given, the common usage of the word shall be used. If there is a conflict between the definitions contained in this section and the more general definitions contained in the definitions section of this Ordinance, this section shall apply.

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D. City Center. The area of the city defined in Section 14.14.100(C) of this Code.

Staff: Planning Commission reviewed this language at its 8/11/25 work session and confirmed that the alternative landscape standards should continue to apply to the parking district boundaries (as opposed to the larger design district boundary). No changes are proposed.

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CHAPTER 14.30 DESIGN REVIEW STANDARDS

14.30.010 Purpose

Design review districts may be adopted by the City of Newport in accordance with applicable procedures to ensure the continued livability of the community by implementing standards of design for both areas of new development and areas of redevelopment. Design review is an important exercise of the power of the City to regulate for the general welfare by focusing on how the built environment shapes the character of the community.

The Newport Comprehensive Plan identifies ~~six~~ five potential urban design districts within the Newport Peninsula including the City Center District ~~(and Highway 101 corridor)~~, Waterfront District, Nye Beach District, Upland Residential District, ~~East Olive District,~~ and the Oceanfront Lodging/Residential District. Additionally, neighborhood plans may be adopted for other areas of Newport that include as an objective the implementation of design review to maintain and/or provide a flexible approach to development by offering two methods of design review from which an applicant can choose. One method of design review is under clear and objective design standards and procedures to allow development that is consistent with the standards to occur with certainty in a timely and cost effective manner. A second alternative method of design review is review under design guidelines, which are a more flexible process for proposals that are creative/innovative and meet the identified guidelines of the applicable design review district.

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It is further the purpose of these standards to:

A. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.

B. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the interconnected, historic, scenic and/or aesthetic ~~identified neighborhood~~ character and function of each district and/or neighborhood setting.

C. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting Newport neighborhoods.

D. Facilitate a built form that is compatible with, and complements, planned highway projects.

E. Improve cohesion and livability of each district and/or neighborhood setting by enhancing its function, character, and relationship to its natural setting and orientation.

F. Preserve and strengthen the ability of Newport institutions to continue as centers of employment.

~~D~~G. Strengthen Newport's economic vitality by improving its desirability through improved appearance, function, and efficiency.

~~E~~H. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.

I. Preserve and enhance the existing housing supply, encourage the increase of affordable housing, and balance the need for all types of additional housing.

~~F~~J. Implement the goals and objectives of the adopted neighborhood plans.

Staff: This section has been amended to pickup the updated Comprehensive Plan language the Planning Commission recommended for approval at it 7/28/25 meeting. It also identifies that a discretionary process, with guidelines, will be an option in addition to clear and objective standards.

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14.30.020 Design Review Districts: Overlay Zones Established

The following:

A. Historic Nye Beach Design Review District. The Historic Nye Beach Design Review District Overlay Zone shall be indicated on the Zoning Map of the City of Newport with the letters HNBO and is the area described as follows:

Beginning at the northeasterly corner of SW Hurbert Street and SW 2nd Street; thence westerly along the north line of SW 2nd Street to the west line of SW Dolphin Street, said point also being the southeast corner of Lot 1, Block B, Barlow Blocks Addition to the City of Newport; thence north along the west line of SW Dolphin Street to 10 feet beyond the north line of Lot 7, said Barlow Blocks Addition; thence westerly, 10 feet north of and parallel with said north line of Lot 7 to the Pacific Ocean; thence northerly along the Pacific Ocean to the south line of NW 12th Street; thence east along the south line of NW 12th Street to the east line of an alley between NW Spring Street and NW Hurbert Street; thence south along the east line of said alley way to the north line of NW 10th Street; thence southwesterly to the southwest corner of the intersection of NW 10th Street and NW Brook Street; thence south along the west line of NW Brook Street to the south line of NW 8th Street; thence east along the south line of NW 8th Street to the west line of NW Hurbert Street; thence south along the west line of NW Hurbert Street to the north line of NW 6th Street; thence east to the northeast intersection of NW 6th Street and NW Hurbert Street; thence south along the east line of NW Hurbert Street and SW Hurbert Street to the north line of SW 2nd Street and the point of beginning.

B. City Center Design Review District. The City Center Design Review District Overlay Zone shall be indicated on the Zoning Map of the City of Newport with the letters CCDRD and is the area described as follows:

The Point of Beginning is described as the intersection of the northern right-of-way (ROW) of Highway 20, and the eastern ROW of NE Harney St.; Thence East along the northern ROW of

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Highway 20 a distance of 50 feet; Thence South along a line perpendicular to the northern ROW of Highway 20 to the northwest corner of Lot 4 of Block 1 of Walker Heights Plat and the southern ROW of Highway 20; Thence West to the northeast corner of Lot 5 of Block 6 of Fredricksburg Plat; Thence South along the east line of Lot 5 of Block 6 of Fredricksburg Plat to the southeast corner of the vacated Street Instrument Number DV212-401; Thence West along the south line of the vacated street to the point where it transitions to the south line of SE 1st St.; Thence continuing West along the south line of SE 1st St. to its intersection with the west line of NE Eads St.; Thence South along the west line of NE Eads St. to the intersection with SE 2nd St.; Thence West along the north line of SE 2nd St. to its intersection with SE Douglas St.; Thence North along the west line of SE Douglas St. to a point where it intersects with the north boundary line of Lots 1-6 of Block 10 of Fredericksburg Plat; Thence West along said north boundary line of lots 1-6 of Block 10 of Fredericksburg Plat, extending to a point where it intersects the west line SE Coos St.; Thence South along the west line of SE Coos St. to its intersection with SE 2nd St.; Thence West along the south line of SE 2nd St. to its intersection with SE Benton St. and the west line of Lot 13 of Block 1 of Fredricksburg Plat; Thence South along the west line of Lot 13 of Block 1 of Fredricksburg Plat to the northeast corner of Lot 8 of Block 41 of Bayley and Case's Second Addition Plat; Thence Southeast along the east line of Lot 8 of Block 41 of Bayley and Case's Second Addition Plat to the southeast corner of Lot 8 of Block 41 of Bayley and Case's Second Addition Plat; Thence Southwest along the south line of Lots 8-14 of Block 41 of Bayley and Case's Second Addition Plat to its intersection with S Pine St.; Thence continuing Southwest across S Pine St. to the southeast corner of Lot 7 of Block 40 of Bayley and Case's Second Addition Plat; Thence Southwest along the south Line of Lots 7-12 of Block 40 of Bayley and Case's Second Addition Plat to its intersection with SW Angle St.; Thence Northwest along the west line of Lot 12 of Block 40 of Bayley and Case's Second Addition Plat to its intersection with SW 10th St.; Thence Southwest along the south line of SW 10th St. to the

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northeast corner of Lot 10 of Block 38 of Bayley and Case's Second Addition Plat; Thence Southeast along the east line of Lot 10 of Block 38 of Bayley and Case's Second Addition Plat to the southeast corner of Lot 10 of Block 38 of Bayley and Case's Second Addition Plat; Thence Southwest along the south line of Lots 10-12 of Block 38 of Bayley and Case's Second Addition Plat to its intersection with SW Hurbert St.; Thence continuing Southwest across SW Hurbert St. along the south line of Lots 7-12 of Block 37 of Bayley and Case's Second Addition Plat to its intersection with SW Alder St.; Thence continuing Southwest across SW Alder St. to the southeast corner of Lot 7 of Block 13 of Bayley and Case's Addition Plat; Thence Northwest along the east line of Lot 7 of Block 13 of Bayley and Case's Addition Plat to its intersection with SW 10th St.; Thence Southwest along the south line of SW 10th Street to its intersection with SW Fall St.; Thence continuing across SW Fall St. along the south line of SW 10th St. to its intersection with SW Abbey St.; Thence Southeast along the north line of SW Abbey St. across SW 11th St. to the southwest corner of Lot 12 of Block 17 of Bayley and Case's Addition Plat; Thence Southwest across SW Abbey Street along the east line of SW 11th St. to its intersection with SW Bayley St.; Thence Southeast along the north line of SW Bayley ST. to its intersection with the east line of SW 11th St.; Thence South along a line coterminous with the east line of SW 11th St to its intersection with the southern boundary of Bayley and Case's Third Addition Plat; Thence West along the southern boundary of Bayley and Case's Third Addition Plat boundary to its intersection with the east line of SW 8th St.; Thence North along the east line of SW 8th St. to a point where it intersects with the north line of SW Minnie St.; Thence West along the north line of SW Minnie St. to the southeast corner of Lot 13 of Block 92 of Bayley and Case's Third Addition Plat; Thence North along the eastern boundaries of Lots 7-13 of Block 92 of Bayley and Case's Third Addition Plat; Thence northeast across SW Bayley St. to the southeast corner of Lot 12 of Block 81 of Bayley and Case's Third Addition Plat; Thence Northeast along the southeastern boundaries of Lots 7-12 of Block 81 of Bayley and Case's Third

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Addition Plat to its intersection with the north line of SW Bay St.; Thence Northwest along the north line of SW Bay St. to its intersection with the west line of SW 7th St.; Thence Northeast along the west line of SW 7th St. to its intersection with SW Fall St.; Thence Northeast across SW Fall St. to the northwest corner of Lot 13 of Block 57 of the Bayley and Case's Second Addition Plat also being the southeastern line of SW 7th St.; Thence Northeast along the southeastern line of SW 7th St. to its intersection with the northeast line of SW Alder St. to the southwest corner of Lot 12 of Block 61 of Bayley and Case's Second Addition Plat; Thence Northeast along the southeast lines of Lots 8-12 of Block 61 of Bayley and Case's Second Addition Plat to the southeast corner of Lot 8 of Block 61 of Bayley and Case's Second Addition Plat; Thence Northwest along the northeast line of Lot 8 of Block 61 of Bayley and Case's Second Addition Plat to the southeast line of SW 6th St.; Thence Northeast along the southeast line of SW 6th St. to its intersection with the northeast line of SW Hurbert St.; Thence Northwest along the northeast line of SW Hurbert St. To its intersection with the north line of SW 2nd St.; Thence East along the north line of SW 2nd St. to its intersection with the west line of SW Lee St.; Thence North along the west line of SW Lee St. to its intersection with the south line of W Olive St.; Thence East along the south line of S Olive St. to its intersection with the west line of SW Nye St.; Thence North across S Olive St. along the west line of NW Nye St. to a point where it intersects with the extended north line of NW 1st St.; Thence East along the north line of NW 1st St. to a point where it intersects with the west line of the Nye and Thompson Addition Plat.; Thence North along the west line of the Nye and Thompson Addition Plat to the southwest corner of Lot 4 of Block 8 of the Nye and Thompson Addition Plat; Thence East along the south line of Lot 4 to the southeast corner of Block 8 of the Nye and Thompson Addition Plat; Thence North along the east line of Lot 4 of Block 8 of the Nye and Thompson Addition Plat to the south line of NW 3rd St.; Thence East along the south line of NW 3rd St. to its intersection with the east line of N Coast Hwy 101; Thence South along the east line of N Coast Hwy 101 to a point where it

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intersects with the north line of NE 3rd St.; Thence East along the north line of NE 3rd St. to a point opposite the extended west line of Lot 3 of Block 44 of Fredericksburg Plat; Thence South across NE 3rd St. along the west line of Lot 3 of Block 44 of Fredericksburg Plat to point where it intersects with the north line of NE 2nd St.; Thence East along the north line of NE 2nd St. to its intersection with the west line of NE Eads St.; Thence North along the west line of NE Eads St. to its intersection with the north line of NE 3rd St.; Thence East along the north line of NE 3rd St. to its intersection with the east line of NE Harney St.; Thence South along the east line of NE Harney St. to its intersection with the north line of Hwy 20 and the Point of Beginning.

Staff: This legal description has been updated from the prior draft so that it is at the same level of detail as the above description for the Nye Beach Design District. The boundary has been refined in non-material ways to simplify the legal description. The portion of the overlay along Canyon Way that overlapped with the Bayfront parking district has been removed as suggested by the Commission at its 8/11/25 work session.

14.30.030 Adoption of Design Review: Guidelines and Standards

The following design guidelines and standards are hereby adopted by reference and made a part hereof:

A. The document entitled "Newport Design Review: Guidelines and Standards" dated July 29, 2015~~, is hereby adopted by reference and made a part hereof~~. The guidelines and standards contained therein shall be the guidelines and standards applicable to the Historic Nye Beach Design Review District.

B. The document entitled "City Center Design Review District Form Based Code " dated [September 2025]. The Regulating Plan, Public Realm Standards, and Development and Design Standards, contained therein shall be the standards applicable to the City Center Design Review District.

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Staff: This section has been amended to reference the clear and objective standards that will apply in City Center Design Review District. It is the June 2025 draft that you are reviewing at this work session, which will be updated to address Planning Commission comments from the 7/28/25 and 8/11/25 work sessions.

14.30.040 Design Review Required

The following development activities in an established design review district are required to obtain a design review permit under the design standards in an identified design review district or, in the alternative, to apply for a design review permit and to obtain approval under the design guidelines for that design review district:

A. New construction, substantial improvement, or relocation of one or more dwelling units.

B. New construction, substantial improvement, or relocation of a commercial or public/institutional building.

C. New construction, substantial improvement, or relocation of a residential accessory structure that contains more than 200 square feet of gross floor area and is not more than 10 feet in height.

D. New construction, substantial improvement, or relocation of a commercial accessory structure that contains more than 120 square feet of gross floor area.

E. An addition that increases the footprint of an existing building by more than 1,000 square feet.

Staff: At its 8/11/25 work session, the Planning Commission confirmed that these thresholds, which currently apply to Nye Beach, are also appropriate for the City Center Design District.

14.30.050 Exemptions

The following activities are exempt from the provisions of this chapter:

A. Development activity that is subject to the provisions of Newport Municipal Code Chapter 14.23, Historic Buildings and Sites.

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B. Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications that are solely necessary to assure safe living conditions.

C. Development that does not involve the construction, substantial improvement, or relocation of a dwelling unit, commercial or public/institutional building, or accessory structure.

D. Conversion of space within an existing structure into an accessory dwelling unit.

Staff: At its 8/11/25 work session, the Planning Commission confirmed that these exemptions, which currently apply to Nye Beach, are also appropriate for the City Center Design District.

14.30.060 Approval Authority

The following are the initial review authorities for a Design Review application:

A. Community Development Director. For projects subject only to the design standards specified in the following documents~~, entitled "Newport Design Review: Guidelines and Standards," dated July 29, 2015. The~~ the approval or denial of a Design Review application by the Community Development Director is a ministerial action performed concurrent with City review of a building permit.

1. Entitled "Newport Design Review: Guidelines and Standards," dated July 29, 2015. ~~The approval or denial of a Design Review application by the Community Development Director is a ministerial action performed concurrent with City review of a building permit.~~

2. Entitled "City Center Design Review District Form Based Code," dated [September 2025].

Staff: Establishes that approval or denial of a Design Review application using the form based code's clear and objective standards is a ministerial

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action.

B. Planning Commission. For projects that require design review under the design guidelines contained in the document entitled "Newport Design Review: Guidelines and Standards," dated July 29, 2015, including the following:

1. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that is over 65 feet in length or 35 feet in height; or

2. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that does not meet the design standards contained in the document entitled "Newport Design Review: Guidelines and Standards" dated July 29, 2015; or

3. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that involves a conditional use, a variance, or any other type of land use permit for which a Type III Land Use Action decision process is required, pursuant to Chapter 14.52, Procedural Requirements.

Staff: These are the current thresholds that require discretionary guideline review in the Nye Beach Design District. The Planning Commission should consider whether or not they are appropriate for the City Center Design District.

C. Planning Commission. For projects that require design review under the design guidelines contained in the document entitled "City Center Design Review District Form Based Code," dated [October 2025], including the following:

1. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory

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structure that is over 75 feet in length or 50 feet in height; or

2. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that does not meet the design standards contained in the document entitled "City Center Design Review District Form Based Code," dated [October 2025]; or

3. New construction, substantial improvement, or relocation of a dwelling unit; commercial or public/institutional building; or accessory structure that involves a conditional use, a variance, or any other type of land use permit for which a Type III Land Use Action decision process is required, pursuant to Chapter 14.52, Procedural Requirements.

Staff: The above section was added to establish design guideline review for the City Center area that is more permissive than the Nye Beach District in terms of the maximum height and length of new construction. This change was reviewed and discussed by the Commission at its August 25, 2025 work session.

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14.30.100 Special Zoning Standards in Design Review Districts

All zoning standards and requirements applicable under Ordinance No. 1308 (as amended) in the subject zoning district shall apply, except that the following additional zoning standards are applicable for the design review district as applicable in the underlying zoning designation and shall be modified for each district as specified.

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City Center Design Review District

1. No drive through windows are allowed within the area identifies as the Traditional Downtown Zone as identified in the City Center Design Review District

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Form Based Code.

2. Adjustments to Chapter 14.12 (Minimum Size) and Chapter 14.13 (Density Limitations, Table "A") are allowed within the City Center Design Review District as detailed in the City Center Design Review District Form Based Code, subsection 5, Development and Design Standards.

Staff: Adds the City Center Design District to areas subject to special zoning standards and references the form based code. Additionally, the changes allow for adjustments and prohibit drive through windows in the Traditional Downtown portion of the District.

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CHAPTER 14.44 TRANSPORTATION STANDARDS

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14.44.060 Streets, Pathways, Accessways, and Trails

A. Street Width and Cross Sections. Right-of-way and roadway widths shall conform to the Minimum Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.060-A, except as modified in the document entitled "City Center Design Review District Form Based Code " dated [October 2025].

Table 14.44.060-A. Minimum Right of Way and Roadway Widths

Functional Classification	Minimum Right-of-Way Width	Minimum Roadway Width
Major Collector	70-ft	48-ft
Neighborhood Collector	50-ft	36-ft
Local	50-ft	36-ft
Yield Street	40-ft	24-ft
Shared Street	30-ft	16-ft. [1]

1. A 12-ft width may apply to local streets that carry fewer than 150 vehicles per day.

B. Travel Lane and On-Street Parking. Travel lanes and on-street parking areas shall be sized in accordance with the standards in Table 14.44.060-B, except as modified in the document entitled "City Center Design Review District Form Based Code " dated [October 2025].

Table 14.44.060-B. Minimum On-Street Parking and Roadway Widths

Roadway Classification	Arterial Street [1]	Major Collector	Neighborhood Collector	Local Street	Yield / Shared Street [2]
Through Lanes	2 to 4	2	2	2	1
Min. Lane Width	11-12 ft. [3]	10 ft. [4]	10 ft. [4]	10 ft.	12 – 16 ft.
Median/Center Turn Lane	11-14 ft. [6]	11 ft. [7]	11 ft. [7]	None	None
Min. On-Street Parking Width	Context Dependent, 7-8 ft.	8 ft.	8 ft.	7-8 ft. [8]	7-ft one side [8]

1. Although guidance is provided for arterial streets, these are under State jurisdiction. Values presented in this table are consistent with ODOT's urban design guidance. For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and ODOT's urban design guidance is publicly available.

2. For use along low volume local streets in residential areas only, where no adjustments are being sought to off-street parking requirements as authorized under ORS Chapter 197A, and implemented in NMC Chapter 14.51. Yield streets are an option for new streets, while shared streets are an option for existing streets. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 12 ft. width may apply to local streets that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft. to allow for 20 ft. wide clear areas (excluding drainage swales) or 26 ft. wide clear areas near fire hydrants.

3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in ODOT's urban design guidance. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.

4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.

5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).

6. ODOT's urban design guidance recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.

7. Center turn lane required at and within 150 ft. of intersections with arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.

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8. On-street parking is preferred along all City streets where block spacing, and system connectivity standards are met. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along local streets in residential areas. Local yield/shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides. Shoulders totaling 8 ft. in collective width may also be provided in lieu of parking

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I. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required as outlined in the adopted Transportations System Plan and Table 14.44.060(C) below, except as modified in the document entitled "City Center Design Review District Form Based Code " dated [October 2025]. Any modifications to the sidewalk standards require approval pursuant to the requirements of Section 14.33.100 - Transportation Mitigation Procedure. Requests for modifications involving ODOT facilities will require review and approval by ODOT.

Table 14.44.060-C. Minimum ~~On-Street Parking and Roadway~~ Sidewalk Widths

Roadway Classification	Arterial Street [1]	Major Collector (Commercial)	Major Collector (Non-Commercial)	Neighborhood Collector	Local/Yield Street [3]
Edge	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Pedestrian Throughway	5-10 ft.	8 ft. [4]	6 ft.	6 ft.	5 ft.
Furnishings/Landscape (including curb)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
Min. Walkway Width	Variable [5]	11 ft.	9 ft.	6.5 ft.	5.5 ft.
Minimum Buffer (Pedestrian Throughway to Vehicle Travel Way) [2]	Variable [5]	3 ft.	3 ft.	0.5 ft.	0.5 ft.

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or when identified as a project in the TSP or subsequently adopted refinement plan. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.

2. Includes width of on-street parking, bike facilities, and furnishing/landscape zone.

3. Local streets that are also constructed as shared/yield streets do not require curbs and may include a 5 ft. shoulder walkway at street level, with the travel lanes and shoulders satisfying pedestrian needs. In constrained cases, the shoulder walkway may be provided on only one side, or eliminated.

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4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Community Development Director.

5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT.

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O. Shared Use Paths. A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on state facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A), unless an alternative width is shown in the Newport Transportation System Plan and approved by ODOT. A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.

Figure 14.44.060-A, Pedestrian Trail, Accessway, & Shared Use Paths



1. For short segments, a low use shared use path can be as narrow as 8-feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet.

2. Unless otherwise authorized by ODOT, a shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g. Nye Beach, Oregon Coast Bike Route.

Staff: The above Changes to Chapter 14.44 implement the "public realm" component of the document entitled "City Center Design Review District Form Based Code."

Draft Design Guidelines

DISCRETIONARY DESIGN REVIEW PROCESS

These design guidelines provide an alternative path of approval to the clear and objective form based design standards contained in the City Cener Design Review District.

Design Guideline # 1: Connected Pedestrian Network

Intent: Maintain and reinforce the walking environment of Newport City Center with a network of public sidewalks and private walkways. New development should set a new standard for quality and connectivity.

- Approaches:
  - For commercial development, provide pedestrian paths to create linkages between adjoining public and private spaces.
  - Introduce circulation routes that are continuous and integrated into the larger pedestrian circulation network.
  - Incorporate specialty paving where practical.
  - Prioritize pedestrian movement where trails, paths, and sidewalks meet, and where they cross vehicular streets or driveways.
  - Place benches and other forms of seating along pathways, at key nodes and open spaces, and near intersections to provide rest stops and places to meet and socialize.
  - Provide wayfinding signage along pedestrian paths to orient users to their surroundings and help them find their desired locations.
  - Incorporate non-glare, dark-sky compliant pedestrian-scale lighting along walkways to enhance safety and improve user experiences.
- Applicability:
  - Traditional downtown
  - Hwy 20 Gateway
  - Hwy 101 Gateway

Design Guideline # 2: Support the Multimodal Network

· Intent: Developments encourage and support patrons, residents and customers to use multiple modes of transportation. such as

- Approaches:
  - Locate bike racks in well-lit spaces near entrances to buildings.
  - Accommodate seamless movement, where there is no distinction between movement for commuting or movement for recreation.
  - Provide variety and choices for getting from A to B.
  - Incorporate wayfinding signage to assist cyclists with navigation and in orienting themselves to their surroundings.
- Applicability:
  - Traditional downtown
  - Hwy 20 Gateway

Design Guideline # 3: Universal Design

- Intent: Spaces are barrier-free and meet all comfort, access, ease of movement, and safety needs for every user. Universal design is the comprehensive, holistic design of the environment for living from the individual dwelling to the entire community. It applies the best practices in health, health equity impacts, building design, transportation planning, urban design, and landscape architecture. Universal design should be applied at the neighborhood, street, and building scale.
  - Approaches:
    - Provide a diverse mix of uses to encourage ease of mobility.
    - Maximize access for all users.
    - Ensure safe and clearly marked crossings are provided.
    - Incorporate a curbless street design where practical.
    - Provide public spaces that allow for diverse functions and consider the needs of varying mobility levels.
    - Include public spaces designed to ensure that all users feel safe, especially women and girls traveling alone.
    - Provide connected and continuous paths to and through development.
    - Incorporate Common areas that are located and designed to promote participation of all users regardless of age, gender, or physical ability.
  - Applicability:
    - Traditional downtown
    - Hwy 20 Gateway
    - Hwy 101 Gateway

Design Guideline # 4: Commercial Frontages

- Intent: Support safe and walkable streets by creating a traditional town pattern of commercial buildings lining public streets, with high visibility between commercial interiors and public areas.
  - Approaches:
    - Ceiling heights accommodate retail and restaurant uses.
    - Businesses located on corners encourage active streetscape experience using signage, landscaping, street furnishings, lighting, etc.
    - Facades emulate traditional storefronts with such features as clerestory windows, awnings, stylized signage, lighting, and entrance treatments (such as planters or displays).
    - Entrances are designed so they can easily be identified and navigated by all users. Color, materials, and form differentiate the entrance from the rest of the buildings.
    - Entrances accommodate wheelchairs, a person with a guide dog, a child in a stroller, or those carrying heavy loads.
    - Clear glass windows inform pedestrians of the type of business that is being conducted inside the building.
    - Pedestrian-level features such as landscaping, planters, seating, art, etc. create an inviting streetscape.
    - Pedestrian-scale signage such as blade signs and sandwich board signs are used.
    - Include walking paths that are sized to avoid over-crowding the sidewalk with furnishings.

        - Incorporate principles of universal design so all users have the same experience regardless of ability level.
            - Consider patrons in wheelchairs, with walkers, strollers, reduced vision, and hearing loss (to name a few scenarios).
            - Provide handrails if entrances require stepping up or down into the space.
        - Trash collection areas shall be screened with fencing, masonry walls, landscape barriers, etc. Consider placement to keep unpleasant odors from patrons.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway

Design Guideline # 5: Residential Frontages

Intent: Building frontages are near the sidewalk, usually with a small porch or terrace at, above or lower than the sidewalk level. This configuration establishes a separation between the public realm (the sidewalk) and the residence to provide privacy and visually signal that the space is private.

- Approaches:
    - Landscaping is in the area between the building and the sidewalk.
    - Lighting is placed along walkways and at front doors to provide safety for residents and subtle wayfinding.
    - Fences, hedges, and low gates are utilized to provide visual separation between public and private areas, fit with the character of the neighborhood, and are ADA accessible wherever possible.
    - Stairs provide vertical transition and fit with the character of the neighborhood.
- Applicability:
    - Traditional downtown
    - Hwy 20 Gateway
    - Hwy 101 Gateway

Design Guideline # 6: Landscape Frontages

- Intent: "Landscape frontages" separate parking lots and other spaces from public rights-of-way. This can be characterized by a low wall, fence, and/or vertical landscaping such as a hedge that is aligned with the frontage line.
    - Approaches:
        - Landscape frontages are low enough to maintain visibility on both sides.
        - Landscape frontages can be combined with masonry walls, boulders, or fencing to enhance visual interest.
        - Landscape frontages can include evergreen shrubs and dwarf conifer trees to provide year-round greenery and landscape buffers.
        - There are adequate breaks in the landscape frontage for easy access to the public right-of-way.
        - Include zero-step pathways to and through the frontage in accordance with universal design principles.
        - Provide shade trees for comfort and to cool hardscapes.

        - Native and naturalized plant materials may be incorporated to support wildlife and increase the chances of plant survival.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway

Design Guideline # 7: Roof Form

- Intent: Roofs should have similar configuration and character to historic styles in the district.
    - Approaches:
        - Roof slopes on commercial projects are between 4:12 and 12:12 unless there is a flat roof with parapet.
        - Mechanical equipment is screened and integrated into the roof design.
        - Roof shapes are consistent with traditional styles found in the neighborhood.
        - Standing seams are used with metal roofs.
        - Gable and hip roof forms are recommended.
        - Parapet walls are integrated into the building.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway

Design Guideline # 8: Scaling and Orientation

- Intent: Commercial building elements oriented towards a public or private street incorporate specific elements that contribute to the established scale of the district and support an active streetscape.
    - Approaches:
        - Pedestrian-scale furnishings, lighting, and signage are balanced to the scale of the building.
        - Entrances are oriented to the street for easy access and navigation.
        - Facades are articulated to provide visual relief and avoid long, monotonous, uninterrupted walls.
        - Differentiate the pedestrian scale from the building scale.
        - For large buildings, architectural details along the base reduce the visual bulk of the structures.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway

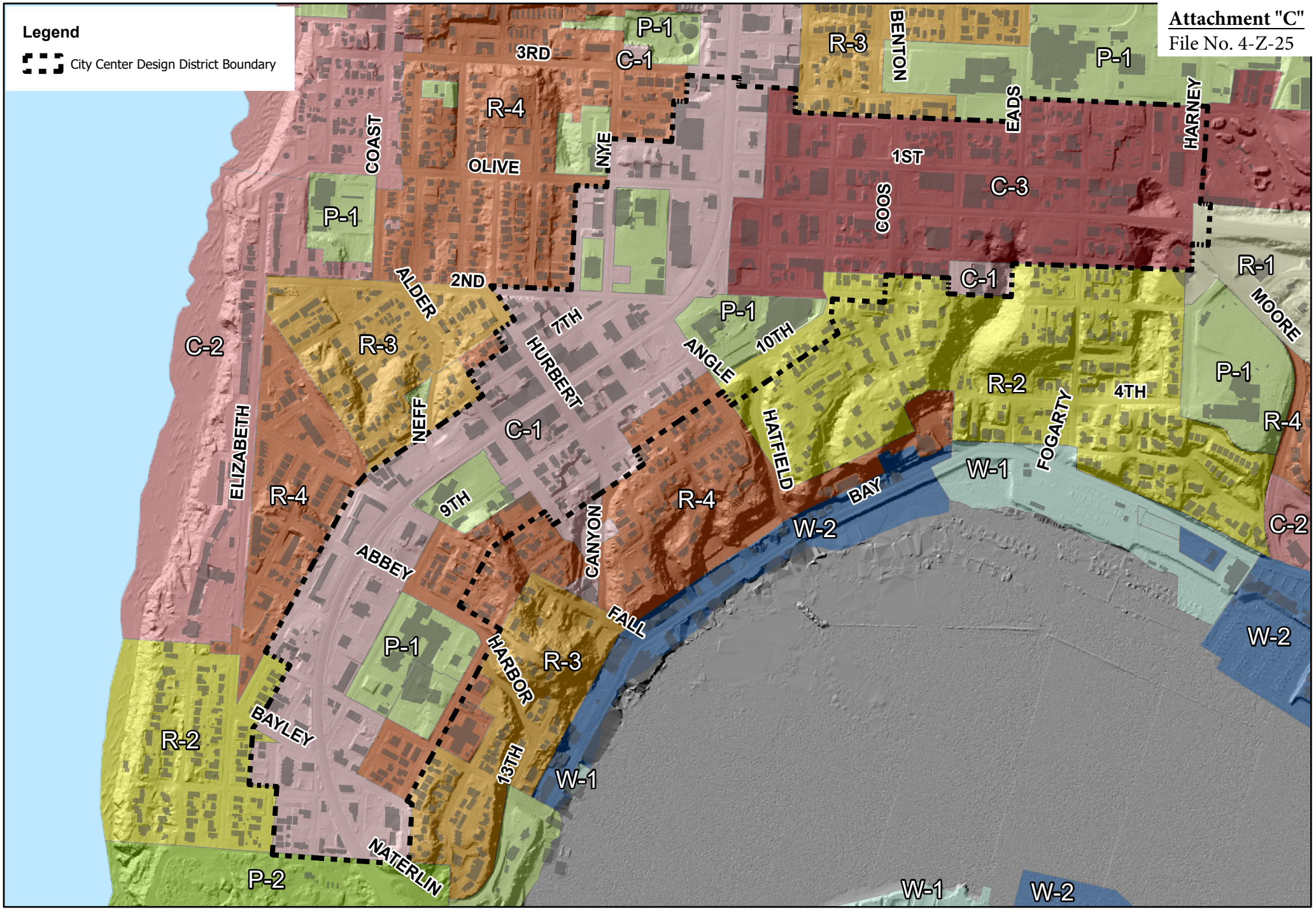
Design Guideline # 9: Site Design and Open Space

- Intent: To incorporate open spaces as a respite from urban hardscapes, to promote sustainability by relieving heat island effects and collecting stormwater, and to provide community space to rest and socialize.
    - Approaches:

        - Public spaces are designed to allow for diverse functions and consider the needs of varying mobility levels.
        - Design and locate common areas to ensure participation of all users regardless of age, gender, or physical ability.
        - Place benches and other forms of seating along pathways, at key nodes and open spaces, and near intersections to provide rest stops and places to meet and socialize.
        - Native or naturalized landscape materials are prioritized to increase the chance of plant survival, support local wildlife, and mitigate the effects of invasive species.
        - Shade trees are provided to give comfort from heat and mitigate heat island effects.
        - Evergreen plants and trees are introduced for year-round interest.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway

Design Guideline # 10: Parking Design and Orientation

- Intent: Parking lots and parking spaces are designed to minimize the negative impacts of automobile traffic and impervious surfaces.
    - Approaches:
        - Parking areas are visually screened from the street where practical.
        - Parking facilities are designed to maximize pedestrian access to the building and site.
        - Pedestrian connections through parking area and to each adjacent building entrance are designeds in a manner that emphasizes pedestrian safety.
    - Applicability:
        - Traditional downtown
        - Hwy 20 Gateway
        - Hwy 101 Gateway



City of Newport
Community Development Department
169 SW Coast Highway Phone:1.541.574.0629
Newport, OR 97365 Fax:1.541.574.0644

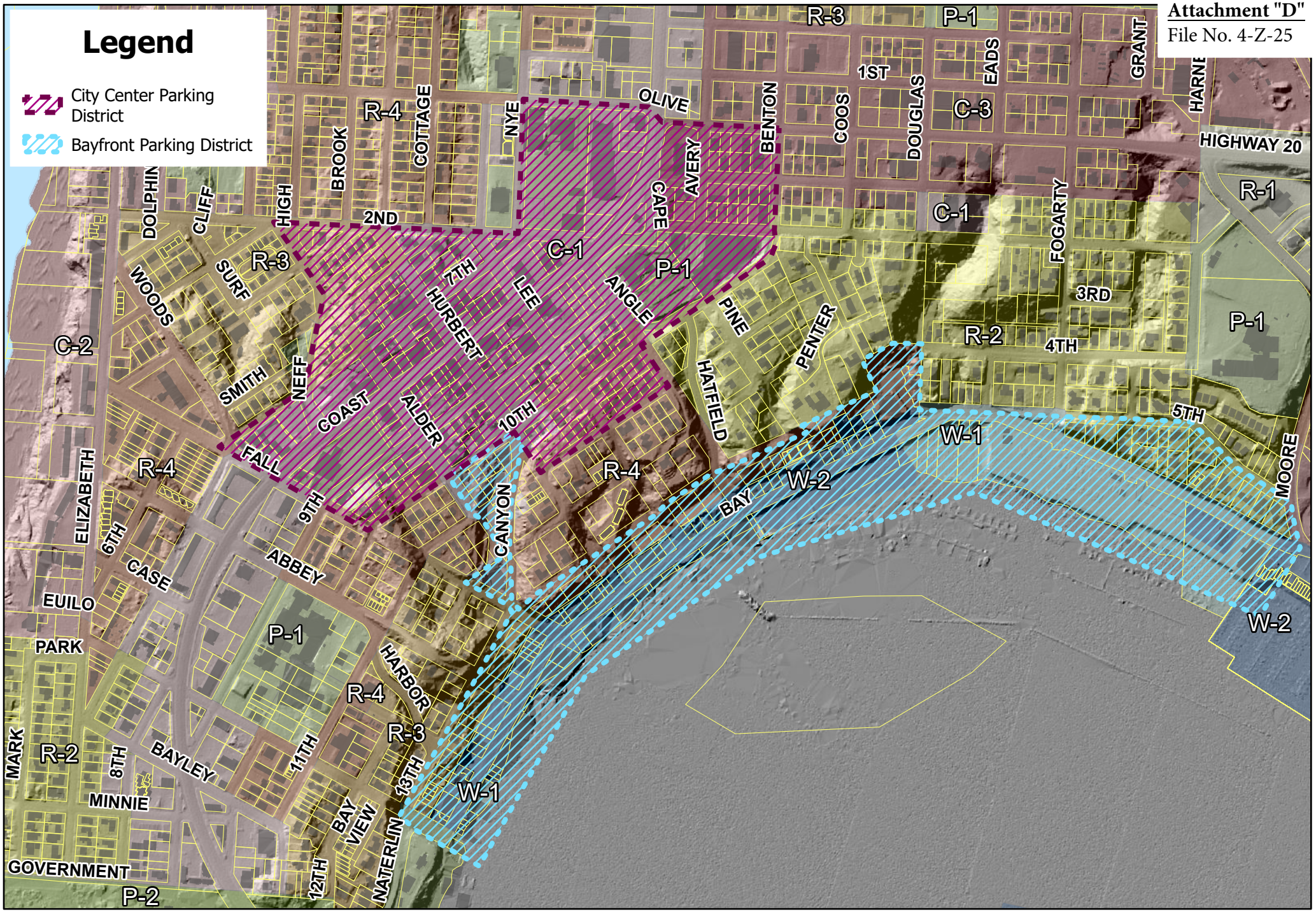
This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Proposed City Center Design District Map

Feet 0 700 1,400 2,100 Feet

N

Attachment "D"
File No. 4-Z-25



NEWPORT OREGON
City of Newport
Community Development Department
169 SW Coast Highway Phone:1.541.574.0629
Newport, OR 97365 Fax:1.541.574.0644

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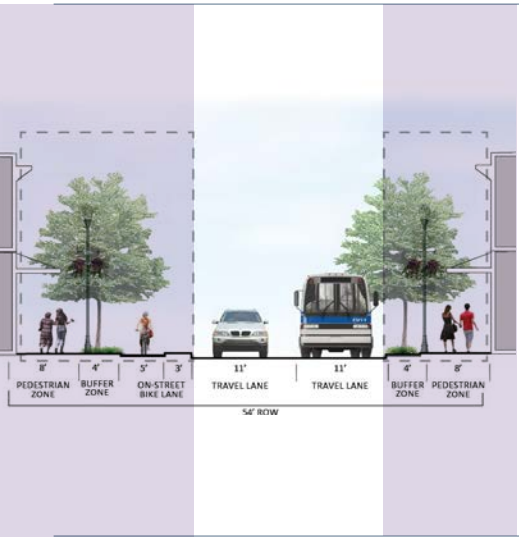
City Center and Bayfront Parking District Boundaries

Feet 0 600 1,200 1,800 Feet

N

City Center Design Review District
Form Based Code

THE NEWPORT CITY CENTER REVITALIZATION PLAN PROJECT
FINAL DRAFT, JUNE 2025





bruary 2025





Newport City Center Revitalization Plan Project
City Center Design Review District Form Based Code

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APPENDIX A | NEWPORT MUNICIPAL CODE (NMC) AMENDMENTS

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

June 2025

Consultant Team

Urbsworks, Inc.
Marcy McInelly, AIA
Emily Montalvo Diaz
Kevin Howard
Taylor Berberich
David Berniker

David Evans and Associates Inc.

ECOnorthwest

This document, the City Center Design Review District Form Based Code, represents the Newport Municipal Code (NCM) amendments necessary to implement the City of Newport City Center Revitalization Plan, and fulfills the TGM grant-funded project tasks related to code amendments.

Discussion

This document will be presented to the Newport Planning Commission at their July 2025 work session. On this and the following pages are issues for work session discussion.

"Retail Ready" Frontage Standard

The Regulating Plan (Section 3) currently shows "Retail-Ready" Frontage Type required on Hwy 101 and SW 9th, at all corners within the Traditional Downtown Zone. The "retail-ready Frontage Types is detailed on pages 40-43. Two alternative options for discussion are:

» Only on side streets which have been identified as retail-focused streets– SW Hurbert, SW Alder, and SW Lee Streets–for the full length of the side street and wrapping the corners (e.g., 25 linear feet from each corner, or to the nearest property line, whichever is less).

» On Hwy 101 only, (not on SW 9th) where 101 intersects with SW Hurbert, SW Alder, and SW Lee Streets and wrapping the corners (e.g., 25 linear feet from each corner or to nearest property line, whichever is less).

FINAL DRAFT

DISCUSSION, CONTINUED

Discretionary process and review standards

» *What is the discretionary process and review standards for deviating from the clear and objective, fixed, form-based dimensional standards in the form based code?*

The CCDRD fosters housing as an important aspect of the policy changes and implementation of the CCARP Revitalization Plan. Amendments to the base zone land use listings mean that housing is allowed (but not required) on any lot within in the CCDRD.

The CCDRD complies with the state's middle housing requirements and HB 2001 and associated rules. The rules do not allow housing to be subject to discretionary review, and any standards that a city applies to housing beyond those in the Middle Housing ORS or Model Code must be applied to all housing types.

Given that housing is not subject to discretionary approval, the only development in the CCDRD that could be subject to discretionary review would be non-residential projects.

To comply with the middle housing rules, the CCDRD General Standards and Frontage Types (Section 5) allow a high degree of flexibility and choices through menus or options. No specific architectural style is promoted, and flexibility to use a variety of architectural styles is explicitly stated in the general standards.

This means that, while there are clear and objective, fixed, form-based dimensional standards, there is a high degree of flexibility for non-residential projects as well as housing development.

If an alternative, discretionary approval process for non-residential projects is desired, an option can be provided.

Options are:

» Develop an alternative, discretionary approval process for non-residential projects similar to that taken in Nye Beach design review district, i.e., using design guidelines, intent statements, and example approaches.

» Do not provide an alternative process for non-residential projects. Such projects would follow the same clear and objective review process and be subject to the same process as housing (ministerial action performed concurrent with review of a building permit by the Community Development).

FINAL DRAFT

Encroachments

The CCDRD proposed provisions say: "Encroachments such as canopies, awnings, or bay windows are allowed to encroach beyond the Build To Line or Frontage Line (or into the Right of Way) by a maximum of 3 feet." See Urban Shopfont Frontage Type, page 40, for an example.

Encroachments of the kind mentioned are desirable for urban vitality and interest, especially in the Traditional Downtown Zone. The city permits encroachments on a very limited basis.

Discuss how the city allows encroachments and how the intent for architectural features (such as bay windows), and weather protection (awnings, marquees), can be allowed within the CCDRD.

Architectural Features

The CCDRD General Design Standards contain menus for architectural features but they are generic (see "Detailed Design," page 34, for an example). The "Newport Design Review Glossary and Illustrations," used for Historic Nye Beach Design Review District contains a more comprehensive listing along with illustrations. Besides being more comprehensive, these have the benefit of being in place for some time and are familiar to the community. While they are historic features many of them are timeless architectural features that can be rendered in a variety of architectural styles, from traditional to modern.

Options for discussion:

» Keep the current generic listing (see "Detailed Design," page 34).

» Replicate or adapt certain features from the Newport Design Review Glossary and Illustrations, such as balcony, bay window, and/or turret. Combine these with the current generic listing.

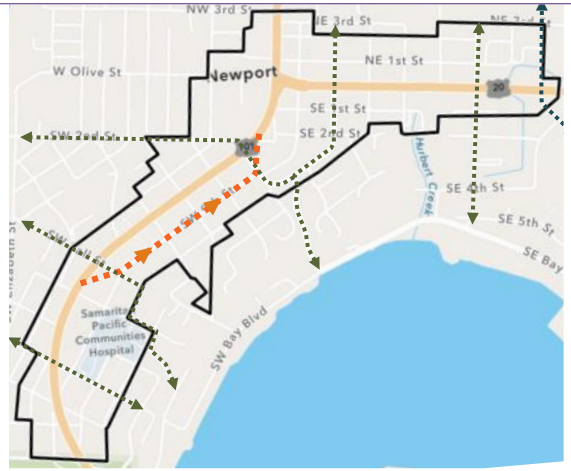
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01

INTRODUCTION

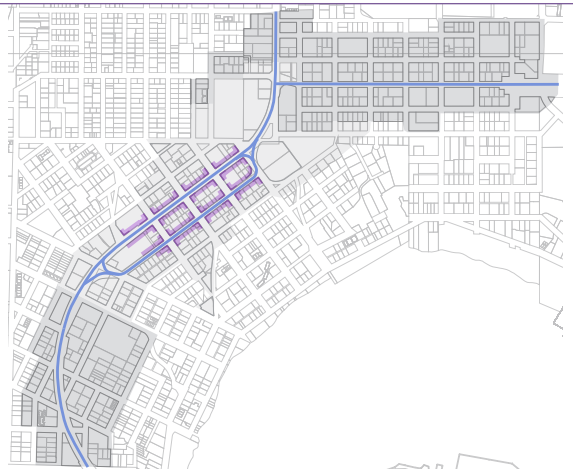


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City Center Design Review District (CCDRD)

The City Center Design Review District (CCDRD) is US Highway 101 and adjacent properties between the north end of the Yaquina Bay Bridge and US Highway 20, and US Highway 20 and adjacent properties between US Highway 101 and the eastern city limits.



CCDRD Form Based Code (FBC)

This document translates the vision created during the public involvement process into a series of land use, streetscape, and urban design strategies, using a form based approach.

Form based codes (FBCs) are development regulations used by local government agencies that emphasize the physical character of development and deemphasize the categorization of land uses and activities. They provide greater predictability about the look and feel of development and offer developers a clearer understanding of what the community seeks. In return, FBCs can make it easier for citizens to help create the physical development they want, which will more likely lead to their acceptance of development and street designs in their community.

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02

FORM BASED APPROACH

FINAL DRAFT

The new 14.30 City Center Design Review District and amendments to the municipal code and Comprehensive Plan will:

FBC Approach

Promote a "form based" approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

Use a "Regulating Plan" to translate the CCARP vision into a plan and map of the project area. The regulating plan will show where different development and design standards apply.

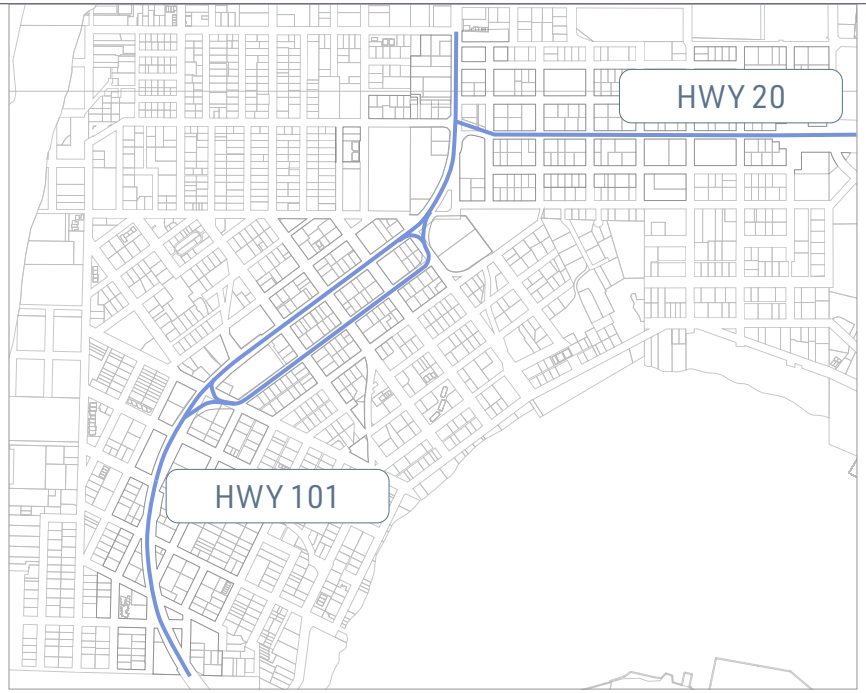
Utilize clear and objective dimensional standards. An example of a dimensional standard is "front yard setback – 20 feet."

In general, provide as much information in tables as possible to aid clarity of the provisions and use graphics to communicate the intent of the development standards and provisions..

Display development and design standards in tables. The standards in the table will be keyed to the Regulating Plan, Frontage Types, or other diagrams.

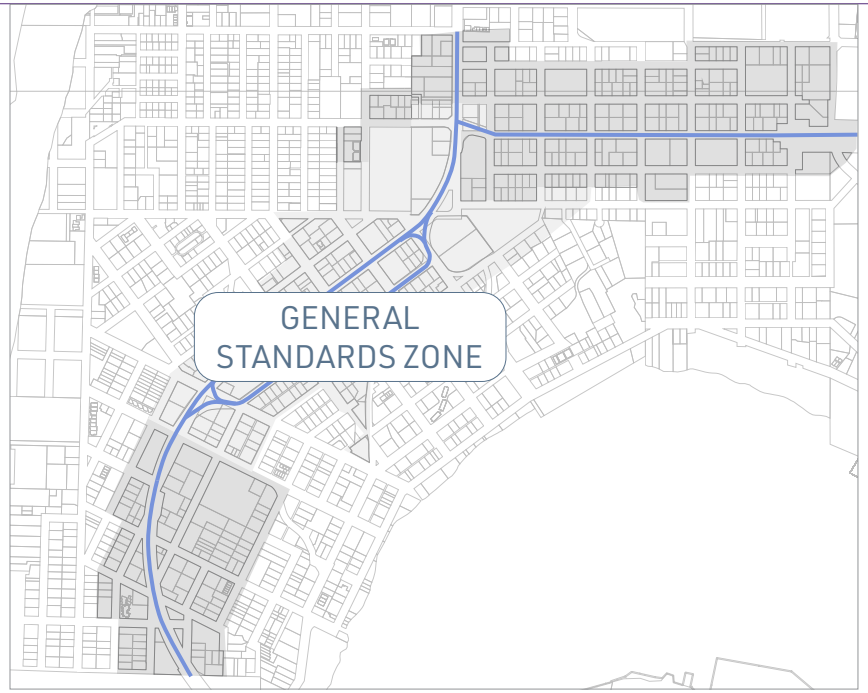
Provide purpose or intent statements and visual examples to help explain the intended outcome.

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Public Realm Standards

Street Cross Sections (Section 04)

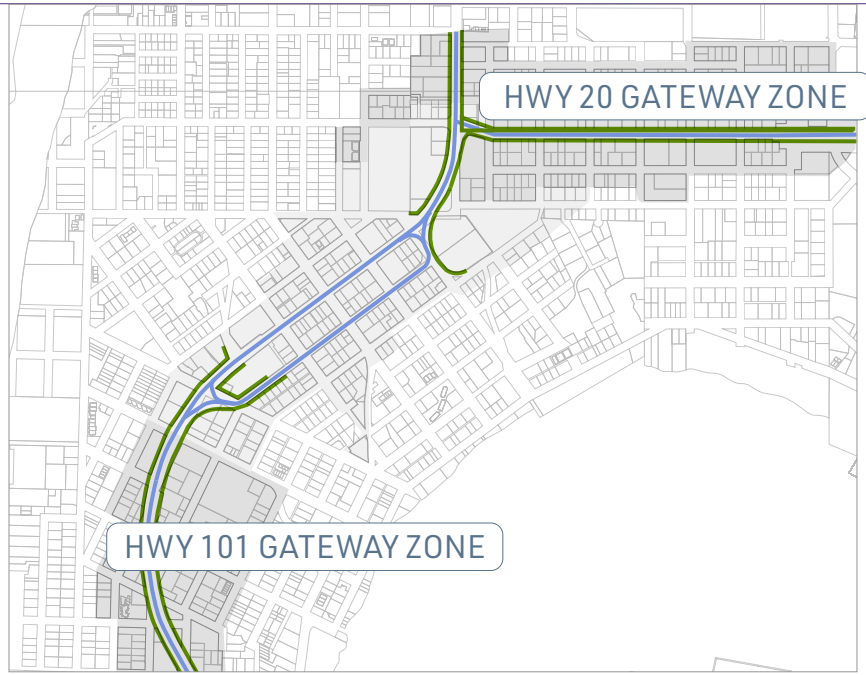


General Standards

Street Cross Sections (Section 04)

General Standards (Section 05)

FINAL DRAFT

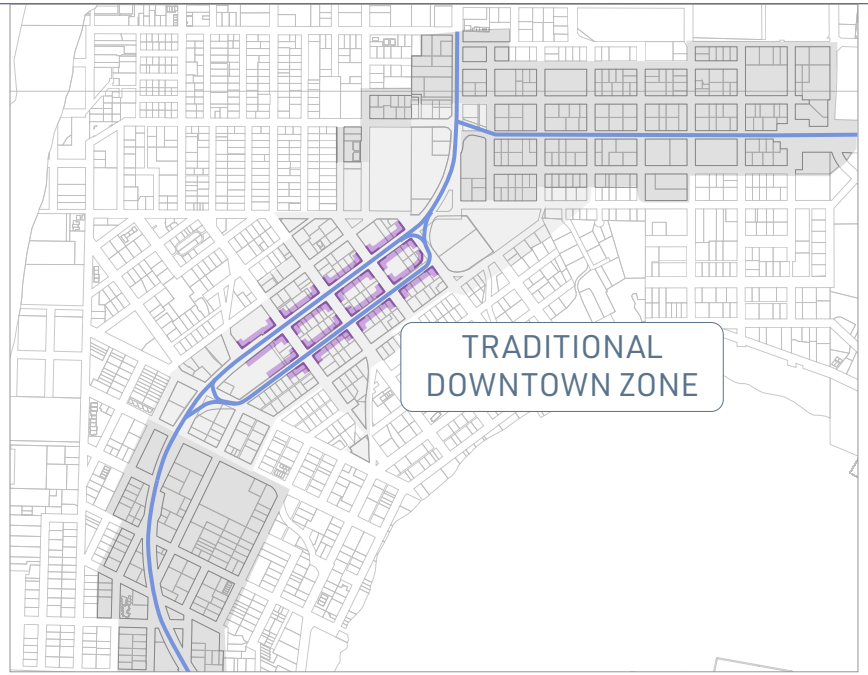


Gateway Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)



Traditional Downtown Frontage Types

Street Cross Sections (Section 04)

General Standards (Section 05)

Gateway Frontage Types (Section 5)

Traditional Downtown Frontage Types (Section 5)

FINAL DRAFT

03

REGULATING PLAN



FINAL DRAFT

Regulating Plan

The purpose of the Regulating Plan is to translate the vision created during the public involvement process into an actionable plan and map. Each regulating plan component explains which areas are subject to specific regulations. The regulating plan is a critical tool to inform development of the Newport CCARP Design District and ensure the community vision is realized.

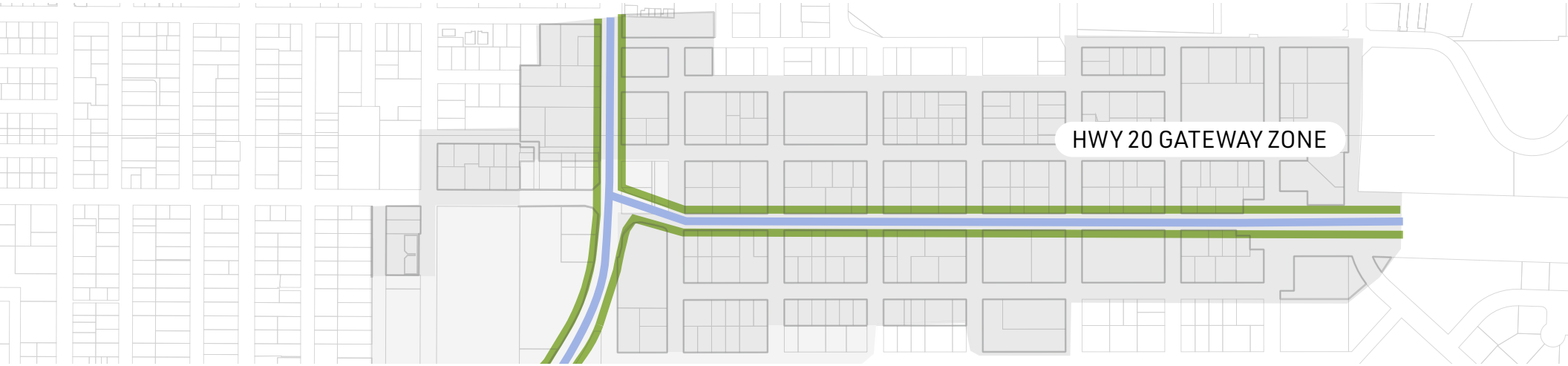
Regulating Plan Components

The regulating plan identifies mandatory components to be implemented through a combination of private development and public capital improvement projects. It provides flexibility for the Newport CCARP Design District to support a wide range of land uses and development types while ensuring strong connectivity, a form and character that aligns with the surrounding context, and effective placemaking and economic development to complement public investments on Hwy 101, SW 9th Street, and Hwy 20.

The Regulating Plan identifies requirements that are geographically located and apply regardless of the proposed development approach. This plan is supplemented by development standards that vary based on proposed development and land uses.

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HWY 20 GATEWAY ZONE

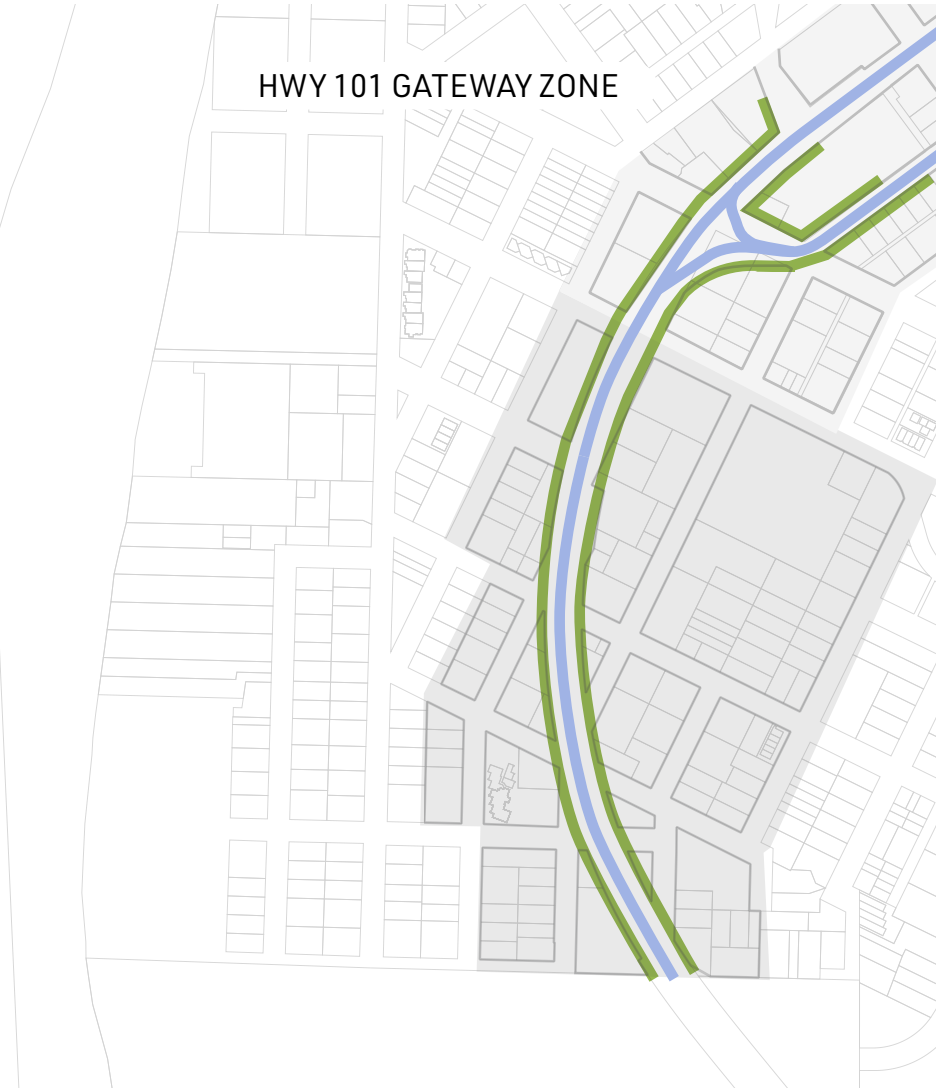


LEGEND

- URBAN FRONTAGE REQUIRED
- RETAIL-READY FRONTAGE REQUIREMENT
- LANDSCAPE FRONTAGE REQUIRED
- GENERAL STANDARDS APPLY
- PRIMARY STREET

FINAL DRAFT

HWY 101 GATEWAY ZONE

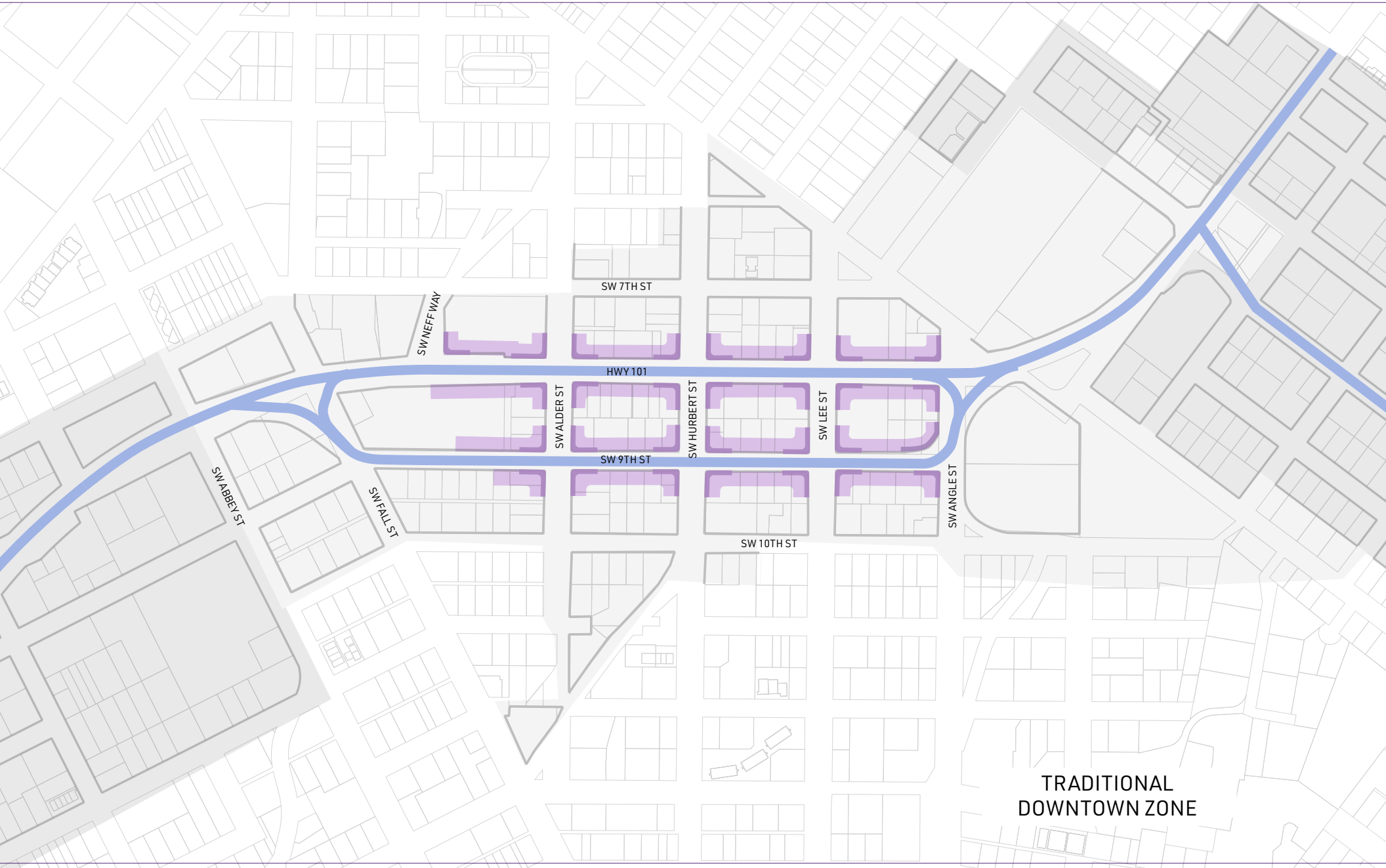


LEGEND

- URBAN FRONTAGE REQUIRED
- RETAIL-READY FRONTAGE REQUIREMENT
- LANDSCAPE FRONTAGE REQUIRED
- GENERAL STANDARDS APPLY
- PRIMARY STREET

FINAL DRAFT

TRADITIONAL DOWNTOWN ZONE



FINAL DRAFT

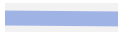
LEGEND


URBAN FRONTAGE REQUIRED


RETAIL-READY FRONTAGE REQUIREMENT


LANDSCAPE FRONTAGE REQUIRED

GENERAL STANDARDS APPLY


PRIMARY STREET



04

PUBLIC REALM

FINAL DRAFT

	CCARP CORE - TRADITIONAL DOWNTOWN		CCARP GATEWAY – URBAN MIX	
PUBLIC REALM STANDARDS	HWY 101	SW 9TH ST	HWY 20 / SW OLIVE ST	
Pedestrian realm (feet)	14 or greater	12 or greater	14 or greater (ideal)	12 or greater
Frontage / Pedestrian / Buffer / Curb-gutter (feet)	2 / 8 / 5 / .5	0 / 8 / 4 / 0	0 / 8 / 4 / 0	0 / 8 /4
Transition realm (feet)	16 (one side) / 8	8 (one side only)	0	none
Bike / Buffer / Parking (feet)	5 / 3 / 8 / 0	5 / 3 / 0	0 / 0 / 0	
Travelway realm (feet)	22	22	36	36
Travel lane / Left turn lane and/or Raised Median (feet)	11 / 11	11 / 11	12 / 12 / 12	12 / 12 / 12
Totals (feet)	**74**	**54**	**60**	**60**

Key | Critical dimensions

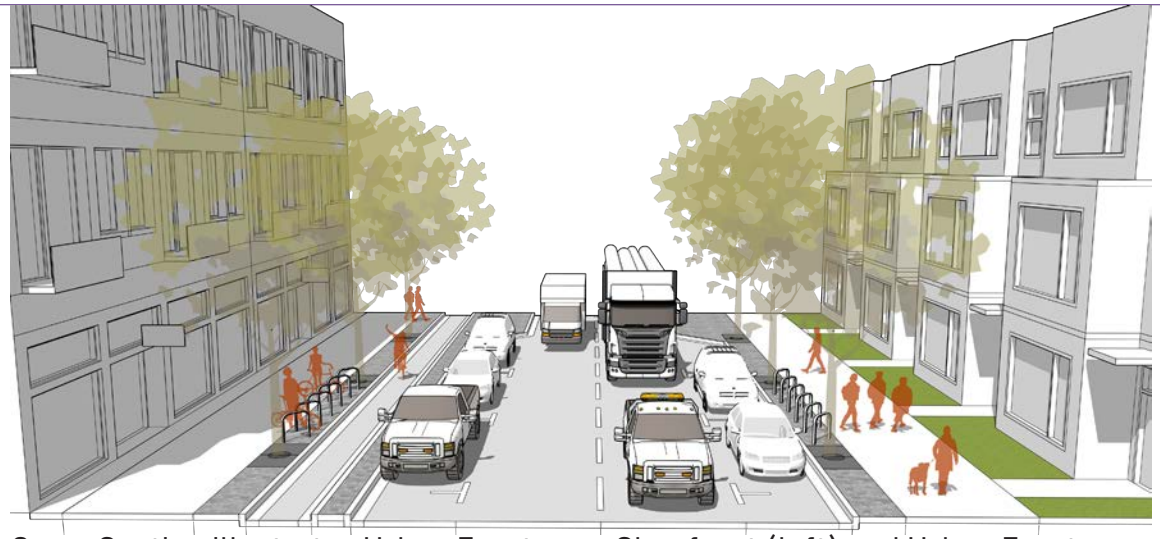
FINAL DRAFT

Hwy 101 – Southbound couplet

Traditional Downtown Main Street

Supports residential and retail uses at the ground level.

Aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Shopfront (left) and Urban Frontage – Residential Porch-Stoop-Terrace, (right), see page 40.

SW 9th St. – Northbound couplet

Traditional Downtown Secondary Street

Generally supports residential and some retail uses at the ground level.

Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



Cross Section illustrates Urban Frontage – Residential Porch-Stoop-Terrace, vertical separation standard (left); horizontal separation standard (right), see page 40.

FINAL DRAFT

Hwy 20 –Olive St.

Improved pedestrian realm supports residential and some retail uses at the ground level.

Street environment and function will be improved with the consolidation of driveways on Olive Street; business access will be relocated to a single, central location on each block face or lot, and on side streets.

Generally aligns with ODOT Blueprint for Urban Design Traditional Downtown / CBD Recommendations.



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SW Hurbert St.

Parklet Street







FINAL DRAFT

SW Alder and SW Lee Streets

Festival Street or Plaza Street





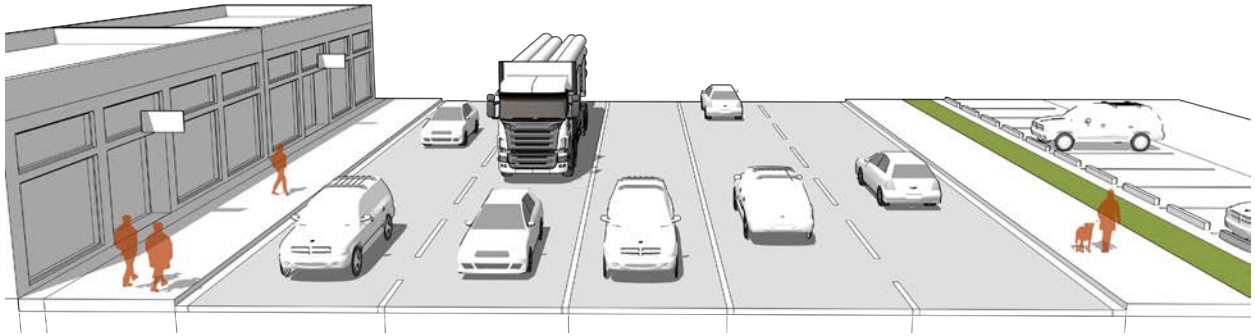
After

FINAL DRAFT

Hwy 101 –South of the couplet

Does not align with ODOT Blueprint for Urban Design Urban Mix recommendations.

Unimproved pedestrian realm and lack of on-street parking does not support retail, however, public realm and development requirements (e.g., FBC frontage types, General Standards) represent significant enhancements to Hwy 101 S.



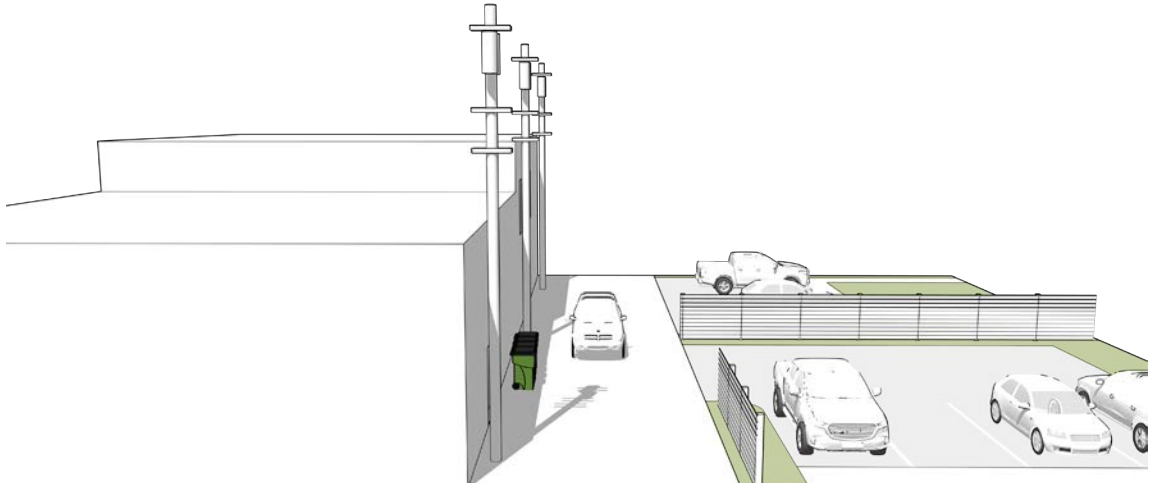
Cross Section showing existing conditions within existing right of way with Landscape Frontage Type applied (right) and General Design Standards applied (left).

Cross section enhancements and FBC frontage zone requirements represent opportunities for Hwy 101 Gateway Zone and hospital-related redevelopment enhancements.

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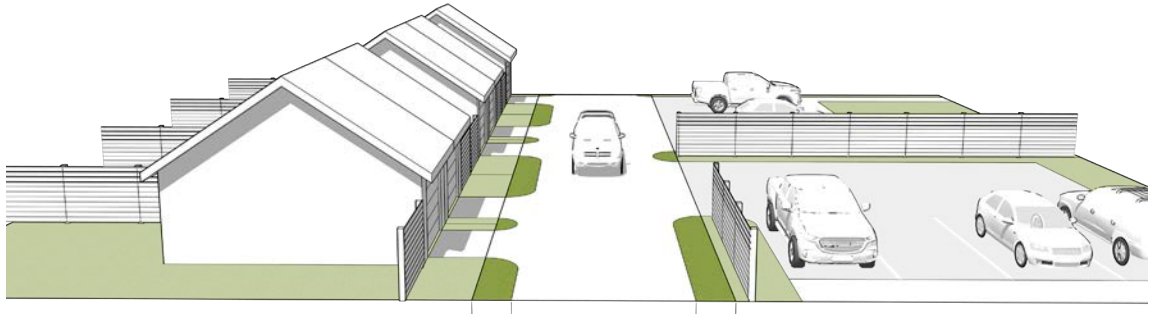
Commercial Alley

Private or public



Residential Alley

Private or public



City of Newport
Planning Commission Work Session Minutes
July 28, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:00 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan (by video)	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	
Commissioner Braulio Escobar (by video)	**PUBLIC**
Commissioner John Updike	Marcy McInelly, Urbsworks, Inc.
Commissioner Robert Bare	Jim Hencke, David Evans and Associates
Citizen Advisory Member Dustin Capri (absent, excused)	Ane McIntyre (by video)

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
CITY CENTER DESIGN REVIEW DISTRICT FORM BASED CODE CONCEPTS.	Marcy McInelly, AIA, with Urbsworks, Inc., presented final draft of a form-based code concept for the City Center area. Hanselman joined the meeting at 6:07 p.m. The Commission discussed how "Retail Ready" frontage standards would apply exclusively to new buildings and reviewed architectural features. The City Center Design Review District was considered, along with an evaluation of traditional downtown zone standards. Public realm street standards and cross sections were examined, followed by a discussion on appropriate residential setbacks. The Commission discussed how SW Hurbert Street would be a parklet street with tree islands, while SW Alder and SW Lee Streets would be designation as festival or plaza streets. They requested a desire to see the width of pedestrian spaces and considered the difference between commercial and residential alleys. Development and design standards were reviewed, with emphasis placed on the need for clear and objective design standards. Base zone development standards were examined, along with

	general standards. Lastly, the Commission requested that asphalt shingles and non-permeable membrane materials be added to the list of approved roof tile types.
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: Sherri Marineau

Sherri Marineau, Executive Assistant

City of Newport
Planning Commission Work Session Minutes
August 11, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:46 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	
Commissioner Braulio Escobar (absent, excused)	**PUBLIC**
Commissioner John Updike (by video)	Marcy McInelly, Urbsworks, Inc. (by video)
Commissioner Robert Bare	Jim Hencke, David Evans and Associates (by video)
Citizen Advisory Member Dustin Capri (by video)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
CITY CENTER DESIGN REVIEW DISTRICT FORM BASED CODE CONCEPTS.	Consultants Marcy McInelly (Urbsworks, Inc.) and Jim Hencke (David Evans and Associates) continued their presentation on the draft form-based code for the City Center district. The Commission reviewed design standards and proposed updates, including roof slope guidelines, lot coverage limits, shop frontage in the downtown core, and micro retail depth adjustments. Additional topics included canopy and awning encroachments, landscaping requirements, and street cross sections for Hwy 101 and Hwy 20. Retail-ready frontage areas were refined to include Hwy 101, Alder, Lee, and the north side of 9th Street, with exclusions for the Farmer's Market parking lot. Festival street concepts were discussed for Alder Street, and added frontage requirements were proposed for Fall Street and the couplet transition. Tokos reviewed the City Center parking district map. The Commission discussed boundary options and agreed to align the couplet area with the Bayfront parking district. Tokos also presented updates to the draft code.

	The Commission considered screening buffers between residential and non-residential zones, revised non-residential language, discussed design review triggers and exemptions, and supported raising the building height threshold for design review to 50 feet.
SOUTH BEACH ISLAND ANNEXATION BOUNDARY MAP AND PROPOSED ZONING.	Tokos presented maps outlining the current Comprehensive Plan designations for properties proposed for annexation, along with the zoning that would apply once annexed. The Commission discussed whether the annexation would help resolve irregularities in the city limit boundary in South Beach and expressed general agreement with the proposed zoning for the affected properties. Commissioners raised questions about how prior outreach to property owners had been done and the timing of public hearing notifications. They also discussed the possibility of offering rebates for property owners connecting to city services as part of the annexation process.
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: Sherri Marineau
Sherri Marineau, Executive Assistant

City of Newport
Planning Commission Work Session Minutes
August 25, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT
Time Start: 6:00 P.M. **Time End:** 7:07 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East	
Commissioner Braulio Escobar	**PUBLIC**
Commissioner John Updike (absent, excused)	Marcy McInelly, Urbsworks, Inc. (by video)
Commissioner Robert Bare	Troy Rundell
Citizen Advisory Member Dustin Capri (absent, excused)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL a. Roll Call	None.
2025 STATE OF OREGON LEGISLATIVE UPDATE.	Tokos presented the "2025 Land Use Legislation Report" from DLCD, highlighting bills most relevant to Newport and outlining potential city responses. The Commission discussed whether rental assistance standards included manufactured dwellings, which Tokos confirmed would apply to any rental housing unit except short-term rentals. They reviewed DLCD's budget assumptions, including Package 100's elimination of the climate resiliency position, and Package 504's focus on clarifying wetland boundaries–not promoting development on pristine wetlands. Additional topics included a proposed density bonus for affordable housing developments. Tokos summarized HB 2138, which defines urban development for counties–not Newport. The discussions continued about HB 2258 and HB 3031 which addressed stock plans for residential site criteria and infrastructure support for housing. SB 974 proposed land use review guidelines for UGBs with 20+ units. HB 3505 would prohibit new or increased SDCs for residential fire sprinkler systems. HB 3145 offered funding for affordable manufactured housing. HB 3921 covered UGB land exchange rules. SB 83

	repeals the State Wildfire Map and shifts defensible space and hazard requirements to local governments. HB 3963 extends the offshore wind roadmap. HB 2005 requires cities to allow residential treatment facilities and homes in most zones, with exceptions for hazard areas. SB 967 supports Local Improvement Districts involving multiple government entities. Finally, Berman asked about transit room tax flexibility, and Tokos noted it hadn't yet progressed through the Senate.
REVIEW CITY CENTER REVITALIZATION PLAN DESIGN GUIDELINES.	Consultant Marcy McInelly (Urbsworks, Inc.) reviewed the draft design guidelines for the City Center Design Review District. The Commission began by discussing Design Guideline #1, focused on the Connected Pedestrian Network and its applicability. Branigan asked about specialty paving, which McInelly explained referred to different types of surfacing. He also inquired about pedestrian-scale lighting and its compliance with dark sky provisions. Tokos responded that the city's code includes language for downward-directed lighting, which would be updated in the code accordingly. Design Guideline #2 addressed support for the multimodal network. Branigan asked whether provisions for electric bikes were needed. Tokos noted that while it's something the City should consider, it's not currently part of the code. Berman questioned the need for wayfinding to accommodate all modes of transportation, and McInelly confirmed that updates would be made for this. Branigan suggested adding a 10-foot green-painted bike box at intersections to signal bicyclist presence at green lights. Tokos advised against specifying such functions in the guidelines, preferring they be addressed in project design. Branigan emphasized incorporating safety discussions, and McInelly recommended using best practices for cyclists at intersections. Public member, Troy Rundell addressed the Commission and commented on building renovations in Corvallis, and proposed a path and train system to the valley. The Commission then reviewed Design Guideline #3 on Universal Design. Berman asked about curbless streets, and McInelly provided examples from Newport. Design Guideline #4 focused on Commercial Frontages. Hanselman raised concerns about corner businesses meeting all standards and how that could potentially distract drivers. McInelly suggested

	including limitations for corners to prevent distractions. Bare asked about signage size restrictions, which Tokos confirmed are addressed in the code. Design Guideline #5 on Residential Frontages was introduced without further discussion. Design Guideline #7 addressed Roof Form, with a need to align roof pitch ranges with existing clear and objective standards. Tokos reviewed new construction height standards. McInelly proposed increasing maximums to 50 feet in height and 75 feet in length for the City Center. The Commission generally agreed, and McInelly suggested expanding the 3D module used for discretionary review.
COMMUNITY DEVELOPMENT ORIENTATION FOR COUNCIL (INFORMATIONAL ONLY).	None.
PLANNING COMMISSION WORK PROGRAM UPDATE.	None.

Submitted by: Sherri Marineau

Sherri Marineau, Executive Assistant

CITY OF NEWPORT

ORDINANCE NO. 2025-04

AN ORDINANCE AMENDING THE NEWPORT COMPREHENSIVE PLAN, IMPLEMENTING RECOMMENDATIONS OF THE CITY CENTER REVITALIZATION PLANNING EFFORT

(Newport File No. 3-CP-22)

WHEREAS, Newport's commercial areas along US 101 and US 20, particularly between the Yaquina Bay Bridge and US 101/US 20 intersection, have a high percentage of underutilized properties with vacant storefronts and aging, poorly maintained buildings; and

WHEREAS, an urban renewal district was established over the affected areas in 2015 to plan for, and fund, improvements to attract new investments and facilitate the revitalization of these commercial corridors; and

WHEREAS, as an initial investment the City, through its Urban Renewal Agency, partnered with the Oregon Department of Transportation (ODOT) to update its Transportation System Plan (TSP) to identify how the streetscape can be redefined to catalyze economic development and provide infrastructure needed to support additional density, and mixed use live-work environments; and

WHEREAS, that planning effort, completed in 2022, identified two potential transportation solutions for US 101, an option that would remove parking and retain two-way vehicle traffic and an option that would couplet the portion of US 101 between the Armory and City Hall, with 9th Street carrying northbound traffic. The couplet option retains parking along the subject portion of US 101 and allows for wider sidewalks. Both options include bike facilities, with the two-way option placing both the north and south bound bike lanes on 9th Street and the couplet option placing a bike lane on each one-way street segment; and

WHEREAS, as the TSP update was winding down, the City turned its attention to initiating a planning effort specific to the City Center area that would further refine the two options for realigning US 101 through City Center and identify the option that best supports desired development patterns; and

WHEREAS, this planning effort would further develop a set of amendments to the City's Comprehensive Plan and development code and identify public investments and incentives needed to encourage desired development and improve livability; and

WHEREAS, the Newport Urban Renewal Agency, through the City, applied for and received approval of a Transportation Growth Management (TGM) grant to offset a portion of the project cost of the planning work, with such approval occurring in the fall of 2021; and

WHEREAS, these types of grants, managed by ODOT, are subject to the execution of an intergovernmental funding agreement and lengthy consultant hiring process, which was not concluded until March of 2024, with the selection of a consulting team managed by David Evans and Associates, and

WHEREAS, to inform the planning process, the City Council pulled together an 18 member citizen advisory committee representing a broad range of stakeholder interests. That group met seven times between May 31, 2024 and May 16, 2025, reviewing and refining project goals, an existing conditions assessment, market analysis, a gap analysis, initial code concepts, public investment recommendations and partnership/implementation strategies; and

WHEREAS, Planning Commission and City Council members participated on the citizen advisory committee, and they also met separately in individual and joint-work sessions with the consulting team to share their perspectives; and

WHEREAS, events with the broader community were held early in the planning process to inform and solicit feedback on the project goals, issues of concern in the city center area, transportation solutions, and desired outcomes, and then later to confirm that proposed solutions addressed the objectives of (a) creating an active mix of uses in a walkable environment; (b) safe, efficient traffic flow and managed parking, (c) a clean, welcoming appearance, (d) planned property development and acquisition, and (e) targeted investment in infrastructure; and

WHEREAS, the events included community workshops; a walking tour; focus group sessions with social service agencies, Spanish language speakers, and members of the general public; and online surveys, where feedback was received from over 380 individuals, roughly 50 of which completed Spanish language surveys; and

WHEREAS, considering all of the comments received, people generally agreed that the proposed approach, now outlined in the draft Comprehensive Plan amendments, appropriately address the project objectives, and at its final meeting on May 16, 2025, the citizen advisory committee provided a favorable recommendation to the Planning Commission and City Council regarding the proposed solutions for the City Center area; and

WHEREAS, the project consultants have compiled the proposed solutions for City Center into nine (9) memos, to be collectively known as the City Center Revitalization Plan, the titles of which are as follows:

- Memo #1 - Goals
- Memo #2 - Existing Conditions
- Memo #3 - Market Analysis
- Memo #4 - Gap Analysis
- Memo #5 - Initial Code Concepts
- Memo #6 - Public Investment
- Memo #7 - Partnerships/Implementation
- Memo #8 - Multi-Modal Analysis
- Memo #9 - Form Based Code, Parts 1-4
- Memo #9 - Form Based Code, Parts 5-6; and

WHEREAS, amendments to the Newport Comprehensive Plan incorporate these memos by reference, amending the goals, policies, and contextual language in the "Newport Peninsula Urban Design Plan" element of the Comprehensive Plan with respect to the City Center, to provide general direction for how the City should proceed with implementation. The amendments further revise the "Transportation System Plan" element of the Comprehensive Plan to adopt the identified transportation solutions, including direction to proceed with design and construction of the US 101/9th Street couplet; and

WHEREAS, amendments to the Newport Comprehensive Plan must satisfy applicable statewide planning goals, and the proposed changes meet the relevant goals as follows:

- Goal 1, Citizen Involvement, seeks to ensure that there are opportunities for widespread public involvement in the planning process. This has been accomplished with the preparation and implementation of a public involvement plan that mapped out public engagement opportunities and identified strategies for proactively engaging the public, including underrepresented populations. Methods included the launching of a project website, the creation of an advisory committee of impacted stakeholders, engagement by the Planning Commission and Council, and public events as noted above. All outreach materials were produced in English and Spanish, and events were advertised via social media, press releases, postcard mailings, utility billing mailings, and door-to-door canvassing.

- Goal 9, Economic Development, calls for cities to ensure that there is enough land available to realize economic growth and development opportunities. Commercial areas along US 101 and US 20, between the Yaquina Bay Bridge and US 101/US 20 intersection, have a high percentage of underutilized properties with vacant storefronts and aging, poorly maintained buildings. The existing development pattern and performance of the transportation system contribute to this condition. The proposed amendments outline steps needed to re-work the streetscape, land use codes, and incentive programs to attract new investment to revitalize these commercial corridors, and the urban renewal district provides funding for these initiatives, consisted with Goal 9 objectives; and

- Goal 10, Housing, calls for cities to provide for the housing needs of their citizens in adequate numbers, price ranges, and rent levels commensurate with their financial capabilities. Newport updated its Housing Capacity Analysis in 2022, and that effort documented a shortage of units, particularly for low and moderate income households. The analysis further documented that a substantial amount of the city's undeveloped land that is available for housing will be difficult, if not impossible, to serve in a cost effective manner. These amendments provide additional housing options in underutilized commercial areas, promote a multi-modal streetscape that is conducive to a mixed-use, live-work environment, and leverage existing urban infrastructure proximate to needed services in a manner that will promote housing development consistent with the goal.

- Goal 12 Transportation, requires that cities create a transportation system plan that supports all modes of transportation, including motor vehicles, transit, bicycles and pedestrians. The transportation solutions included with these amendments accommodate these modes and are consisted with the larger Transportation System Plan the City adopted in 2022, which has been found to be goal compliant through the State of Oregon's post acknowledgement plan amendment process; and

WHEREAS, the Planning Commission held a work session on June 23, 2025 and a public hearing on July 28, 2025 to consider the proposed amendments and voted in favor of the changes, after considering public testimony and evidence and argument in the record; and

WHEREAS, the Newport City Council held a work session on August 4, 2025 and public hearings on August 18, 2025 and September 2, 2025 to consider the proposed amendments and voted in favor of the changes, after considering the Planning Commission recommendation, public testimony, and evidence and argument in the record; and

WHEREAS, in approving the amendments the Council concludes that there is a public need for the changes, and that they are required by public necessity and consistent with the general welfare of the community; and

WHEREAS, information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. Findings. The above findings are hereby adopted in support of the amendments to the City of Newport Comprehensive Plan as set forth in Section 2 of this Ordinance.

Section 2. Newport Comprehensive Plan Amendments. The "Newport Peninsula Urban Design Plan" and "Transportation System Plan" elements of the Newport Comprehensive Plan are hereby amended as outlined in Exhibit "A" to this ordinance.

Section 3. Effective Date. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: September 2, 2025

Signed by the Mayor on 09/03/2025, 2025

Jan Kaplan
Jan Kaplan (Sep 3, 2025 11:48:34 PDT) 09/03/2025

Jan Kaplan, Mayor

ATTEST:

9/3/2025

Allie Anderson, City Recorder

Revisions to the Newport Peninsula Urban Design and Public Facilities Components of the Newport Comprehensive Plan

(Unless otherwise specified, new language is shown in double underline, and text to be removed is depicted with ~~strikethrough~~. Staff comments, in *italics*, are for context and are not a part of the revisions.)

NEWPORT PENINSULA URBAN DESIGN PLAN

Findings:

Newport's historic peninsula district is the heart of the city. The City of Newport anticipates that population, employment growth, and increased tourism on the peninsula, combined with automobile-dependent development, will negatively affect the quality of life and lifestyle, as well as the physical character of the historic core of the city. The peninsula's ability to accommodate change requires careful attention to urban design in order to preserve and strengthen the inherent qualities which have guided Newport's development to date. These summary findings are more fully developed in the City Center Revitalization Plan, Memos #1 through #9, which serve as an update to the Newport Peninsula Urban Design Study, ~~which~~ and ~~is~~ are incorporated herein as ~~a~~ background reference documents ~~and~~ that provides substantial evidence for these findings, policies, and implementation strategies. It is our key finding that it is necessary to both stimulate and guide development in order to graciously incorporate change and preserve the peninsula as a wonderful place to live, work, and recreate. Consequently, the following policies are adopted for the peninsula.

Staff: Changes recognize the City Center Revitalization Plan as an update to the Newport Peninsula Urban Design Plan. The City Center Revitalization Plan is currently a collection of memorandums. The project consultants are consolidating them into a single plan that should be available prior to the City Council hearing. If that happens then this language will be updated to reflect the change.

Policies:

1. Preserve the beautiful natural setting and the orientation of development and public improvements in order to strengthen their relationship to that setting.

2. Enhance new and redeveloping architectural and landscape resources to preserve and strengthen the interconnected, historic, ~~and~~ scenic, and/or aesthetic character and function of each district and/or neighborhood setting.

3. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting the peninsula neighborhoods.

4. Coordinate with the Oregon Department of Transportation (ODOT) highway projects which are compatible with and responsive to these policy objectives and design districts implementing said policies.

5. Improve cohesion and livability of each district and/or neighborhood subject to design district overlay by enhancing its function, character, and relationship to its natural setting and orientation.

6. Preserve and strengthen the ability of peninsula institutions to continue as centers of employment.

7. Improve the built environment in order to strengthen the visual appearance and attractiveness of developed areas.

8. Strengthen the peninsula's economic vitality by improving its desirability through improved appearance, function, and efficiency.

9. Preserve and enhance the existing housing supply. Encourage the increase of affordable housing in Newport, while balancing the need for all types of additional housing.

10. Adopt up to six urban design districts on the peninsula for the purpose of implementing said policies in a manner consistent with the purpose of implementing said policies in a manner consistent with the character and function of each area as further defined herein.

Staff: Introduces concepts such as interconnectedness, livability and the need to accommodate all types of additional housing, all of which are objectives of the City Center Revitalization planning effort.

Implementation:

The urban design policies may be implemented by additional specific policies related to these objectives in the transportation system plany, especially as these may relate to integration of pedestrian, vehicular and bicycle environments and networks, parking, and coordination with ODOT.

These policies may also be implemented by specific development/zoning code amendments requiring integration of key policy elements into development plans. Such policies may include a system of incentives to achieve density, height, pedestrian orientation, and scenic enhancement.

The key implementation for these urban design policies specifically authorized by this amendment shall be the creation of urban design districts. The purpose of each design district shall be to preserve and enhance the function and character of each district area. Design districts shall be considered as refinement plans and adopted as zoning and development code overlays. The character and function of the six urban design districts is as follows:

1.) City Center District ~~(including U.S. Highway 101 Corridor).~~

Boundary: The City Center District is US Highway 101 and adjacent properties between the north end of the Yaquina Bay Bridge and US Highway 20, and US Highway 20 and adjacent properties between US Highway 101 and the eastern city limits (as more particularly described with Figure 1: City Center District Boundary).

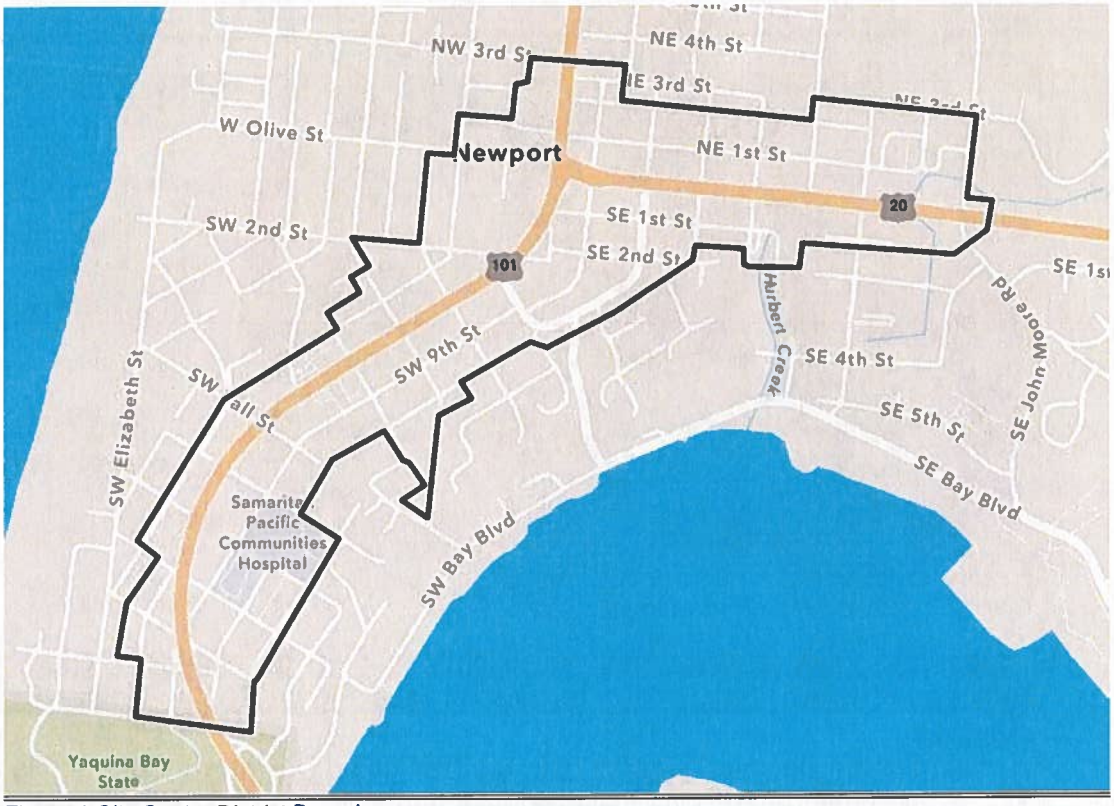


Figure 1 City Center District Boundary

City Center Goals:

1. An active mix of uses in a walkable environment—infill, wider / buffered sidewalks
2. Safe, efficient traffic flow and parking management—reduced vehicle / pedestrian conflicts
3. A clean, welcoming appearance—gateways, streetscaping, code updates
4. Planned property development and acquisition—incentives, partnerships
5. Targeted investment in infrastructure—implementation actions / strategy

Character and Function: Newport's City Center District will become an increasingly active, walkable, and mixed-use environment with a clean, welcoming appearance. Vibrant, pedestrian-friendly streetscapes will support local business activity and entice both residents and visitors. The area will integrate a variety of infill housing types, including traditional forms like duplexes, cottages and cottage clusters, small apartments, courtyard apartments, and townhouses to respond to demographic trends and strong market demand for well-designed housing that is smaller in footprint, more compact in design, and that offer choices for different kinds of households and living arrangements. Circulation will be reorganized to be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities. Revitalization will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.

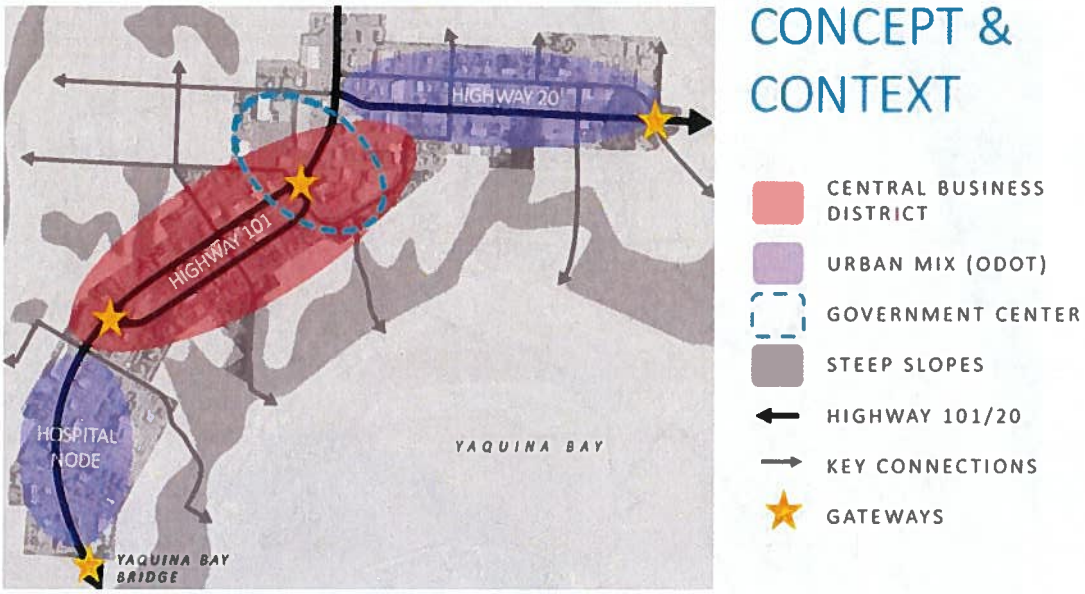


Figure 2 City Center Framework Diagram

Subareas: Several subareas, of slightly varied development character, are envisioned within the City Center District (see Figure 2: City Center Framework Diagram):

a) Central Business District (CBD) / Traditional Downtown Zone – this area will become the most intensively developed area in Newport. It is also the primary location for a variety of civic and governmental buildings.

b) Urban Mix / Highway 101 Gateway Zone – this area will serve as a transition between the CBD and Yaquina Bay Bridge that is reflective of the oceanfront natural environment, presence of the existing hospital, and increase in development intensity.

c) Urban Mix / Highway 20 Gateway Zone - this area will serve as a transition between the CBD and areas east of Newport that is reflective of the forested mountainous natural environment, presence of the existing high school, and increase in development intensity.

Approach: District development / redevelopment follows a form based approach founded upon the following principles:

Public Realm, Building Form, Site Design

- Ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations.
- Coordinate streetscape and building frontage development standards.

Housing

- Streamline development permitting for housing on redevelopment sites.
- Permit a range and variety of housing to provide for all levels of affordability
- Allow for a wide variety of housing shapes, sizes, and choices.

Parking

- Right-size parking requirements for residential uses, mixed-use, and commercial uses.
- Promote managed parking.

- Ensure accessible on-site and on-street parking.

Land Use

- Permit standalone residential buildings.
- Permit a wide range of land use arrangements and options.
- Promote a "form based" approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

The City Center District establishes form-based public realm and general standards and street frontage types for the US Highway 101 and Highway 20 gateways and the traditional downtown.

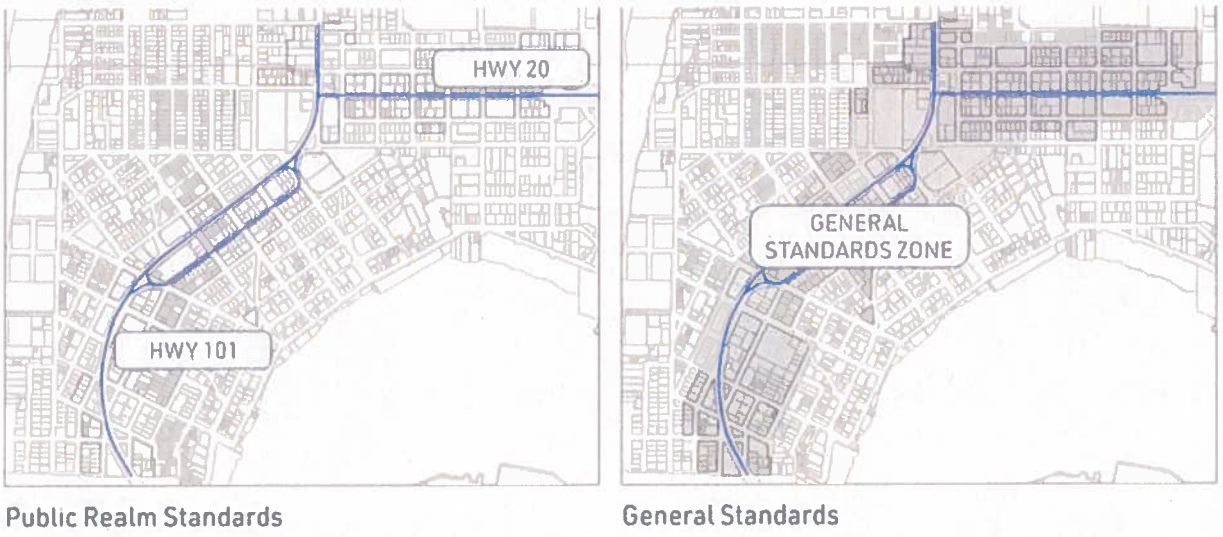


Figure 3 City Center Standards Applicability

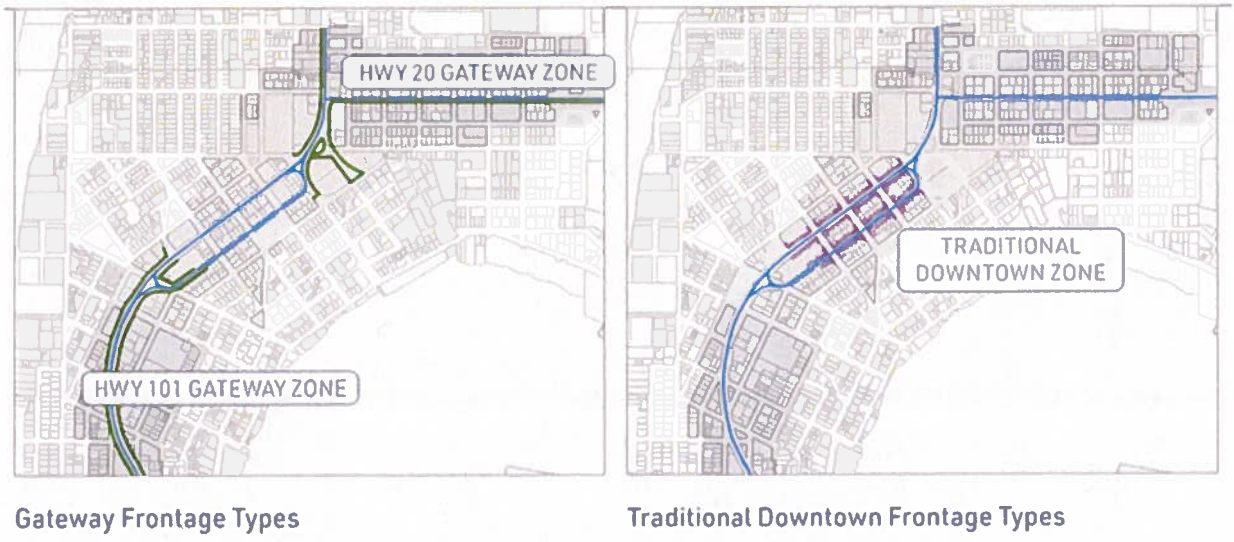


Figure 4 City Center Frontage Types

The design standards apply to building massing, building orientation, setbacks, and height (see Figure 3 City Center Standards Applicability and Figure 4 City Center Frontage Types. The standards will foster building massing that frames streets and maximizes views from living and working spaces inside. They will promote new buildings that incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice. The design standards will help ensure that both residential and retail development sensitively engages the street level and that ground floor spaces can accommodate "live-work" office space.

Implementation Focus Areas: The City Center District currently has a limited supply of multifamily units, attainable housing, vacant commercial land, and updated, move-in ready buildings for businesses. The City Center strategy is to balance economic development with community preservation by ensuring local businesses thrive, residents have access to affordable housing, and visitors experience an engaging, dynamic destination by focusing on:

- Housing Development & Site Readiness
- Business Support & Activation
- Farmers Market & Public Gathering Spaces
- Public Realm Identity: Branding, Wayfinding, and Beautification
- Development-Enabling Codes & Parking Strategy
- ODOT Partnership & Transportation Project Advancement

By proactively managing growth and addressing potential displacement, the City Center District will reflect its unique coastal character and benefit all stakeholders. The Short-term implementation plan for City Center activation outlines nine actions for fiscal year 2025-2026 through fiscal year 2027-2028.

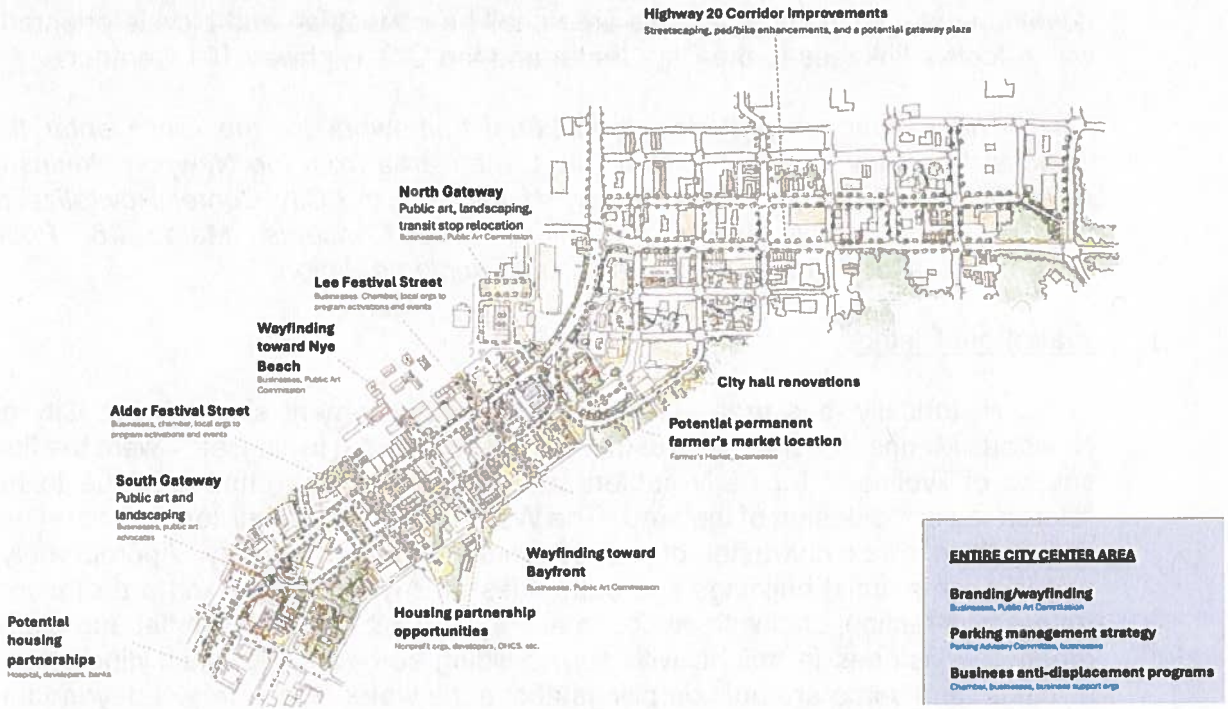


Figure 5 City Center District Implementation Focus Areas

~~A. City Center~~

~~The City Center area shall be characterized by Twentieth Century Commercial and Vernacular style structures. This area will be the most intensively developed commercial node on the peninsula. It will be enhanced as the City Center by development of a transportation network which links this area to all others on the peninsula. The building sites and public rights-of-way are to be characterized by land efficient parking and views of the Pacific Ocean and Yaquina Bay.~~

~~B. City Center North~~

~~City Center North shall be characterized by concentrating government buildings into a government center both east and west of U.S. Highway 101. It will serve as a gateway to the peninsula while linking with the Center in both function and character.~~

~~C. City Center South~~

~~City Center South shall focus on the Pacific Communities Hospital development. Development in this area shall be pedestrian and bicycle oriented, with effective linkages to the City Center and the U.S. Highway 101 Corridor.~~

Staff: These changes provide a contextual framework for the City Center that replaces the policy direction for the City Center area from the Newport Peninsula Urban Design Plan with the recommendations from the City Center Revitalization Plan as articulated in Memo #5, Initial Code Concepts, Memo #6, Public Investments, and Memo #7 Partnerships and Implementation.

2.) Waterfront District.

Historically, this area was the original development site with the City of Newport. Marine dependent industries--timber transport, fishing, etc.--were the first source of livelihood for early settlers and inhabitants and shall continue to be referenced in the design of the area. The Waterfront District shall continue to reflect the working class character of the commercial fishing industry. Appropriately, existing commercial buildings line both sides of Bay Boulevard and are of wood frame construction, clad with stucco, masonry and tin, covered with flat and gable roofs, 1 - 3 stories in height, with zero building setbacks. Many buildings have awnings, and some are built on pilings above the water. Piers project beyond the buildings. The historic character of the area is strong due to numerous intact, original buildings which date from the 1870's through the 1940's, and preservation of these historic buildings should continue to the extent possible. (At the intersection of Hatfield Drive and Bay Boulevard, the addition of contemporary buildings and lack of intact historic buildings has changed the character of the area to the east.) The U.S. Coast Guard Station/Ocean House Hotel Site is note- worthy architecturally as a unique building of the Colonial Revival style within the City of Newport. The location of this building on a bluff above the Waterfront District is an important aspect of its significance and shall be preserved.

3.) Nye Beach District.

The Nye Beach District is significant for the collection of cohesive architectural resources and landscape elements which reflect a working-class neighborhood. The area consists of wood frame buildings, 1 to 2½ stories in height, covered with gable and hip roofs, and clad with clapboard, shingle and/or fire retardant siding. The landscape character of the area is defined by rock walls, terraces, sidewalks, and small front lawns. There are some small scale commercial buildings within this residential neighborhood which relate directly in building materials, scale, and massing to the character of the area. (Some changes have occurred in the neighborhood, including building alterations such as retardant siding materials and infill of non-compatible buildings on once vacant properties.) The Nye Beach sub-area is most important as a cohesive neighborhood, defined by the character of these vernacular buildings and the building/site relationship. Every effort should be made to integrate the goals of the Nye Beach Study (*Seventh Amendment to the Newport Urban Renewal Plan*) with any new developments in this area for maximum benefit to the city and community.

4.) Upland Residential District.

Quiet area of well-maintained, modern single-family residential homes to be maintained overlooking Yaquina Bay. Sites are characterized by steep slopes and shall be sensitively developed. Existing vegetation, such as shore pines, fir, hemlock, and Monterey Cypress, is important to the character of this area, as well as the entire peninsula, and should be preserved.

~~5.) East Olive District.~~

~~This district consists of mixed use development and the middle school, high school, county fairgrounds, and city/ county maintenance shops. The East Olive District shall redevelop with emphasis on attractive development character and corridor improvements, including efficiently organized vehicular, pedestrian and bicycle traffic, and site planning that emphasizes pedestrian orientation and children's safety.~~

Staff: This district is being deleted as it has been incorporated into City Center. The Planning Commission noted the overlap and requested that it be addressed as part of their recommendation. There was only one implementation measure for the East Olive District and it has been updated as well.

~~6~~5.) Oceanfront Lodging/Residential District.

Multi-story buildings of varying heights, including rectangular oceanfront motels of contemporary construction. Occasional views of ocean between buildings to be encouraged. Orientation of visitors to the ocean is to be enhanced by the emphasis of native/naturalized plantings on public and private property. Multi-family residential structures to be encouraged. Single-family homes south of motel area, on bluff overlooking the beach, to be respected by adjacent developments. Parking

conflicts to be improved by site planning and new buildings to reflect pedestrian orientation. Beach accesses to be maintained or enhanced. Public open spaces to be encouraged.

Specific Peninsula Implementation Strategies:

Development on the peninsula and in each urban design district may use these additional implementation strategies:

1.) Encourage development of a pedestrian-friendly environment throughout the peninsula through creation of public open spaces and pedestrian amenities within each of the peninsula's primary sub-areas. Such public places should be supportive of mixed-use ~~intensive~~ commercial activity centers (such as the City Center), tourist areas (such as the Waterfront and Oceanfront Lodging areas), and orientation to major natural features (such as Yaquina Bay and the Pacific Ocean).

2.) Work with the Oregon Department of Transportation to develop the best coast parkway design, responsive to both the City of Newport's commercial development interests and user accessibility requirements. ~~Include U.S. Highway 20, the East Olive entrance, as a major component of the work with ODOT~~. Co-ordinate compliance with Oregon's Transportation Rule for improved traffic flow and safety for cars, pedestrians, bicycles, and--where appropriate--transit throughout the peninsula. Further:

(a) Develop a strong, ~~local~~ transportation circulation network ~~by forming north-south streets (7th north from Bayley to 15th; and 9th north from Bayley to 12th) parallel to~~ along streets proximate to U.S. Highway 101 and U.S. Highway 20 through the central peninsula area, consistent with Memo #6, Public Investment, by David Evans & Associates, et al., dated April 7, 2025.

(b) Preserve the Yaquina Bay Bridge as a beautiful piece of architecture that greatly enhances the Newport Peninsula's entrance from the South.

3.) Encourage developer partnerships in implementation of these urban design principles through a system of incentives (e.g., density, height, pedestrian orientation), with concepts for City Center being outlined in Memo #7, Partnerships – Implementation, by ECOnorthwest, dated May 8, 2025.

4.) Use the redesign of U.S. Highway 101 to link the existing City Center with office employment centers and to link the Waterfront with Oceanfront Lodging/Residential and Nye Beach. Strive to fully integrate U.S. Highway 101 improvements into the City of Newport.

5.) Establish visual continuity by seeking opportunities for relocating or undergrounding utilities and implementing a signage program and signage ordinances.

6.) Preserve the significant scenic qualities from the Waterfront to the top of the Upland Residential bluff and from the Embarcadero through the Yaquina Bay State Park. Foster developer partnerships in implementation of these scenic preservation principles through a system of incentives (e.g., density, height, pedestrian orientation, parking reductions).

7.) Preserve the natural character of the Newport peninsula--its remaining stands of significant native vegetation--by utilizing creative site planning on both public and private development projects. Carefully monitor potential impacts of new development and redevelopment efforts. (Definition of "significant" here is relative, since a single tree--a Douglas Fir or a Monterey Cypress, for example--is significant when located anywhere along the Uplands Residential bluff skyline above the Waterfront, helping form the peninsula's characteristic appearance from the South.)

8.) Support the scenic restoration process (a) by implementing improvements within the highway and local street rights-of-way and (b) through the development and redevelopment processes of both commercial and residential lands. Scenic enhancement measures will be compatible with development rights.

9.) Resolve the traffic congestion and spatial limitations relating to use of the Lincoln County Fairgrounds, the Newport High School, and the Newport Middle School.

Staff: The above changes include references to specific memos developed as part of the City Center Revitalization planning process to provide additional context. Strategy #2 has been updated at the recommendation of the Planning Commission, with reference to the East Olive District being removed since that geographic area is now included in City Center.

INTRODUCTION TO PUBLIC FACILITIES[1]

The City of Newport has recognized the need for updating its public facilities data base to encourage sound planning for future development. In response to this need, the city has engaged ~~CH2M HILL, INC.~~consulting firms over the years~~,~~ to prepare components of the ~~a~~ public facilities plan for the incorporated area and the revised urban growth boundary. The "Public Facilities Plan for the City of Newport, Oregon," hereafter known as the "Facilities Plan," addresses facilities development for ~~the~~ a 20-year planning period from the ~~present to the year 2010 and is hereby included in this document by reference~~ date a particular plan component is completed. ~~In 1999 the City adopted an updated Transportation System Plan (with additional updates to portion of the Transportation System Plan adopted in 2008). In 2009 the City adopted an updated Water System Master Plan.~~

Public Facilities Plan Purposes and Relationships:

This Facilities Plan has been developed to facilitate sound planning for the economic, efficient, and environmentally sensitive development of urbanizable land, and sound public fiscal management. It was prepared in accordance with Oregon Administrative Rule 660-011-0000 through 660-011-~~0500~~0065, which requires Oregon cities containing populations of over 2,500 persons to prepare such plans.

The Facilities Plan is a support document to the city's Comprehensive Plan. Portions of the Facilities Plan, however, have been adopted as part of the Comprehensive Plan and include:

> A list of public facility project titles.

> A map of the public facility projects' locations and service areas.

> The urban growth management agreement designating the provider of each public facility system.

Master plans for water, wastewater, transportation, public parking, storm water drainage, airport, and waterfront facilities have been prepared or revised for Newport. ~~Much of the~~Summary information from the master plans has been incorporated directly into this Facilities Plan, sufficient to satisfy Oregon Administrative Rule requirements. The master plans, in their entirety, ~~can be obtained~~ are available to review or purchase at the Community Development Department~~, and include the following titles:~~

---

[1] ~~The public facilities section of this document represents a summary of CH2M HILL's "Public Facilities Plan for the City of Newport, Oregon," 1989 and subsequent amended portions of the facilities plans. Tables are included here, but the CH2M HILL document or the applicable amended portion of the document must be referenced for figures and maps. See also adopted South Beach Neighborhood Plan for additional analysis and amendments regarding this Section for the South Beach Neighborhood Plan area.~~

~~> "2008 Water System Master Plan", Civil West Engineering Services, Inc.~~

~~> "Wastewater System Master Plan Update 1988 for the City of Newport, Oregon," CH2M HILL.~~

~~> "City of Newport Transportation System Plan, June 1997", Parsons Brinckerhoff Quade & Douglas, Inc. (adopted in 1999).~~

~~Updates to the Transportation Plan include:~~
~~>"Northside Local Street Plan", Parametrix (adopted in August 2008).~~
~~>"Newport Pedestrian and Bicycle Plan", Alta Planning & Design (adopted in August 2008).~~

~~> "City of Newport Storm Sewer Facilities, February 1990," CH2M HILL.~~

~~> "Master Plan: Newport Municipal Airport, Newport, Oregon," August 1989, FORESITE Group, Inc., DRAFT.~~

~~> "Newport Urban Renewal Agency: Update of Port Development Element of Comprehensive Plan," 1989, CH2M HILL.~~

~~This Facilities Plan summarizes the master plans and provides a condensed reference for people interested in settling or developing in Newport. Each of the following sections of the Facilities Plan presents an inventory of existing facilities, statements concerning their general condition, and a discussion of the major projects recommended to improve or provide new services to Newport through the year 2010 or to a later date as identified in the adopted updated portions of the Facilities Plan. Maps identifying existing and projected facilities are provided (where applicable) at the end of each section. All tables and maps are titled by section.~~

~~Facilities Plan Area:~~

~~The Facilities Plan applies to the area within the Newport urban growth boundary as shown in the City of Newport's Comprehensive Plan Map and including the Thiel Creek destination resort area. The Facilities Plan area encompasses approximately 5,600 gross acres not including lands subjected to tidal action and resulting flooding. Included in the 5,600 acres are approximately 1,000 acres of land encompassing the Thiel Creek destination resort area south and east of the city's municipal airport. A portion of the Thiel Creek area property to the east of the airport was removed from the Urban Growth Boundary as part of the adoption of the South Beach Neighborhood Plan in 2006 (acknowledged in 2007), and additional land was added to the Urban Growth Boundary to the east and northeast of Mike Miller Park.~~

Establishing The Need For Future Facilities Projects:

The planning period established for the Facilities Plan is 20 years. The need for future projects has been identified by analyzing the following:

- Land use data and population projections ~~contained in the City of Newport Comprehensive Land Use Plan of 1980 and a document titled "Petition to Amend the Lincoln County and City of Newport Comprehensive Plans," dated March 1987~~.

- Historical uses of the facilities.

- Information contained in master plans.

~~The city estimates that Newport's population will reach about 11,500 in the year 2000. The population projection at year 2010 is 13,500. This is an average annual growth rate of 2.0%. However, since the master plans are for the entire urbanizable area, a higher potential population figure of 20,000 was used. This allows for facilities planning for the entire UGB. Updated portions of the Facility Plan may contain revised population projections and timeframes as applicable to the updated plan portion.~~

Land use data and population projects will vary between master plans, as each plan considers the prevailing land use data, population projections, and growth assumptions in place at the time the plans are prepared. Historical uses of each facility are discussed at length in each of the facility master plans. Each master plan also divides the facility plan area according to the most efficient manner to manage each facility considering terrain, existing land uses, related existing facilities, projected facility needs, and buildout of the urban growth boundary.

All of the proposed facility improvement projects discussed in this Facilities Plan and amended sections are prioritized. Project priorities correspond to when the project would be needed. The type of improvement and the increase in capacity (if applicable) is indicated in each project's title. The projects outlined in this facilities plan are subject to change as various development proposals and construction projects occur, as environmental impact statements are processed, design studies are completed, master plans modified, capital improvement programs changed, facility components malfunction, site availability changes, or growth rates changes.

Staff: The above language in the introduction to the Public Facilities Chapter of the Comprehensive Plan contains outdated language that needs to be updated. This syncs it up with the master plan summaries that follow, each of which is up to date.

***

GOALS AND POLICIES
PUBLIC FACILITIES ELEMENT

***

TRANSPORTATION

GOALS AND POLICIES

The following goals and policies are intended to guide the decision makers and the development community in the administration of the Transportation System Plan (TSP) and the development of applicable implementing ordinances consistent with the TSP. This section is not intended to provide review criteria for specific projects or to function as a capital improvement plan.

Goal 1: Vision. To provide a safe, efficient, and convenient multi-modal transportation system consistent with the Transportation System Plan.

Policy 1: Improve and maintain a transportation system that is consistent with the adopted 2022 TSP, as amended. The 2022 TSP may be updated with future refinement plans or other transportation studies. As new studies or plans are adopted, they are to be listed under this policy by title, date, and ordinance number.

a. Yaquina Head Traffic Study, for FHWA Western Federal Lands Highway Division and the Bureau of Land Management, by Robert Peccia & Associates, dated June 30, 2022 (Ordinance No. 2204).

b. City Center Revitalization Plan, Memorandum #6, Public Investment, by David Evans and Associates, Urbsworks, and ECOnorthwest, dated April 7, 2025 (Ordinance No. ___).

Staff: The City Center Revitalization Plan is a refinement plan that will update the TSP, providing additional guidance and direction for how the City should fund and improve the transportation system. Therefore, it is appropriate that it be listed as an adopted refinement plan under this policy.

Ordinance No. 2025-04_final

Final Audit Report 2025-09-03

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Newport City Center Revitalization Plan

SEPTEMBER 12, 2025
FINAL









Newport City Center
Revitalization Plan

Final Report



This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

September 9, 2025

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01

INTRODUCTION

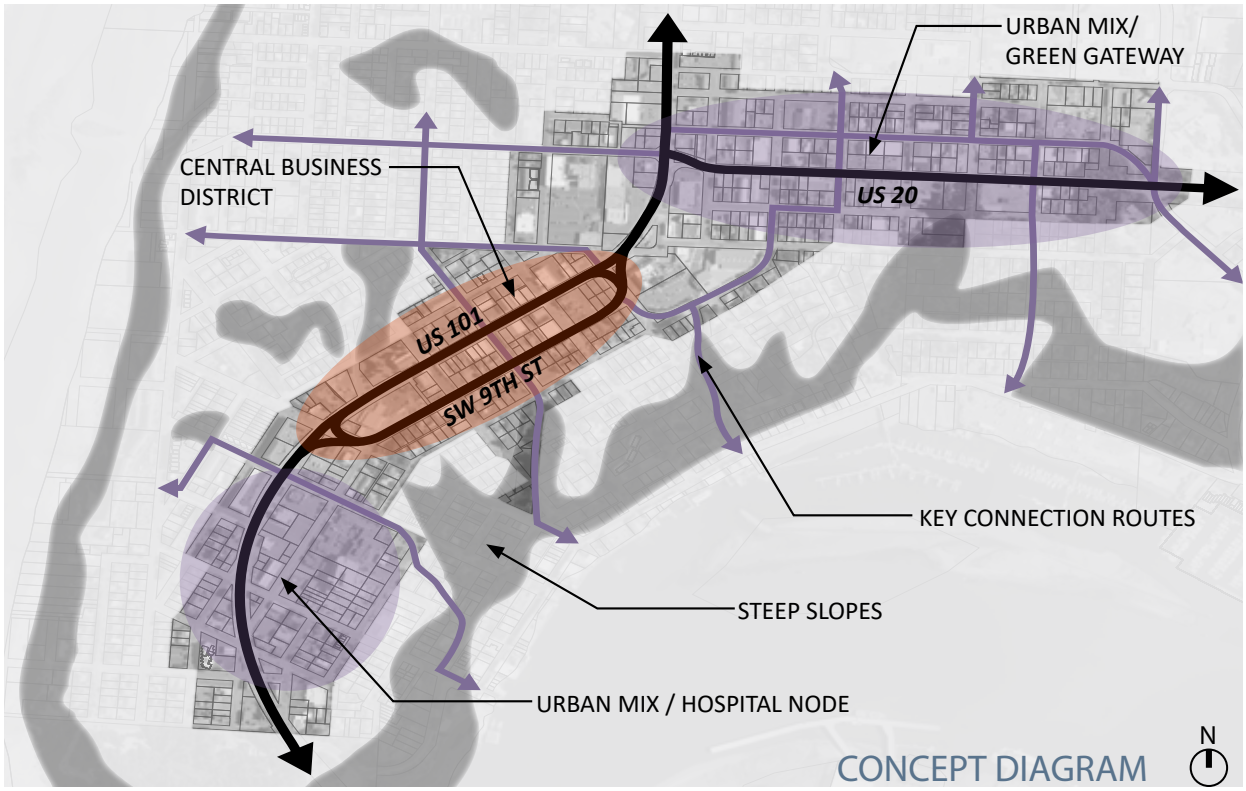
The Newport City Center Revitalization Plan (NCCRP) envisions transformative development, redevelopment, and transportation improvements in the urban core of the City of Newport, Oregon.

The NCCRP was developed through a process that included analysis of existing conditions and relevant policies, community outreach and stakeholder engagement, a creative planning and design exploration, and review and confirmation of direction with Newport's Planning Commission, City Council, and the Oregon Department of Transportation (ODOT).

Fundamentally, the NCCRP vision is physically organized around reconfiguration of US 101 and SW 9th Street into a 'Short Couplet', which will improve safety, enhance character, and improve the desirability of the area for all users, including a range of housing types.

NCCRP implementation will result through a combination of Comprehensive Plan and Development Code amendments, and sustained ongoing attention to securing funding, making a range of public investments, and providing accessible incentives for both public and private developers who share the NCCRP vision.

The following report summarizes the NCCRP process and the Revitalization Plan elements.



CONCEPT DIAGRAM

GOALS AND OBJECTIVES

Goal 1: An active mixed-use commercial/residential, walkable environment with:

- A resilient mix of market rate, workforce, and affordable housing
- Viability for multifamily/mixed-use housing to stimulate development
- Livable, well-designed areas attractive to pedestrians and functional for bicyclists
- Community gathering spaces, including a plaza for events
- Farmers' market space, potentially covered
- Connections and/or wayfinding to the City's parks, trail system, and transit stops

Goal 2: Safe and efficient traffic flow and parking management by:

- Improving crosswalk safety, safety of primary routes to schools, and evacuation route support
- Evaluating closing side streets temporarily or permanently for community space/events
- Implementing parking management framework
- Establishing waivers to off-street parking requirements (state legislation)
- Coordinating parking strategy and enforcement
- Coordinating Parking Commission and parking studies

Goal 3: A clean, welcoming appearance, implemented through:

- Finished set of design and code standards for development
- Potential facade improvement program
- Leveraging second story (or higher) views
- Consideration of South Beach placemaking efforts for landscaping, public art, signage and wayfinding
- High-quality maintenance of landscaping

Goal 4: Planned property development and acquisition through:

- Balancing improvements vs. demolition/ redevelopment and avoiding gentrification
- Assessing property conditions and potential strategic acquisitions
- Coordinating with developers on adaptive reuse for early wins
- Finding spaces for pocket parks

Goal 5: Targeted investment in infrastructure by;

- Identifying capital projects
- Identifying sources beyond urban renewal funds

02

COMMUNITY ENGAGEMENT SUMMARY

The public involvement approach provided opportunities for the community to engage with the project at key project milestones. Methods of engagement included online surveys, in-person workshops, in-person focus groups, and an in-person information booth. Additionally, these avenues for collecting community input were advertised through social media, the project website, emails, press releases, utility bill advertisements, postcards and door-to-door canvasing to businesses in the project area.

FALL 2024

The first round of engagement was focused on educating the community about the project. Specifically, comments and feedback were collected about how transportation and development could be aligned in the Project Area. Additionally, ideas for a preferred scenario(s) were refined based on community feedback and how well each could work in relationship to the community values.

A description of activities is provided in the *Community Engagement: Public Event 1 Summary*, prepared by JLA Public Involvement, dated January 21, 2025. A complete summary of engagement activities and feedback collected and incorporated by the project team, follows.

Advertising

The City of Newport advertised the project and online survey through the following venues:

- Social media* including Facebook, Facebook Messenger (50 invites), WhatsApp (215 invites)
- Updates to the project website*
- Email invitations to identified groups
  - Project Advisory Committee
  - Social Service Organizations, including OSU Extension of Lincoln County
  - Latin/Mesoamerican community service organizations, including Conexión Phoenix, Arcoiris Cultural, and Centro de Ayuda.
- Press release*
- Utility bill advertisements to all Newport accounts* (printed and mailed)
- Postcard distributed via carrier route* (to all addresses in Newport)
- Door-to-door canvasing along US 101 businesses in the project area

*Both English and Spanish
The Spanish Language and Social Service/CBO focus groups were advertised by invite only to specific groups listed above and by email.

In-Person Events

About 76 attendees joined the in-person workshop on November 14 from 4:00-7:00 pm at the Center for Health Education to provide written and verbal feedback to the team. Most wanted to learn more about the options and plans for the area. Conversations typically revolved around housing, safety for all modes of travel, and keeping improvements focused on the local community. Attendees shared concerns about parking, traffic, and navigability. Finally, there was a shared skepticism that the investment would lead to the desired results.

Participants at the three focus groups, all held at the Newport City Library on November 15, reinforced the information collected through the survey and community workshop. The focus groups were designed to help the project team, and ultimately the Newport City Council, understand particular community group concerns, sharing the same information as was presented at the community workshop. During the social service focus group, specific concerns about affordable housing and the potential for displacement due to redevelopment were raised. No participants attended the Spanish Language Focus Group.

Online Survey

132 total responses were collected through the online survey between November 14 and December 17, 2024. Six of the respondents answered in Spanish. This survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community.

DATE	EVENT	LOCATION	TIME
11/15/24	Community Focus Group	Newport Library	12:00 - 1:00 pm
11/15/24	Social Service / CBO Focus	Newport Library	2:00 - 3:00 pm
11/15/24	Neighborhood Site Visit (invite only)	US 101	3:00 - 4:00 pm
11/15/24	Spanish Language Focus Group	Newport Library	5:30 - 6:30 pm

SPRING 2025

This round of public outreach focused on sharing the proposed approach to meeting the project goals, as identified with community feedback in fall 2024. A full summary of engagement activities and the feedback that was collected and used by the project team is included in *Community Engagement: Public Event 2 Summary*, prepared by JLA Public Involvement, dated May 08, 2025. Responses from the in-person events and online survey varied slightly, but the largest difference between respondents was along the language spoken by the respondents.

In-Person Engagement

To promote the in-person and online open houses, and to reach community members that might not know about the project, an information booth was held at the Newport Recreation Center on April 3, 2025 from noon to 1:00 pm. However, most community members that spoke with staff were aware of the event and project. City staff also canvassed the businesses along US 101 to invite them to participate, as well as answer any questions about the project.

About 80 community members attended the in-person open house on April 3, 2025 from 4:00-7:00 pm to provide written and verbal feedback. Compared to an open house held in fall 2024, this event saw an increase in the number of business owners from the core project area participate. In addition to conversations with the project team, printed copies of the survey were returned during and after the open house via mail/hand delivery to City Hall. 34 responses were received in English and 39 surveys were collected in Spanish.
City staff also attended a Spanish-speaking event at Tacitas de Cafe on April 1, 2025 to distribute the survey and answer project questions. About 40 attendees received an informational packet that included a survey. Participants were asked to take the packet home, review the information, and complete the survey. The completed surveys were collected on April 8.

Online Engagement

An online survey was active on the project website between April 1 and April 17, 2025. 52 responses were received in English and 1 response in Spanish. The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

Community Advisory Committee Summary

The Committee was comprised of 18 members representing a variety of perspectives from local businesses, emergency services, health providers, the Farmers' market, elected officials, and area residents. During seven meetings, the committee was tasked with providing advice and feedback to the Planning Commission and City Council.

All meetings were held in City Council Chambers of the Newport City Hall, as well as being live-streamed through the City's website and broadcast on Charter Channel 190. Public comments were collected via writing before the meeting, as well as during each meeting. Each meeting was held from 2:00 to 4:00 pm and members could attend in-person or by video.

Meeting #1

On Friday, May 31, 2024 the first meeting was held. 18 committee members were present and three people attended from the public to observe the meeting. No public comments were collected. The purpose of the meeting was to provide a detailed overview of the project.

Committee members provided input on what they wanted to see accomplished through the process, including the desire to see traffic flow improvements; increasing walkability and livability in the City Center; finding a new site for the Farmers' market; cleaning up the City Center to make it more attractable; focusing on safety and infrastructure improvements; setting up a framework for development in the area; and interest in finding ways to add housing and to redevelop properties in the area. A chair and vice chair were selected during the meeting.

Meeting #2

On Friday, June 28, 2024 the second meeting was held. 18 committee members were present and one person attended from the public to observe the meeting. No public comments were collected.

The purpose of the meeting was to:

- Review and adopt the committee's charter
- Review, refine, and rank the Goals, Objectives, and Evaluation Criteria

The Committee gave their thoughts on objectives for the project. It was suggested that Hurbert Street should be added to the place map. Another member wanted to see research done on what the constraints would be to do a Short Couplet. Serious consideration was requested for both couplet options. It was also suggested that a community gathering place should be added to the goals. One comment noted that property development and acquisition should not be a goal. It was further noted that there was no mention of bikes, pedestrians, and transit in the traffic flow objective, and that these elements should be added. Concerns were expressed about 10-foot lanes being too narrow with bicycle lanes. Questions were raised about where street parking would be located on 9th Street with the proposed changes. It was suggested that alternatives be found on both sides of the highway to accommodate parking, which could include closing streets. Another comment emphasized the need for the Committee to decide what the major overarching goal was in order to determine a clear plan of action. It was requested that the Committee discuss recommendations on the best TSP alternatives at the next meeting. Questions were also raised about whether the Plan included funding to help businesses that might be partially closed or without sidewalks during implementation. Staff explained that this could be structured under the incentive funds.

It was requested that slides be provided to the Committee a week before meetings so there is time for feedback. Another request was made for a narrative that explained how the statistics applied to the criteria and why there were poor performances. It was suggested that the Committee consider what the County was doing at the Commons property to avoid duplicating needs. Housing was emphasized as an important element. Questions were raised about whether traffic management or walkability should be considered more important for development.

The Committee gave their thoughts on criteria priorities, which included:

- Adding housing.
- Creating an attractive, vibrant, walkable downtown.
- Improving aesthetics.
- Infrastructure improvements/maintenance, including safety, flexibility, and development.
- Creating a downtown that is both vibrant and accessible.
- Improving traffic flow and safety.
- Creating a culture that is uniquely Newport.
- Supporting mixed-use areas with housing and safe parking.
- Honoring Newport as a fishing community.
- Ensuring that businesses in the Latino area around Hurbert Street are not displaced due to affordability.
- Focusing on a Farmers Market area visible from Hwy 101.
- Researching minimum mobility standards and examples from other cities.
- Looking at safety considerations for bikes and pedestrians.

It was requested that a 20-minute agenda item be added to the next meeting to allow Committee members to provide feedback and comments.

Meeting #3

On Friday, August 23, 2024 the third meeting was held. 14 committee members were present and four people attended from the public to observe the meeting and provide comments:

Public comments included concerns that slowing down traffic could create a bottleneck in Newport. Another community member emphasized the need for a parking plan and expressed skepticism about locating housing between two highways. Petition signatures from area property owners were referenced, noting opposition to the couplet. Additional comments suggested prioritizing improvements in the city core rather than the Deco District. Others raised questions about the city's plans for two demolished buildings along US 101 and suggested allowing murals at the location. Questions were also raised about potential conditions tied to grant funding.

The purpose of the meeting was to:

- Review the Existing Conditions Memo (both physical and socio-economic conditions)
- Review the real estate market conditions and trends
- Identify different assets, barriers, and opportunities for the project

The Committee was given an opportunity to record their thoughts on opportunities and barriers for the focus areas. Consultants documented the feedback. Discussion included evaluation of US 101 alternatives and three primary criterion considerations:

- Enabling mixed-use development and walkability.
- Supporting economic vitality and business mix while aligning with implementation and partnerships.
- Comparing the differing criteria between Alternatives 1 and 2.

Meeting #4

On Friday, October 25, 2024, the fourth meeting was held. Fifteen committee members were present, and three members of the public attended to observe and provide comments.

Public comments included:

- A property owner in the City Center emphasized that parking was important for the redevelopment of a restaurant property. Suggestions included valet parking to provide access to spaces in the rear, the addition of a new public parking lot in the area, and routing bicyclists away from the couplet for safety and traffic flow.
- Another property owner stated that safety was the main concern and believed a couplet was the best way to address it.
- A community member questioned the quoted rental costs for the city center area and the estimated number of parking spaces, suggesting that the city should invest in parking rather than couplets.

The purpose of the meeting was to:

- Review the Gap Analysis (i.e., the gap between likely future development and goals/vision).
- Review strategies for addressing the gaps.
- Review materials and the approach to Public Event #1.

The Committee asked questions on considerations for left turn lanes; adding green spaces, buffer zones and sidewalks; how travel lanes would transition; and bike routes and their connections. Alternative 2 for a Highway 101 and SW 9th Street couplet was reviewed, and the Committee discussed routing for traffic, the need to protect turn lanes on a one-way couplet, whether traffic signals were warranted in coordination with ODOT, the feasibility of bulb-outs, sections of the couplets, and bike routes. Parking impacts for the two alternatives were also presented.

Discussion included a comparison of parking impacts between alternatives, opportunities to add parking on wider streets, Farmers' Market opportunities, closing streets for events, considering angled parking instead of parallel, and the possibility of a traffic light at Hurbert and 9th Street. The Committee also reviewed implementation strategies for the Highway 101 corridor and its goals.

Further discussion covered opportunities to get protected bike lanes at Moore Drive moving east on Highway 20; widening the west end corridor of Highway 20; funding sources for alternatives; and issues for service deliveries for couplets. The evaluation of the couplets was reviewed, and Committee members shared their thoughts. Members expressed interest in hearing from the public before voting on a preferred alternative, raised concerns about the Short Couplet versus the Long Couplet, and questioned whether Urban Renewal funds could be used to support a Long Couplet.

Meeting #5

On Friday, December 13, 2024, the fifth meeting was held. Seventeen committee members were present, and one member of the public attended to observe and provide comments.

Public comment included concerns that bicycle facilities should be provided in a way that does not directly compete with vehicle traffic. It was also noted that couplets can cause roads to fail, take many years to complete, and result in high costs. Additionally, it was suggested that ODOT should complete infrastructure work before a couplet is pursued.

The purpose of the meeting was to:

- Review results from Public Event #1.
- Review plan and code amendments, investments, and incentives needed to address gaps.

The Committee shared their thoughts on the couplet option.

A motion was made and seconded to hold a nonbinding vote to gauge the Committee's position on the two options. The motion carried in a voice vote with the majority voting in favor, and one abstention.

A subsequent motion was made and seconded to recommend that the City pursue a Short Couplet. The motion carried in a voice vote with the majority voting in favor and two opposed.

The Committee also discussed reservations about implementing a couplet, potential locations for the Farmers' Market, how one-way versus two-way traffic flow would affect the community, and the importance of having a multi-use space for events that would benefit businesses.

Meeting #6

On Friday, February 28, 2025, the sixth meeting was held. 11 committee members were present and four people attended from the public. The purpose of the meeting was to review the Plan and Code Amendment Concepts, Public Investments, Proposed Incentives and the Multi-Modal Impact Assessment.

Members requested more diagrammatic maps to help the public understand that the current drawings were conceptual and asked that festival streets be explained at the next public event. Questions were raised about how businesses would address loading on couplet streets, and suggestions were made to add a legend clarifying bike route symbols, move the enhanced pedestrian crossing from Fogarty Street to Eads Street, and remove the long couplet from the development maps. It was also suggested that the hospital area be labeled as a "Hospital District." The Committee determined that the long couplet should be removed but otherwise retained the map. On the Signals and Bike Routing map, members recommended showing Eads Street as the north route and Fogarty as the south route. Concerns were raised about the absence of flashing beacons on 9th Street, and staff explained that this would be revisited during design, noting that ODOT would ultimately make traffic signal decisions. Members also discussed adding pedestrian crossing signs to the District Potential Maps, including along Hurbert Street.

The advantage of one-way traffic in reducing pedestrian and vehicle conflicts was highlighted as a point to emphasize. Members stressed the need to explain clearly why the Short Couplet was chosen over the Long Couplet and to summarize the decision-making process for the public, including the extensive discussions that had already occurred. It was suggested that public messaging also highlight benefits such as resurfaced streets, financial assistance for businesses during construction, and opportunities for bicycle and pedestrian hubs at key locations such as City Hall. Concerns were expressed about housing located between highways, with suggestions to keep 9th Street more pedestrian- and family-friendly and to investigate the costs of upgrading it for heavier traffic. Other ideas included undergrounding utilities, requiring bike racks at retail developments, extending improvements north along the Highway 101 corridor, and considering landscaped medians in place of center turn lanes.

The Committee also discussed housing concepts, with suggestions to consider buildings taller than three stories. Staff explained that cost and code limitations would affect the feasibility of taller development and noted that one parking space per dwelling unit was already factored into scenarios. Time-limited parking was suggested as a management tool. Questions were raised about whether proposed housing formats required the couplet, and staff confirmed that residential ground-floor units would depend on creating a better pedestrian environment, which the couplet could provide. Without it, residential over commercial would likely remain the feasible option. Members further discussed the challenges of moving buildings back to improve pedestrian conditions.

Additional suggestions included showing emergency vehicle and delivery zones on diagrams, reviewing City-owned property leases and fees, and exploring a City-managed land trust with longer deed restrictions to incentivize development. Members requested a graphic timeline to clarify adoption steps, next phases, and implementation periods, with a 14-year horizon suggested. It was noted that coordination with City communications staff may be needed before public release. Questions were raised about how much of the $11.7 million couplet estimate was federally funded, and concerns were expressed about the long-term availability of federal funding. Staff explained that implementation would occur in phases, with state and federal sources layered over several years. The Committee emphasized that keystone projects would need to be cost-effective in order to attract private development interest in the City Center.

Meeting #7

On Friday, May 16, 2025 the seventh meeting was held. 14 committee members were present and one person attended from the public to observe the meeting. No public comments were collected. The purpose of the meeting was to:

- Draft Plan and Code Amendments
- Finalize Investment and Incentive
- Recommendations

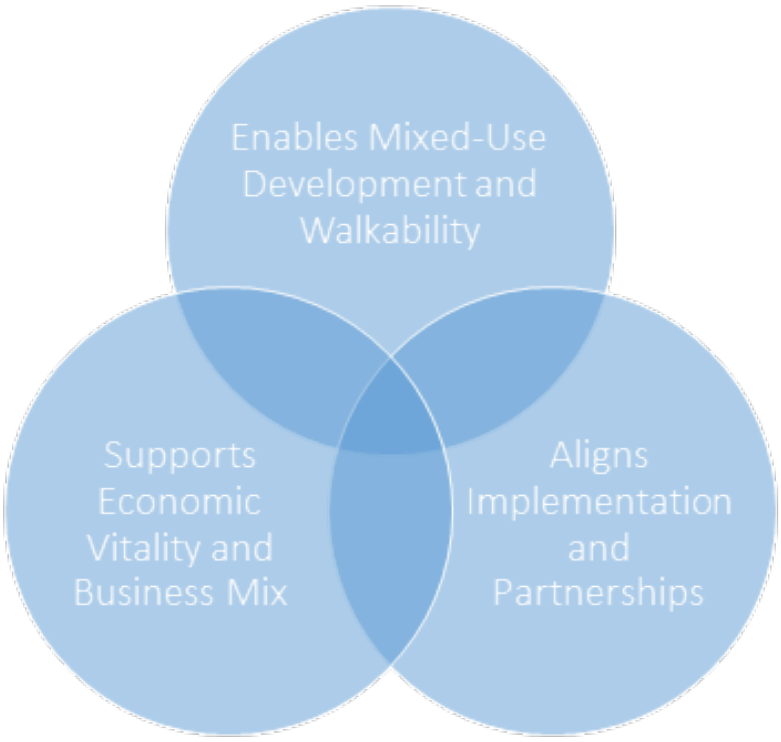
The committee discussed the draft documents and asked clarifying questions before taking a temperature check to see if there was alignment from the group about how to move forward. The committee unanimously recommended that the proposal be forwarded to City Council and the Planning Commission.

03

REVITALIZATION PLAN

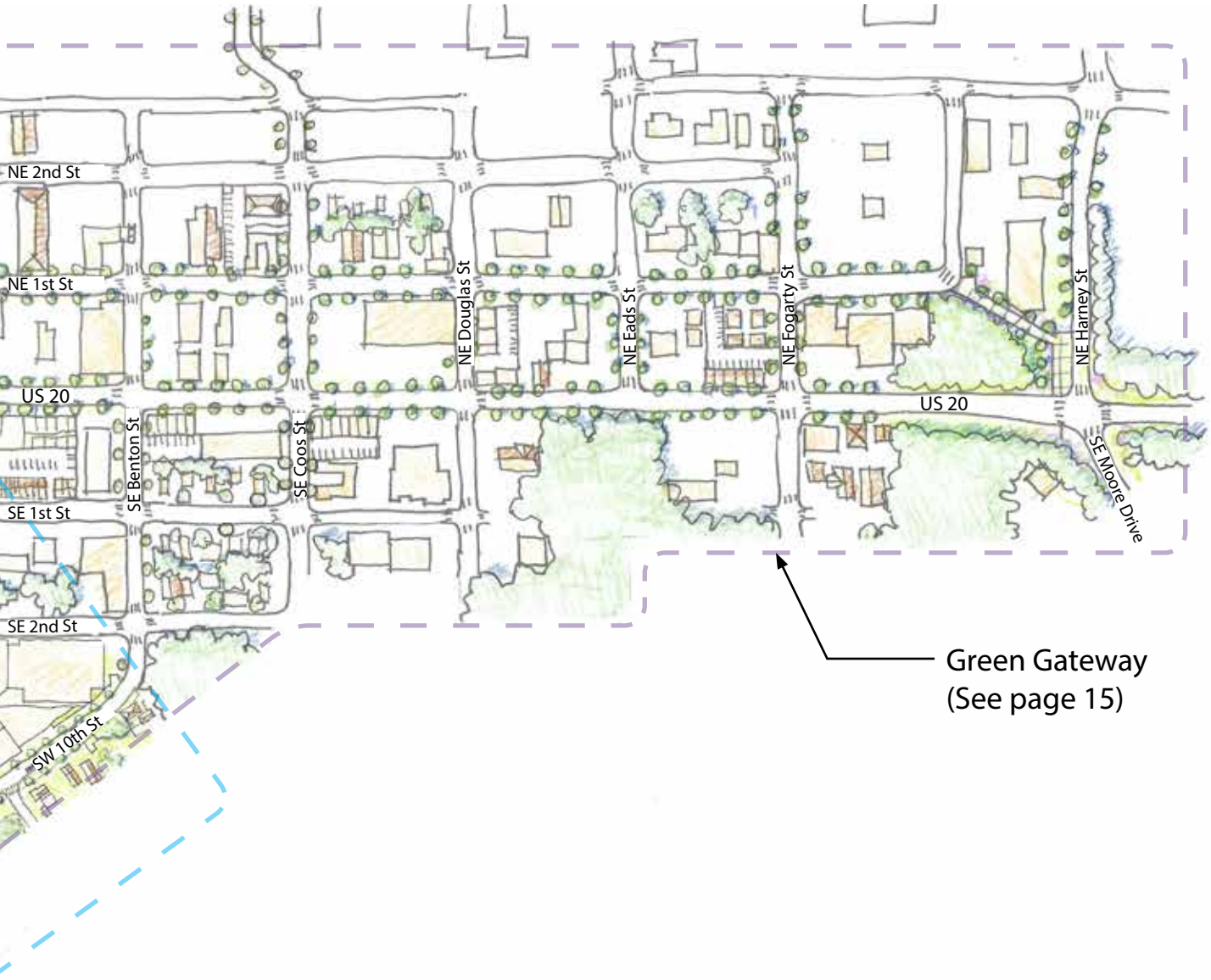
VISION

Newport's City Center will become an active, walkable, mixed-use environment with a clean, welcoming appearance. Circulation will be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities. Vibrant streetscapes will support local business activity and entice both residents and visitors. Revitalization will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.



OVERALL REVITALIZATION PLAN ILLUSTRATION





Project Goals

1: AN ACTIVE MIX OF USES IN A WALKABLE ENVIRONMENT
- Met by Infill, Wider / Buffered Sidewalks

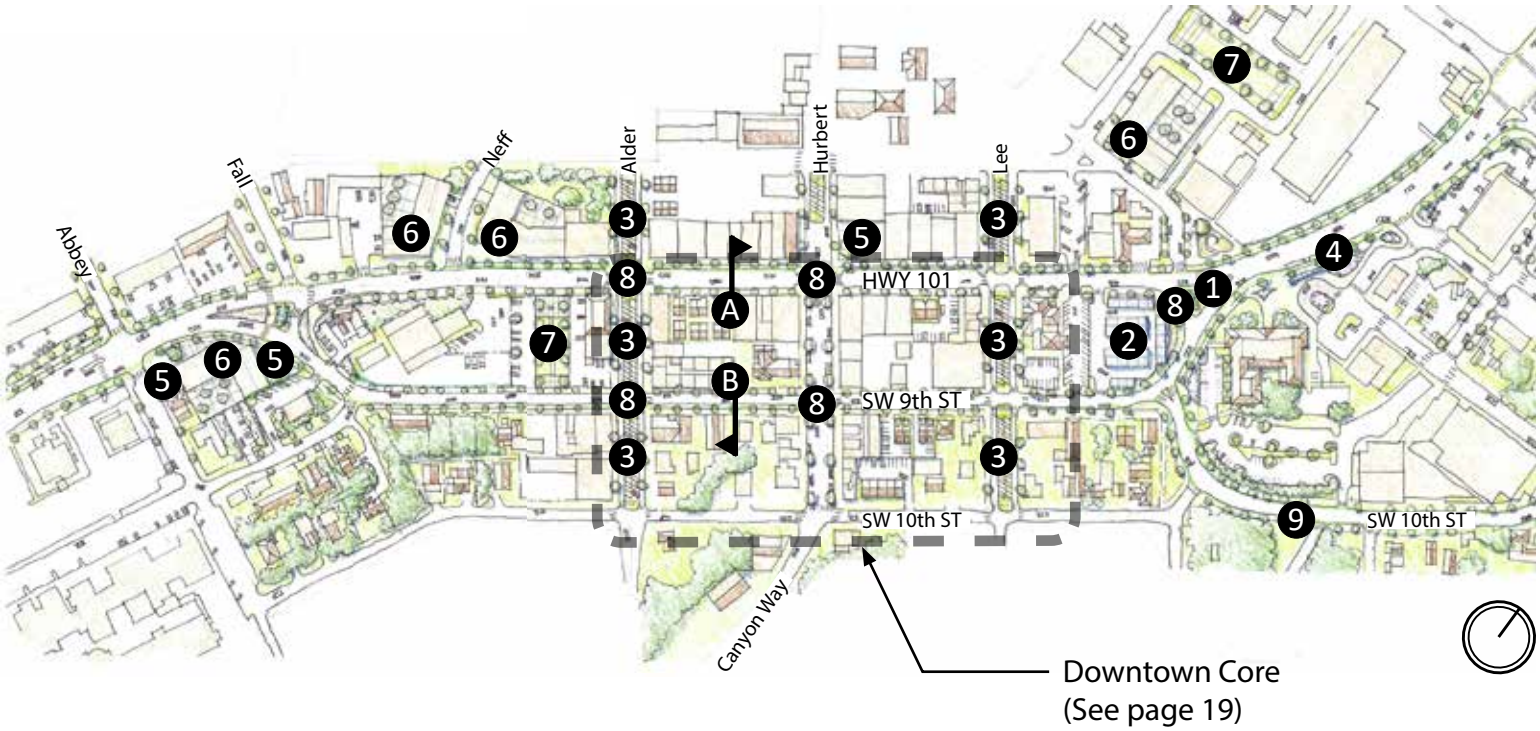
2: SAFE, EFFICIENT TRAFFIC FLOW AND MANAGED PARKING
- Met by Reduced Vehicle / Pedestrian Conflicts

3: A CLEAN, WELCOMING APPEARANCE
- Met by Gateways, Streetscaping, Code Updates

4: PLANNED PROPERTY DEVELOPMENT AND ACQUISITION
- Met by Incentives, Partnerships

5: TARGETED INVESTMENT IN INFRASTRUCTURE
- Met by Implementation Actions / Strategy

Heart of City Center



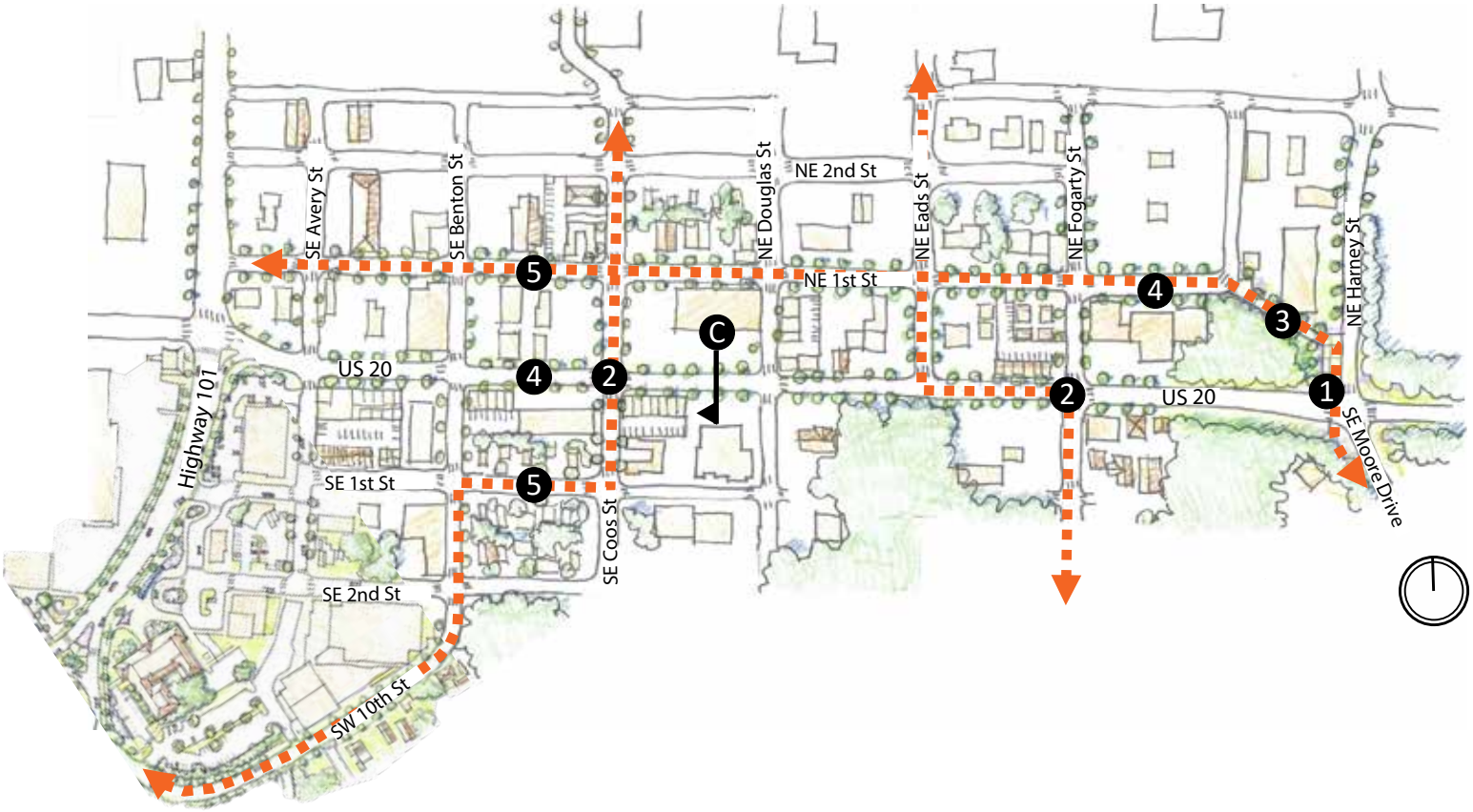
Key

1. Gateway
2. Farmers' market w/Canopy
3. Festival Street / Parking
4. Relocated Bus Stop
5. Plaza
6. Potential Redevelopment
7. Park Improvement
8. Enhanced Pedestrian Crossing
9. Enhanced 10th Street Bike Connection

Street Sections

- A Highway 101 Section (see page 16)
- B SW 9th ST Section (see page 16)

Highway 20 'Green Gateway'



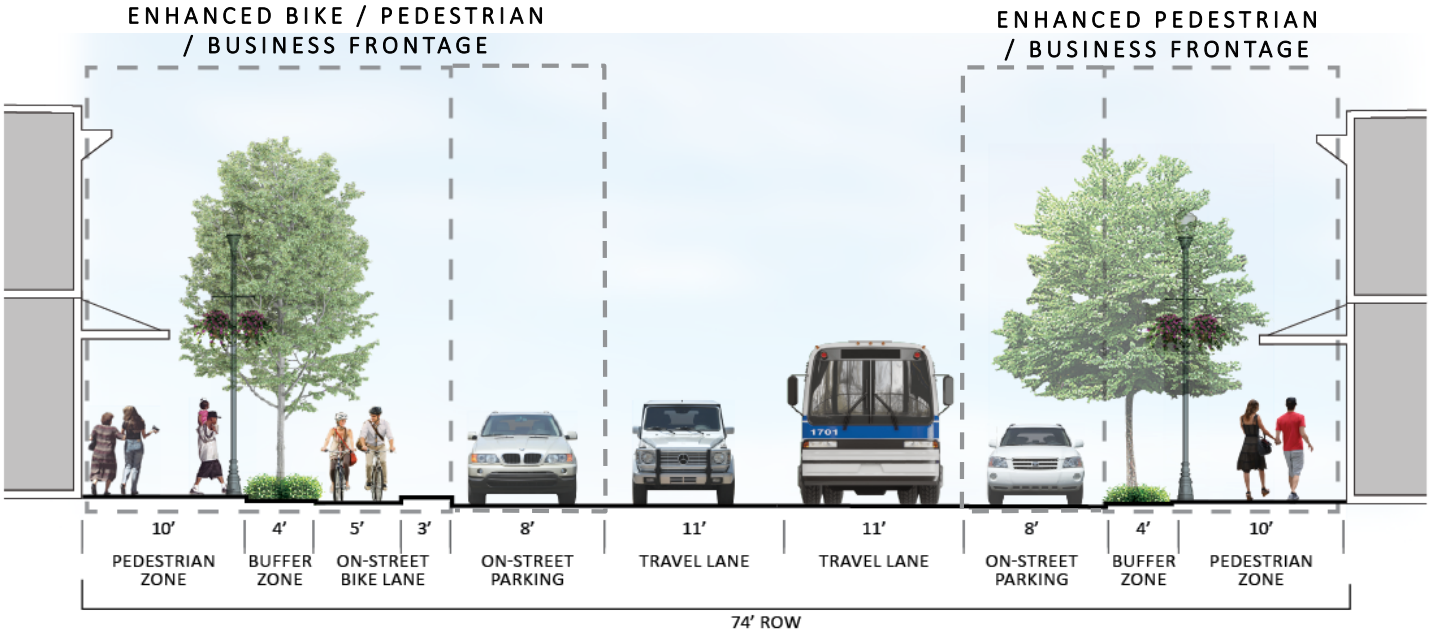
Key

1. Gateway
2. Enhanced Pedestrian Crossing
3. New Pedestrian/Bike Connection
4. Streetscape Enhancement
5. Enhanced Bike Corridor

Street Sections

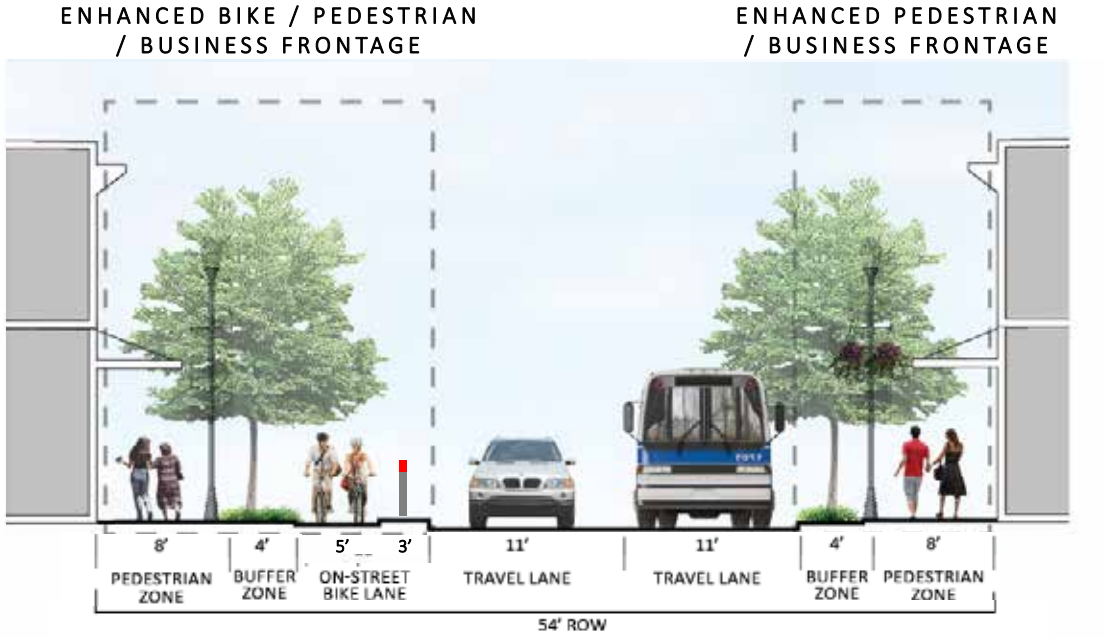
C Highway 20 (see page 17)

HIGHWAY 101 'GREAT STREET' (SB COUPLET)

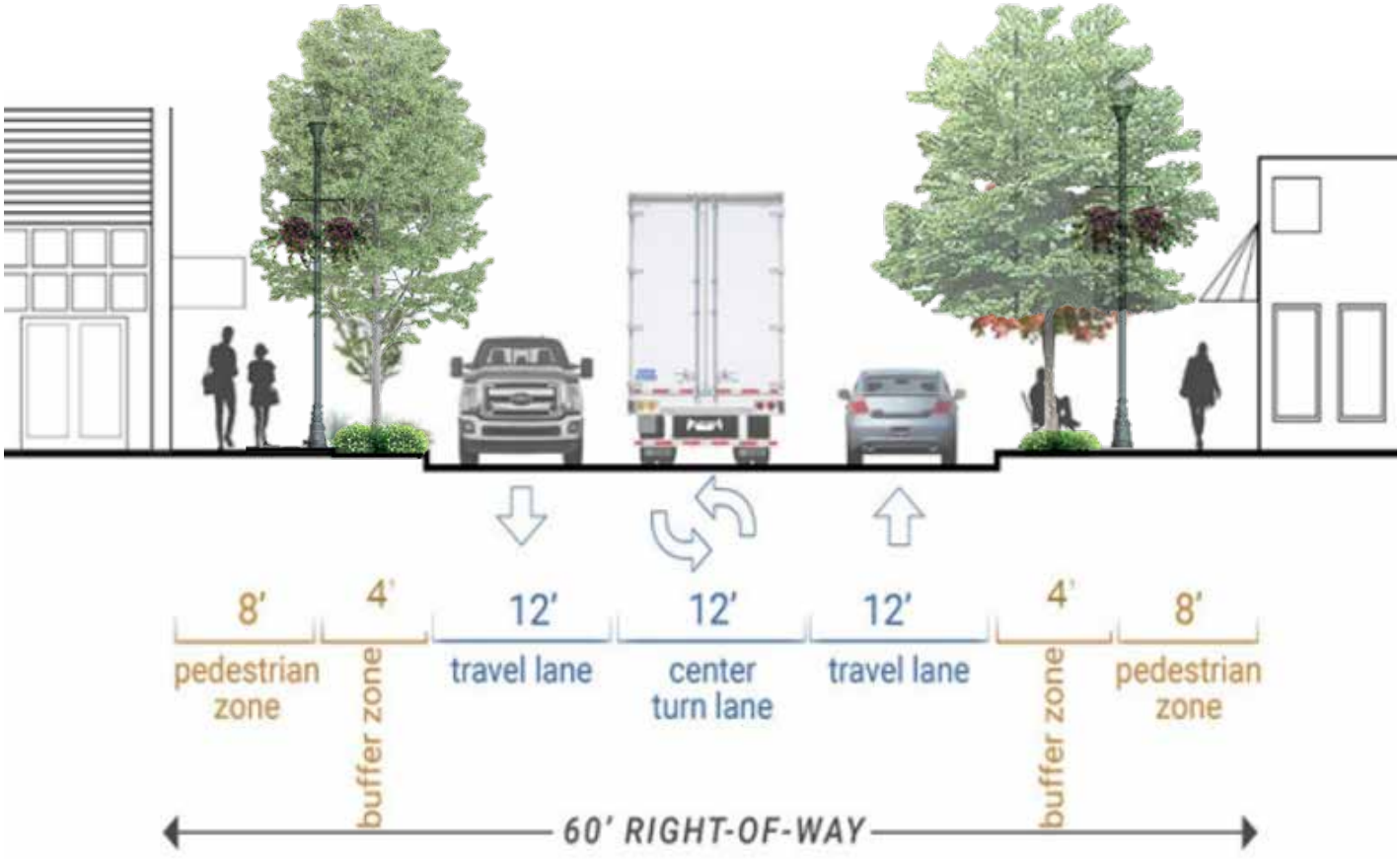


NOTE: Street trees are shown for illustrative puposes only. The City of Newport may need to experiment with species, location, and maintenance for best success.

SW 9TH 'GREAT STREET' (NB COUPLET)



HIGHWAY 20 'GREEN GATEWAY'



FESTIVAL STREETS

In the Central Business District, two cross streets (SW Alder and SW Lee) provide unique enhancement opportunities. Supportive of their roles as key routes for those wishing to travel between the Bayfront and Oceanfront/Nye Beach areas, they are wide enough to accommodate angled parking and landscape areas. These areas (highlighted in blue on the next page) would function normally during weekdays but could be temporarily closed on weekends and/or for unique events.



Source: Portland Bureau of Transportation



Reconfiguration - Parklet Option



Reconfiguration - Central Plaza Option

While crosstreets downtown will function as standard streets connecting 101 and 9th most of the time, their unique design allows it to be easily and temporarily closed to vehicles. In a matter of minutes, this street will transform into a vibrant public plaza for events and community life. The curbless street design creates a seamless, uninterrupted space for pedestrians to walk and gather by allowing a smooth transition from the sidewalk. To accommodate a wide variety of community events, from dinners to art markets, the design also incorporates movable elements like bollards and street furniture that can be easily rearranged or removed, highlighting its flexible and adaptable nature.

DOWNTOWN CORE WITH FESTIVAL STREETS HIGHLIGHTED





Housing

The City's new design review district includes a forward-thinking approach to housing, addressing community needs for a wider variety of affordable and diverse living options. This strategy is coordinated with Ordinance 2222, the Middle Housing Ordinance, and focuses on removing regulatory barriers to development.

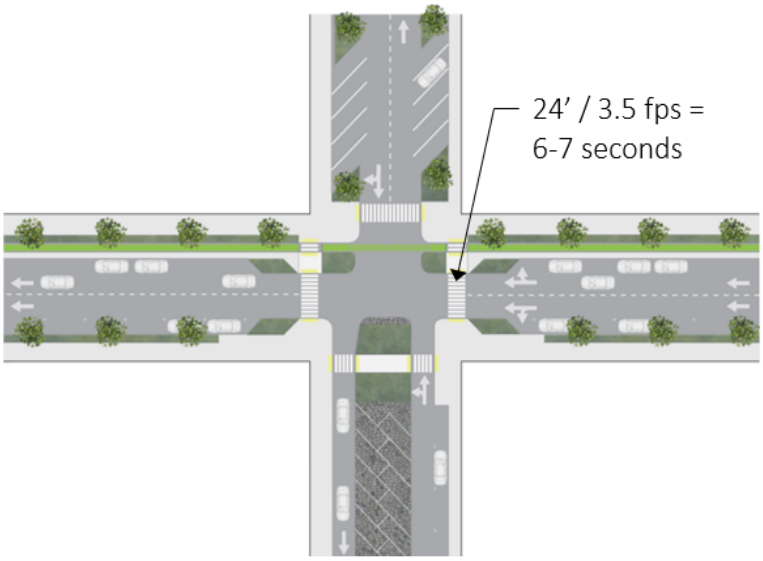
- Redevelopment Site Options: Amendments remove barriers to the construction of housing on redevelopment sites, streamlining the process for transforming underutilized properties into vibrant residential spaces.
- Diverse Housing Units: The new code permits a broad range of housing types and sizes. This provides for all levels of affordability and offers a wide variety of housing shapes and choices to meet the needs of a diverse population.

This approach promotes needed housing and supports a more accessible and inclusive community.

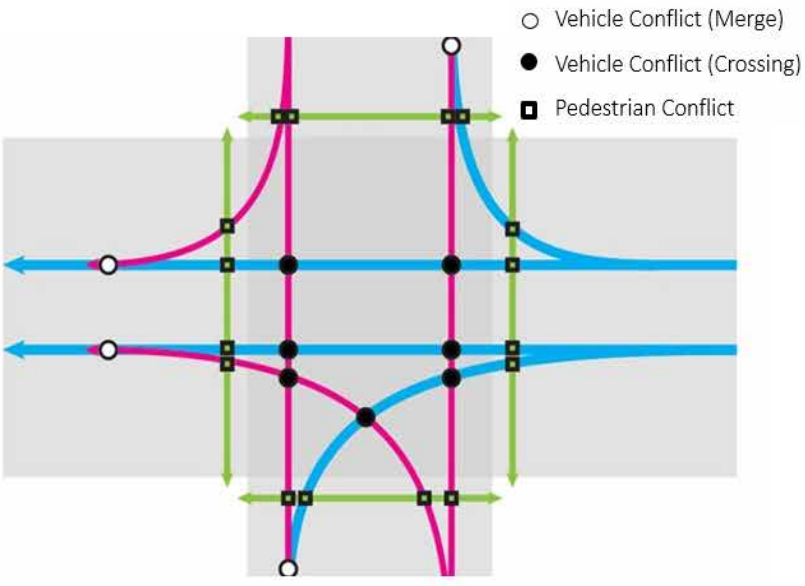
Safety and Parking

The proposed couplet will significantly improve the City Center's transportation network and public parking. On-street parking will be enhanced along US 101, while new parking will be created on side streets, offsetting spaces removed on SW 9th Street. The plan also includes new parking spaces at City Hall and a strategic reconfiguration of Alder and Lee streets.

In terms of safety, the couplet is designed to address high-stress intersections and improve pedestrian safety with new Rectangular Rapid Flashing Beacons (RRFBs). A key benefit is the reduction in pedestrian crossing distances, from 56 feet to just 24 feet, which shortens crossing time. Most importantly, the couplet will reduce the number of vehicle, pedestrian, and cyclist conflict points from 58 to just 27, creating a much safer and more predictable environment for everyone.



Significant safety improvements
Short pedestrian crossings
Maximizes buffer/enhancement



27

4 Vehicle Conflicts (Merge)
7 Vehicle Conflicts (Crossing)
16 Pedestrian Conflicts

Building Form

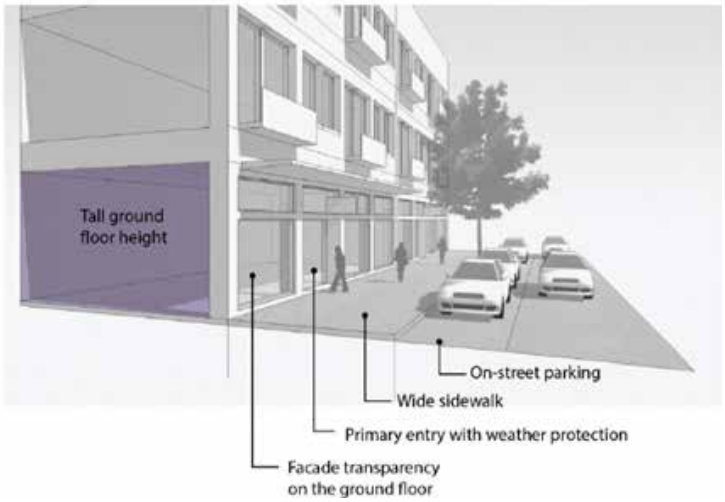
Standards will guide building massing, orientation, setbacks, and height to ensure new housing is thoughtfully integrated into the surrounding neighborhood. The goal is to create a harmonious streetscape and a human-scaled environment.

The new standards will be consistent with the Department of Land Conservation & Development (DLCD) "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook." This means designs that encourage walking, cycling, and other non-vehicular forms of transportation will be prioritized, making it easier for residents to connect with each other and with our new downtown amenities.

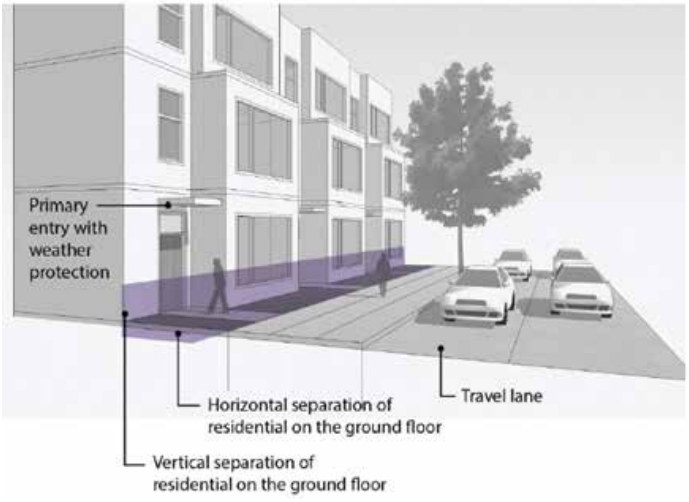
The new district will have a set of standards that reflect and protect the unique character of Newport. This ensures that new housing development adds to the beauty and charm of our town, rather than detracting from it.

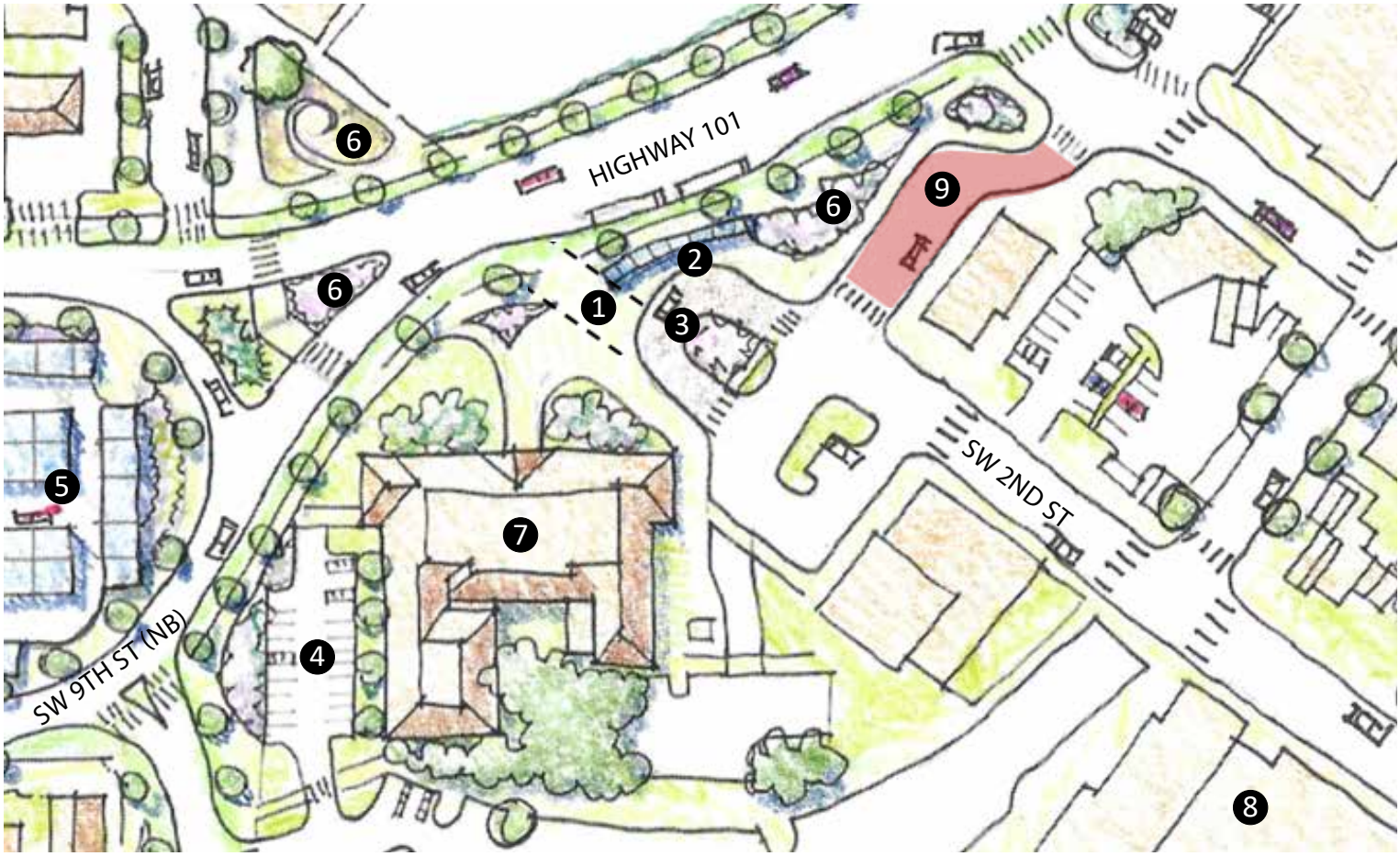
- Community Pride: Thoughtful design will enhance our town's appeal, making it a more desirable place to live.
- Economic Vitality: Attractive and well-designed housing will support local businesses by attracting residents and visitors alike.
- A Sustainable Future: By creating walkable and climate-friendly neighborhoods, we are building a town that will thrive for generations to come.

MIXED-USE FRONTAGES



RESIDENTIAL FRONTAGES





City Hall Transit Hub

As part of the couplet reconfiguration, and potential closure of SW 2nd Street, there is an opportunity to improve the transit hub in front of City Hall. A comprehensive 'refreshment' of the transit shelters, landscape plantings, and site furnishings would improve the transit user experience, strengthen the area's relationship to the Farmers Market, offer public art and wayfinding signage opportunities, and enhance aesthetics of the area serving as a 'gateway' to the north end of the proposed couplet.

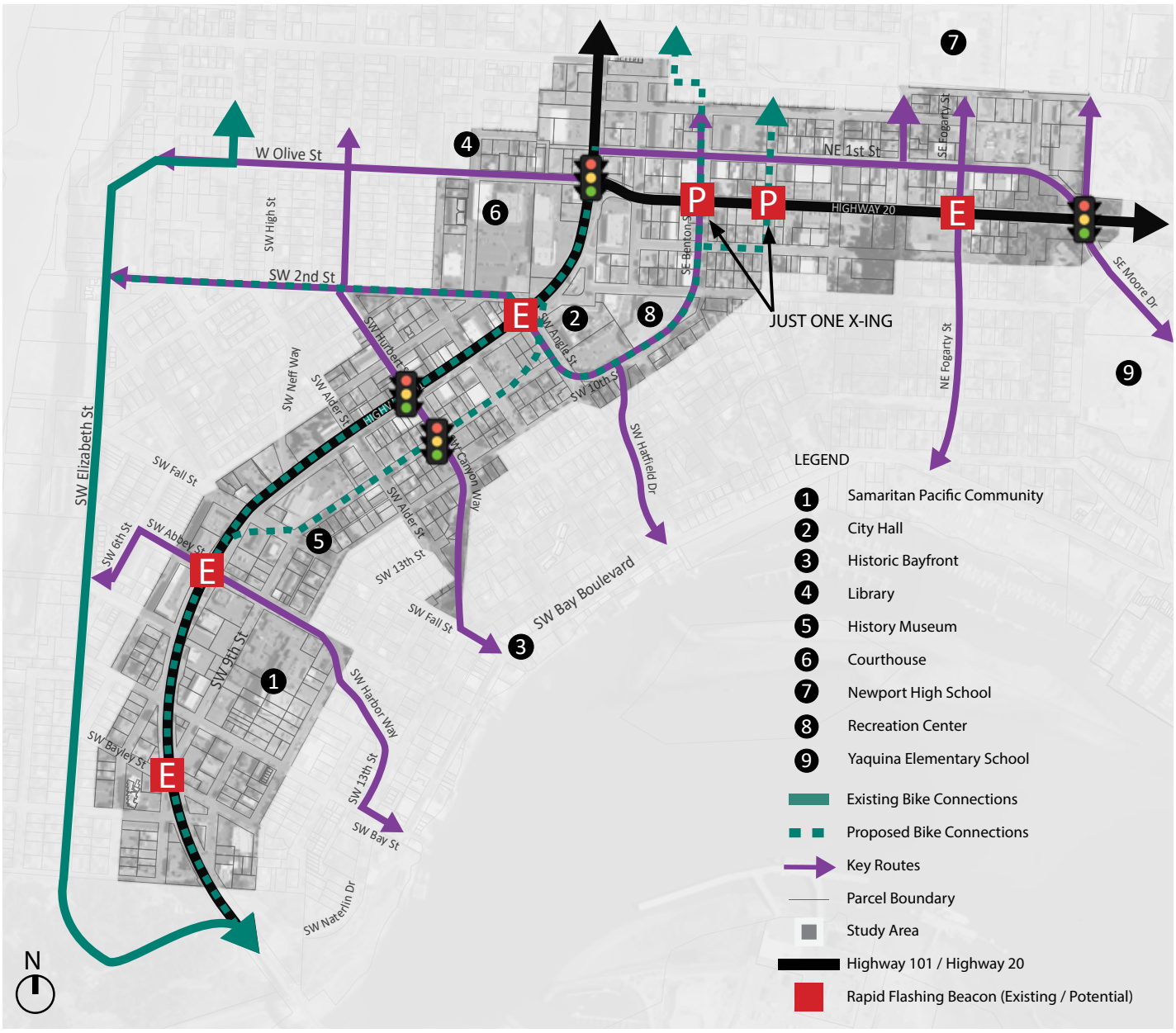
Key

1. CLOSED OFF SEGMENT OF SW 2ND ST
2. NEW TRANSIT SHELTER
3. NEW PICK-UP / DROP-OFF
4. NEW PARKING LOT
5. FARMERS' MARKET LOT
6. LANDSCAPE FEATURE
7. CITY HALL
8. RECREATION CENTER
9. POTENTIAL CLOSURE / PLAZA

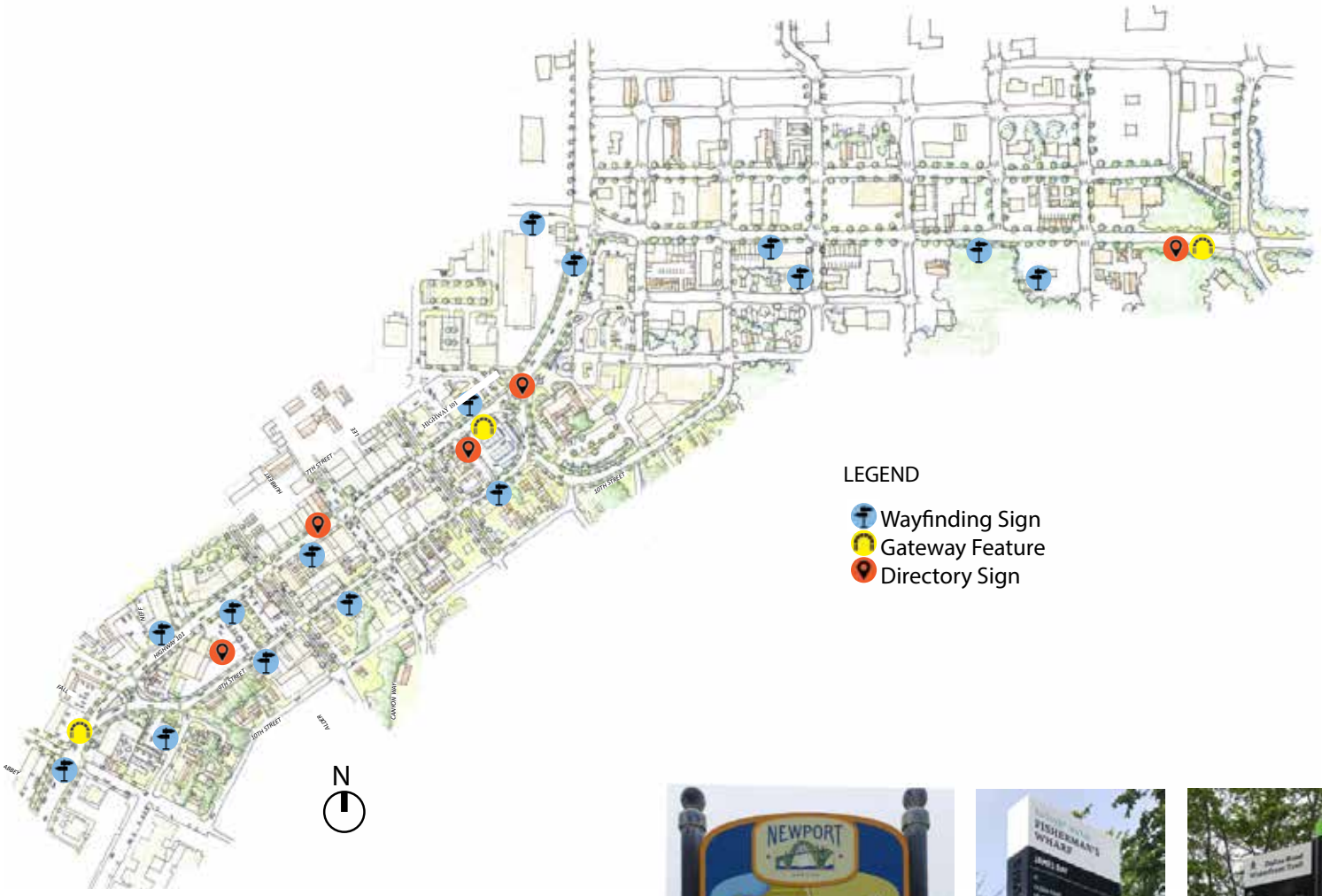
SIGNALS AND BICYCLE ROUTES

Several bike connections are proposed. The first is a southbound bike lane on US 101 south of SW Angle Street. The second is a northbound bike lane on US 101 from the Yaquina Bay Bridge to the new couplet, splitting off Highway 101 between SW Abbey Street and SW Fall Street. Northbound bike traffic will continue on the east side of SW 9th Street between SW Fall Street and SW Angle Street. Third, a new E/W route on SW 2nd Street between SW Elizabeth Street and US 101, that also includes SW Angle Street on the eastside of Highway 101, will continue northward on SW 10th Street. At the intersection of SE Benton Street and SE 1ST Street, two route options are available: 1) the bike route continues north on SE Benton Street, while 2) an alternate route jogs east on SE 1ST Street for one block before extending northward on SE Coos Street. These routes support bike-ability between the Central Business District, the urban mix areas, and the oceanfront neighborhoods. The NCCRP also would provide quality bicycle facilities on the NE 1st Street parallel route to reduce impacts on properties adjacent to the highway.

The conceptual cross-sections for both US 101 and SW 9th Street are expected to improve the level of traffic stress for both pedestrians and bicyclists. The conceptual cross-section for US 20 is not expected to result in any improvement for bicycle level of stress due to a lack of bike lanes, but a parallel route will be provided for bicyclists on NE 1st St.



ENHANCED WAYFINDING



Develop Branding and Wayfinding for US 101 Corridor:

- Commission Branding Study: Host community workshops to gather input on branding themes.
- Complete improvements: Install public art at key gateways and along the corridor. Develop cohesive wayfinding signage to upgrade signage to better link the corridor with surrounding districts.
- Use surveys and visitor data to evaluate branding impact.









CHARACTER ENHANCEMENT OPPORTUNITIES



Fayetteville Farmers' market
Source: Experience Fayetteville



Crossing Island in Asheville, NC
Source: The Walc Institute



Rain Garden in Port Townsend, WA
Source: The Walc Institute



Redmond City Hall Landscape Improvements
Source: Szabo Landscape Architects



Enhanced Transit Stop @ Redmond Technology Station
Source: Google Earth



Streetscape Enhancements
Source: MKSK - Lee P Thomas



Shore Pines as Street Trees
Source: 148 W Gower Ave, Cannon Beach, OR, Google Maps

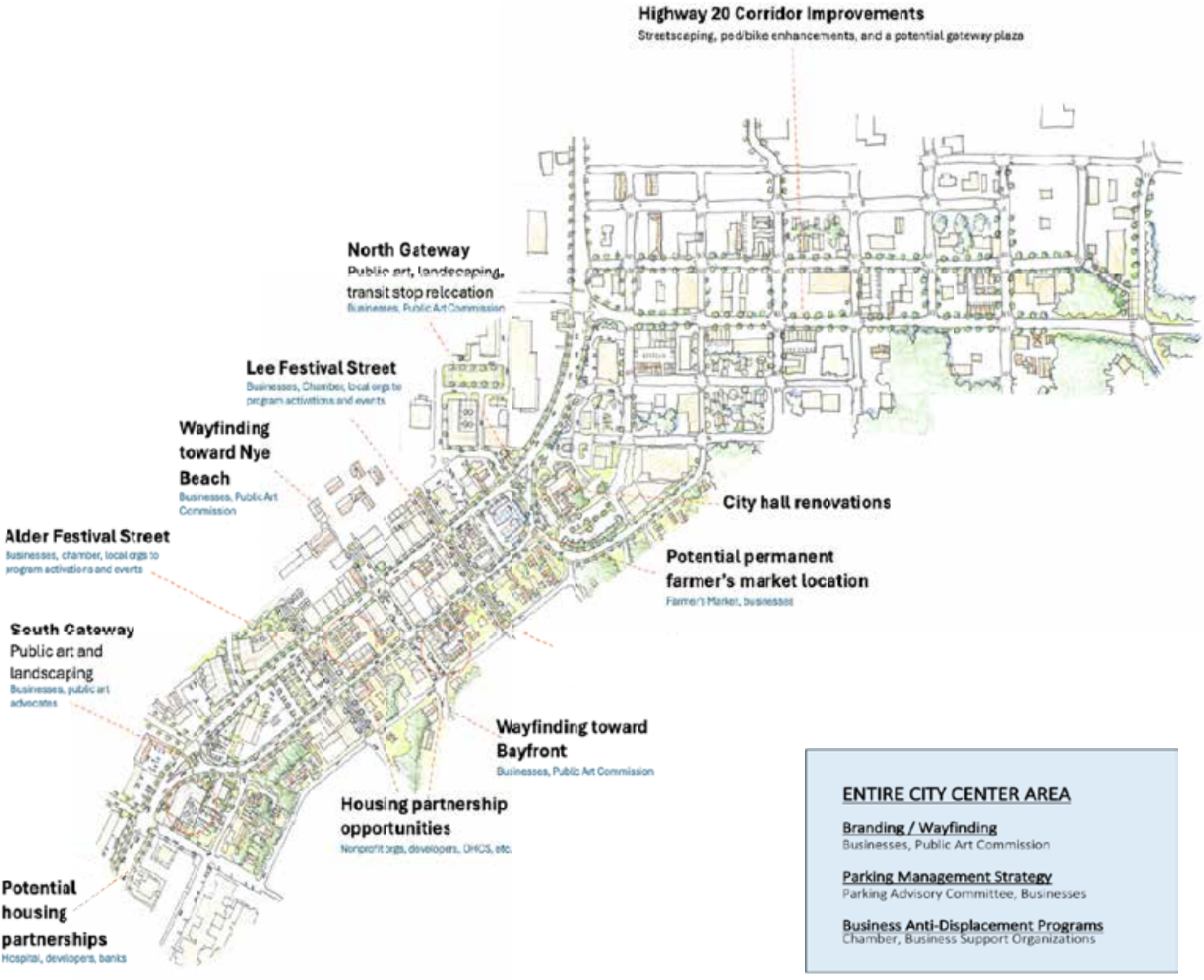


Pedestrian-Scale Lighting
Source: Dan Burden

04

IMPLEMENTATION

NCCRP implementation, and the public investments required to achieve the vision, will require years of action and commitment, led primarily by the City of Newport. The figure below diagrams the types of key actions that will require sustained attention to achieve the desired results, and the figure below highlights a range of potential site-specific projects and City programs that will help advance the redevelopment vision. This memorandum proposes concept-level investments as a first step toward a detailed design plan. The City can focus on implementing recommended pedestrian safety projects, funded through Urban Renewal Agency (URA) dollars, while it develops detailed design plans.



FUNDING SOURCES

Existing Funding Sources

- Tax Increment Financing (TIF) revenues are generated by the increase in total assessed value in an urban renewal district, from the time the district is first established. When investments in the district are made, property values increase in the district, and the increase in total property taxes is used to fund projects in the district or to pay off bonds (taken out to pay for specific projects in the area). Therefore, the City may use the District's TIF revenues to fund key projects in the area – if they are identified in the urban renewal plan. Because currently available funding sources are limited, other sources will play an important role in project implementation.

Potential Funding Sources

Federal:

- The City should explore grant funding for projects where it could leverage its own money for federal dollars.
- FEMA Grants, for projects that align with hazard mitigation and resiliency goals.
- Economic Development Agency Public Works Program, to fund large infrastructure projects in areas that could use an economic boost to support jobs and diversification.

State Funding Sources:

- ODOT, including the Community Paths Grant, Congestion Mitigation and Air Quality Fund, All Road Transportation Safety Program, Multimodal Active Transportation Fund, and Statewide Transportation Improvement Program grants (timing considerations of each will need to be accounted for)
- Oregon Parks and Recreation Foundation Fund Grant
- Land and Water Conservation Fund
- Oregon Department of Fish and Wildlife Conservation and Recreation Fund

Private or Foundation Support:

- Grants (Meyer Memorial Trust, AARP Community Challenge Grant, Collins Foundation, International Mountain Biking Association, PeopleForBikes, PGE Better Together Resilient Communities Grant Program)

INVESTMENT CATEGORIES & GRANT OPPORTUNITIES

Placemaking, Art, and Culture Projects

- Rural Placemaking Innovation Challenge (USDA)
- Placemaking Grant (National Association of Realtors)
- Hometown Grant Program (T-Mobile)
- Three Rivers Foundation
- Arts Build Communities (Oregon Arts Commission)
- Cultural Development Grant (Oregon Cultural Trust)
- Braemar Charitable Trust (Oregon Cultural Trust)
- Strategic Investment Fund (The Oregon Coast)
- Travel Oregon Competitive Grants Program
- Asphalt Art (Bloomberg Philanthropies)
- Our Town Grant (National Endowment for the Arts)
- State Tourism Grants (EDA)
- Wild River Coast Alliance Grants
- Ford Family Foundation Capital Project Grants
- Judith Ann Morgan Foundation
- Community Placemaking Grant (Project for Public Spaces)

Parks and Recreation Projects

- Oregon Parks and Recreation Department Grants
- Oregon Parks Foundation Fund (Oregon Community Foundation)
- The Explore Fund (North Face)

Housing Development

- PRO Housing: Pathways to Removing Obstacles (HUD)
- General Housing Account Program (OHCS)
- Housing Development Program (OHCS)

Active Transportation Projects

- Community Change Walkability Grants (Strong Towns)
- Community Challenge Grant (AARP)
- Oregon Community Paths (ODOT)
- Responsive Grants (Collins Foundation)

Brownfields, Infrastructure, Maritime Investments

- Public Work and Economic Adjustment Program (EDA)
- Special Public Works Fund (Business Oregon)
- Coastal Zone Management Grants
- Brownfield Grants (EPA)

05

KEY FINDINGS FROM TECHNICAL REPORTS

The following section provides a brief summary overview of the nine technical memoranda produced as part of the NCCRP process. The actual memoranda are available separately.

Memo 1: GOALS AND OBJECTIVES

Author: David Evans and Associates, Inc.

Summary: Memo 1 identifies potential goals and objectives for the Newport City Center Revitalization Plan (NCCRP), establishes evaluation criteria, and assesses the two 2022 Transportation System Plan (TSP) alternatives for US101 in the study area.

Key Findings: The purpose of the NCCRP - to encourage development / redevelopment to create a vibrant urban center – is consistent with, and builds upon, the currently adopted City goals and policies the Project Area. The NCCRP goals and objectives build upon goals, objectives, and policies of the City's existing plans, specifically:

NCCRP Goal 1: An active mixed-use commercial/residential, walkable environment

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 2 Economy, 2. Commercial Core Areas, b. Assist in the financing and provision of transportation improvement to ease congestion, spread out traffic, enhance pedestrian experience, and facilitate redevelopment.
- Goal 4 infrastructure, 7. Assist in the financing and provision of transportation improvements for US 101 and US 20 for improving traffic flow and traffic patterns, reconfiguring intersections, installing or upgrading traffic signals, improving pedestrian and bicycle connections, right of way acquisition and parking improvements.

TRANSPORTATION SYSTEM PLAN

- Goal 3: Active Transportation – Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.
- Goal 4: Grow the Economy – Develop a transportation system that facilitates economic activity and draws business to the area.
- Goal 6: Support Healthy Living – Support options for exercise and healthy lifestyles to enhance the quality of life.

NCCRP Objective: Viability for multifamily/mixed-use housing to stimulate development

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 3 Housing, 3. Assist in the improvement of the transportation system to support existing development and allow for future housing development. 4. Explore public and private partnerships to encourage housing development in the commercial core areas.

NCCRP Objective: Livable, well-designed areas

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 2 Economy, 1. US 101/US 20 Streetscape, b. Improve overall aesthetics

PARK SYSTEM MASTER PLAN OBJECTIVES

- Collaborating with community partners to create a park and recreation system that is attractive, sustainable, and well-maintained.

NCCRP Objective: Connections or wayfinding to the City's parks and trail system

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 2 Economy, 2. Commercial Core Areas, c. Help create and enhance a district identity through the provision of amenities including but not limited to benches, public art, public spaces, street and landscape island enhancements, wayfinding, utility undergrounding, and billboard removal.

PARK SYSTEM MASTER PLAN OBJECTIVES

- Further development of an integrated multi-use trail system that connects neighborhoods, visitor destinations, open spaces, and natural areas.

NCCRP Goal 2: Safe and efficient traffic flow and parking management by improving crosswalk safety

TRANSPORTATION SYSTEM PLAN

- Goal 1: Safety – Improve the safety of all users of the system for all modes of travel.

NCCRP Goal 3: A clean, welcoming appearance

- Not explicitly stated in policy, this outcome appears to be one of the goals of the range of stakeholders.

NCCRP Goal 4: Planned property development and acquisition

ECONOMIC OPPORTUNITIES ANALYSIS

- Supply of Commercial And Industrial Land, Goal: Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities over the planning period Policy 7. The City shall ensure an adequate supply of commercial and industrial sites.
- Coordinating with developers on adaptive reuse for early wins

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 2 Economy, 2. Commercial Core Areas, d. Work with property owners to promote development and redevelopment of properties within the Area including but not limited to site prep for re-use

NCCRP Goal 5: Targeted investment in infrastructure

ECONOMIC OPPORTUNITIES ANALYSIS

- Infrastructure and Public Facilities (Goal): Make investments in infrastructure and public facilities to support the target industries

NORTHSIDE URBAN RENEWAL DISTRICT PLAN

- Goal 4 infrastructure: 2. Complete a Refinement Plan for the commercial core areas; Build utility infrastructure to accommodate growth in the Area; 5. Coordinate with the Oregon Department of Transportation (ODOT) on transportation improvements, including street, sidewalk and bridge improvements in the Area; 6. Assist in the improvement of the transportation system to support existing development and allow for future development.

Memo 2: EXISTING CONDITIONS

Author: David Evans and Associates, Inc.

Summary: Memo 2, in the form of a slide presentation, identifies baseline planning context, land use patterns, transportation facilities, demographics, employment, public facilities, and utility considerations for the study area.

Key Findings:

- Highly visible district
- Range of vacant / underutilized properties
- Multiple desirable destinations withing walking distance
- Desirable views / interesting landform / existing stands of trees
- Unappealingly high volume of Highway 101 traffic / congestion at times
- Utility capacity is supportive of redevelopment

Memo 3: MARKET ANALYSIS

Author: ECOnorthwest

Summary: Memo 3 provides understanding of current market conditions in Newport along with assets, barriers, and opportunities for development in the Project Area. Memo 3 was part of the initial phase of the NCCRP, informing the transportation alignment and reinvestment efforts.

Key Findings:

DEMOGRAPHIC IMPLICATIONS

- Newport's growing population will increase demand for commercial and residential uses making development in the Project Area more attractive.
- Newport's diverse age demographics call for varied housing and amenities.
- Newport's lower median household income and high rates of cost burden present challenges for new development.
- The city's aging population raises concerns about future workforce availability, potentially affecting business attraction.
- The decline in covered employment suggests there may be limited demand for new space in declining industries. However, growth in sectors like food and beverage could provide targeted opportunities. The impact of tourism suggests the potential for developments catering to both residents and visitors.
- Redevelopment could make Newport's downtown area more attractive to tourists. Currently, the downtown area primarily serves residents due to its existing mix of businesses and proximity to local institutions. Investing in downtown could enhance its appeal to visitors, increasing demand for retail and lodging.

REAL ESTATE MARKET TRENDS

- Low vacancies point to unmet demand for commercial space, but stagnant rents and high construction costs restrict new construction.
- The Project Area has a limited supply of updated, move-in ready buildings for businesses.
- The Project Area has a limited supply of vacant commercial land.

RESIDENTIAL MARKET TRENDS

- Increasing rents and low vacancy suggest a constrained supply of multifamily units.
- While Newport has had an increase in multifamily development in recent years, demand for additional units remains strong.
- Strong regional housing price growth indicates additional demand for ownership units.
- The limited inventory of housing is impacting local businesses' ability to recruit and retain staff.

OPPORTUNITIES AND BARRIERS

- Highway 101: A Walkable, Re-imagined City Center that Connects Newport's Business Districts.
  - Public land control and planned public sector investments.
  - Partnership opportunities for affordable housing and commercial developments.
  - Second-story view potential.
- Highway 20: A Maker's District and Improved US 20 Gateway.
  - Better connections to the Bayfront.
  - Opportunity for multifamily housing near schools.
- Challenges for both Highway 101 and Highway 20 include:
  - Development feasibility.
  - Strength of local market forces.
  - Aging buildings.
  - Proximity to services for people experiencing homelessness.
  - Infrastructure costs.
  - Government coordination.
  - Potential displacement risks.
  - Significant highway traffic volumes.
  - Incomplete pedestrian infrastructure.

Memo 4: GAP ANALYSIS

Author: David Evans and Associates, Inc.

Summary: Memo 4 documents the gap between the NCCRP vision for future land use and transportation circulation, and existing transportation facilities and infrastructure. It describes the characteristics that are likely to result from development and redevelopment that are consistent with current adopted policies, standards, regulations, and existing and planned public facilities. Memo 4 also outlines the Baseline Future Condition and one preferred alternative.

Key Findings:

ALTERNATIVES EVALUATION

The "Short Couplet" (pairing Highway 101 southbound with SW 9th Street NB between SW Angle ST and SW Abbey ST) was evaluated as meeting more project objectives, and therefore recommended as the preferred alternative.

IMPLEMENTATION

- The NCCRP strategy requires collaboration between the City of Newport, local business owners, developers, community organizations, and state and federal partners such as ODOT and housing agencies.
- Key leadership must come from Newport's Urban Renewal Agency and the Community Development Department, supported by input from residents and business owners.
- Focus on improving the Highway 101 corridor by:
- Expanding housing options and affordability through zoning changes and public partnerships on city-owned sites.
- Supporting and stabilizing local businesses with anti-displacement measures and technical assistance.
- Enhancing public spaces and amenities to foster a sense of place and accessibility.
- Improving transportation infrastructure for pedestrians, cyclists, and vehicles.
- Implementation designed for a seven-year timeline:
  - Short-Term (Years 1–2): Launch branding initiatives, tenant improvement programs, and visible streetscape enhancements.
  - Mid-Term (Years 3–4): Begin housing projects on agency-owned sites, secure partnerships for affordable housing, and finalize playgrounds and plazas.
  - Long-Term (Years 5–7): Complete major infrastructure upgrades, establish permanent Farmers' market facilities, and evaluate progress to refine priorities.

Memo 5: CODE CONCEPTS

Author: Urbsworks

Summary: Memo 5 describes conceptual amendments to the City's Comprehensive Plan and Development Code necessary to implement the preferred alternative. The memo explains how additional "form-based" guidance – specifically regarding 1) the public realm, 2) building form, 3) site design, 4) housing, and 5) parking - is necessary to help manage redevelopment and implement the City Center revitalization vision. The amendments will promote consistency with ODOT (Oregon Department of Transportation) "Blueprint for Urban Design: ODOT's Approach for Design in Oregon Communities" (January 2020) and with DLCD (Oregon Department of Land Conservation and Development) "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).

Key Findings: The City of Newport requires new planning and development tools to help effectively guide growth and redevelopment within the City Center District, as described below.

PUBLIC REALM

To 1) ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations, and 2) coordinate streetscape and building frontage development standards, the following amendments are needed:

- Sidewalk zone minimum requirements.
- Sidewalk zone extensions.
- Activities within the sidewalk zones and sidewalk zone extensions, including parklets, café seating, and bike parking corrals.
- Street furniture, including benches, trash receptacles, way finding signage, bike parking racks, and bollards.
- City Center street trees.
- Universal design and accessibility, ensuring streets are barrier-free, ergonomic, and accessible by all people.

BUILDING FORM

Additional development standards are needed that apply to building massing, building orientation, setbacks, and height so that the following objectives can be achieved:

- Building massing frames streets.
- Building massing maximizes views from living and working spaces inside, especially from upper levels.
- New buildings incorporate main street-style building patterns, such as corner entries, storefront bulkhead and building cornice.
- Standards apply to building frontage and façade design.
- Higher retail storefronts, with transom and tall bay heights, are required.
- Weather protection is required.
- Permit encroachments into the right of way, such as bay windows and entry overhangs.
- Encourage tall entry marquee-type overhangs.
- Coordinate the placement and projection of overhangs, bay windows, and other encroachments with utilities and the right of way (ROW) clearances.
- Require detailed façade design for buildings facing urban open spaces.
- Permit pedestrian-scaled signage.
- Limit signage to storefront and podium zones (not at top of buildings).
- Limit signage and building illumination.

SITE DESIGN

To ensure a unified and coordinated set of regulations for the built environment that applies across all land uses and zoning designations, new regulations regarding 1) on-site parking location and design, 2) pedestrian circulation and accessibility, 3) accessible site design, 4) site landscaping, 5) on-site open space, and 6) lot size are required, specific to:

- New City Center Design Review Guidelines and Standards with numerous cross references in Chapter 14 of the Municipal Code.
- Newport Comprehensive Plan amendments.
- Amendments consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).

HOUSING

To 1) remove barriers to development of housing on redevelopment sites, 2) permit all kinds of housing to provide for all levels of affordability, and 3) provide a wide variety of housing shapes, sizes, and choices, amendments specific to the following are required:

- New City Center Design Review Guidelines and Standards with numerous cross references in Chapter 14 of the Municipal Code.
- Newport Comprehensive Plan amendments.
- Amendments must be consistent with DLCD "Climate-friendly and Equitable Communities Walkable Design Standards Guidebook" (January 2025).
- Coordinated with Ordinance 2222 to promote the construction of needed housing (adopted September 2024) Middle Housing Ordinance.

PARKING

To be coordinated with Newport Parking Management Plan (2017) and other relevant policies, standards that 1) right-size parking requirements for residential uses, mixed-use, and commercial uses, 2) promote managed parking, and 3) ensure on-site and on-street parking is accessible to building users, must include details for:

- Parking requirements,
- Impact on housing goals,
- Parking management, and
- Pedestrian circulation and accessibility.

LAND USE

Clear and objective standards – such as permitted, prohibited, and conditional uses - to 1) permit standalone residential buildings, 2) permit a wide range of land use arrangements and options, and 3) promote a "form based" approach that emphasizes building shape, size, and relationship to streets and open spaces and de-emphasizes land use.

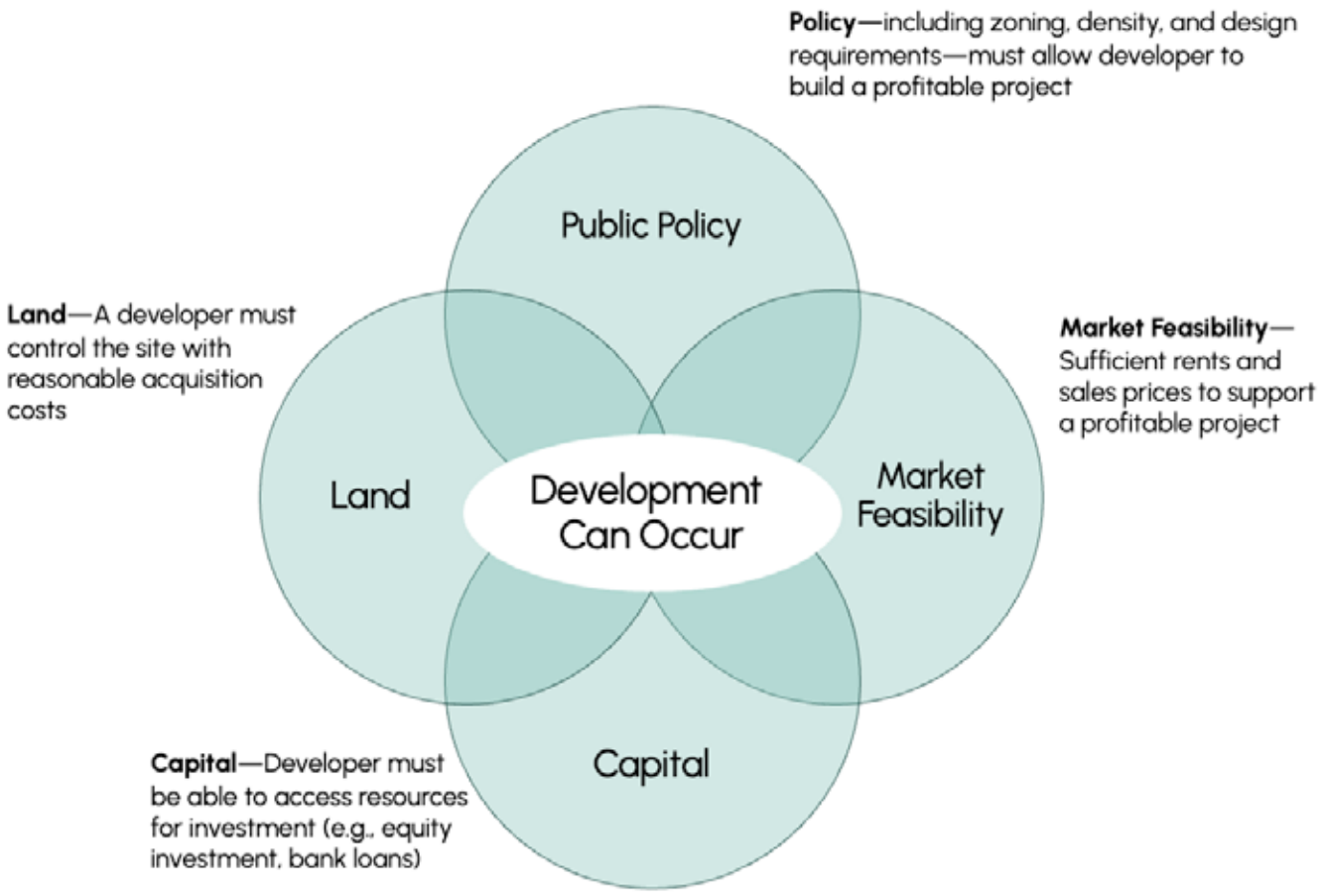
Memo 6: Public Investment

Author: David Evans and Associates, Inc.

Summary: Memo 6 presents recommendations for public investments that are necessary and desired to support implementation of the NCCRP vision, as explored in Memorandum #4 and developed further through a process of stakeholder and public input.

Key Findings: The City of Newport can, through a series of coordinated short, mid-, and long-term actions, promote and facilitate City Center vision, characterized by the following:

- Become an active, walkable, mixed-use environment with a clean, welcoming appearance.
- Circulation will be safe and efficient, supported by improved traffic flow, managed parking, and enhanced bicycle and pedestrian facilities.
- Vibrant streetscapes will support local business activity and entice both residents and visitors.
- Revitalization will be facilitated by strategic investment in infrastructure, planned property acquisition, and streamlined development approvals.



Memo 7: INCENTIVES AND PUBLIC-PRIVATE PARTNERSHIPS

Author: ECOnorthwest

Summary: Memo 7 provides a phased roadmap for advancing incentives and public-private partnerships to support revitalization of the Newport City Center, aligned with the US 101 couplet realignment and broader housing and economic development goals. The memo outlines actionable steps across near-term, mid-term, and long-term horizons. It provides context, recommended actions, and implementation details to ensure the City can move from planning to execution, while supporting compliance with grant deliverables (including ODOT-funded efforts).

Key Findings:

- In the following table entitled "Playbook Summary: Do Now, Do Later," an implementation timeline, potential partners, and planning-level cost estimates are summarized. This playbook includes detailed descriptions of each action, organized by recommended timing: near-term, mid-term, and long-term.
- After the playbook, the table "Action Approach Over Time" provides specific steps the City can take in the near- and mid-term to move key revitalization objectives forward are summarized.
- Memo 7 contains two appendices:
  - Appendix A provides a list of potential funding sources to support implementation.
  - Appendix B provides additional details on how a Storefront Improvement Program could be structured—one of the potential actions the City may choose to pursue.

Playbook Summary: Do Now, Do Later

Cost Key: $ >$100,000 $$ $100,000-$500,000 $$$ >$500,000

#	ACTION TITLE	COST EST*	PARTNERS	NOTES
	Near-Term Playbook			
1.1	Explore partnerships to set the stage for near-term development	$	Developers, Employers, Faith Institutions	Outreach to developers, large employers, property owners
1.2	Set up a toolkit for URA grants and financial support	$-$$	ODOT, Developers	Establish predevelopment grants, storefront and tenant improvement grants, URA loans
1.3	Advance near-term activation through tactical urbanism, pop-ups, and low-cost improvements	$	Chamber, UO, Local Businesses	Pilot pop-ups, art installations, planters, lighting; identify priority sites; potential UO partnership for design ideas
1.4	Adjust Newport Municipal Code (NMC) to balance feasibility and city priorities	$	Developers, Property Owners	Adjust zoning, height/density bonuses, parking minimums; engage with developers and property owners
1.5	Advance grant applications for ODOT transportation improvements	$	ODOT	Advocacy, scoping, cost estimation, coordination on grant applications, letters of support
	Mid-Term Playbook			
2.1	Leverage URA-owned land for mixed-use and residential projects	$$	Developers	Prioritize redevelopment of public parcels; land write-downs; develop sale guidelines; categorize sites by use
2.2	Invest in permanent infrastructure for farmers market	$$-$$$	Farmers Market Organization	Define site/program needs; commission design and cost estimate; explore multi-use model; seek funding
2.3	Develop branding and wayfinding for US 101 corridor	$$$	Travel Oregon, Chamber, Public Arts	Commission branding study; host workshops; install gateway art; improve signage; explore festival streets
2.4	Foster programs to enhance business environment	$$	URA, Chamber, Businesses	Launch storefront/tenant grants; market vacant sites, organize business meetups; retail partnership network; pop-ups; tactical activation
2.5	Support existing businesses and prevent displacement	$$	Chamber, Local Business Orgs	Lease assistance, rent stabilization, connect to loans/TA; construction mitigation; business role in activations
2.6	Build development momentum through land & infrastructure investment	$$$	City	Continue land acquisition; invest in infrastructure; promote small-scale industrial uses along US 20
	Considerations for a Revitalized District			
3.1	Explore Business Improvement District (BID) to provide enhanced programming and upkeep	TBD	Chamber, Business Owners	Gauge interest; convene discussions; define boundaries; assess desired services (cleaning, marketing, lighting); evaluate readiness
3.2	Conduct parking management study for US 101 Corridor	$	Parking Advisory, Property Owners	Develop scope; build on Bayfront/Nye Beach lessons; establish parking policy (time limits, paid parking, shared parking, permits)

Action Approach Over Time

Topic	Near-Term (2026–2027)	MID-TERM (2028–2032)
Housing Development & Site Readiness	Build developer contact list Convene developer roundtable Conduct employer-assisted housing outreach (hospital, school district) Explore partnerships with affordable and market-rate developers Offer predevelopment grants through URA	Leverage URA-owned land for mixed-use and housing projects Establish guidelines for public land sales Prioritize development around hospital, business district, US 20 corridor
Business Support & Activation	Pilot pop-ups, vendor markets, art installations Convene business meetup (via Chamber) Explore tactical urbanism Prepare approval process for pop-ups Draft storefront and tenant improvement grant program guidelines	Launch storefront and tenant improvement grants Establish retail partnership network Host regular business meetups Pilot festival street closures Expand temporary retail and activation opportunities Market vacant sites
Farmers Market & Public Gathering Spaces	Engage Farmers Market leadership Commission conceptual design and cost estimate	Invest in permanent market structure Explore multi-use programming for site Integrate structure into festival streets/ public space planning
Public Realm Identity: Branding, Wayfinding, Beautification	Pilot low-cost beautification efforts such as planters, lighting, and murals. Explore branding/wayfinding partnership with UO students Test interim signage/art interventions	Commission branding and wayfinding plan Host community workshops for branding input Install permanent wayfinding signs and gateway art Secure early wins with URA/state funding
Development-Enabling Codes & Parking Strategy	Adjust zoning/code (residential at grade in targeted areas) Adopt form-based code and height/density bonuses Reduce parking minimums; offer off-street waivers Engage developers/property owners in code reform	Monitor effectiveness of code changes Begin scoping parking management study Pilot shared parking strategies or temporary solutions
ODOT Partnership & Transportation Project Advancement	Coordinate with ODOT on advocacy, scoping, cost estimation Advance grant applications for US 101/US 20 improvements Secure letters of support & match commitments	Support ODOT in detailed design & funding efforts Coordinate on local infrastructure tied to project Finalize agreements for construction/ implementation roles

Memo 8: MULTIMODAL MOBILITY IMPACT ASSESSMENT

Author: David Evans and Associates, Inc.

Summary: Memo 8 reviews the impacts of the preferred one-way couplet alternative of US 101 and 9th Street. It includes an assessment of future conditions for all modes using the planned transportation system in the year 2040, including transportation investments included in Draft Memorandum #6. Draft Memorandum #8 relies on the future conditions forecast conducted for the 2022 Newport TSP as a baseline for assessment of future conditions with modifications to reflect transportation investments included in Draft Memorandum #6.

Key Findings: The multimodal impacts of the preferred one-way couplet alternative alignment along US 101 and SW 9th St in Newport, Oregon include:

- The Short Couplet alternative is projected to accommodate the average daily traffic (ADT) projected for 2040, even with the increase in trips for the changes in zoning that would remove ground-floor commercial from multifamily uses.
- To facilitate the high level of freight traffic along US 101, US 20, and local freight routes, roadway designs in the study area will ideally consider and balance the unique needs of freight vehicles with the needs and safety of other roadway users by considering:
  - Turning radii
  - Lane widths
  - Limiting turning speeds to 15 mph or less
  - Selecting the smallest possible design vehicle (on US 20 and US 101, the design vehicle would be a WB-67)
  - Restricting right-turns-on-red
  - Implementing stop bar setbacks
  - Implementing parking restrictions near corners
- Key intersections along US 101 are not projected to meet signal warrants. However, signalization at strategic locations may facilitate gaps in traffic along the couplet for side street traffic.
- The conceptual cross-sections for both US 101 and SW 9th Street are expected to improve level of traffic stress for both pedestrians and bicyclists. The conceptual cross-section for US 20 is not expected to result in any improvement for bicycle level of traffic stress (BLTS) due to a lack of bike lanes, but a parallel route will be provided for bicyclists on NE 1st St.
- Some impacts on transit are expected with the preferred couplet alternative, with the split route adding additional commute time to pedestrians along US 101 and SW 9th St.

Memo 9: CITY CENTER DESIGN REVIEW DISTRICT FORM BASED CODE

Author: Urbsworks

Summary: Expanding upon the concepts described in Memo 5 (which focused on how to achieve project objectives at the concept level), Memo 9 is comprised of two separate volumes (part 1 and part 2), and presents detailed Newport Municipal Code (NCM) amendments necessary to implement the City of Newport City Center Revitalization Plan.

Key Findings: Based on consultant team expertise and several work sessions with both the Planning Commission and City Council, a range of clear and objective standards are defined, organized as follows:

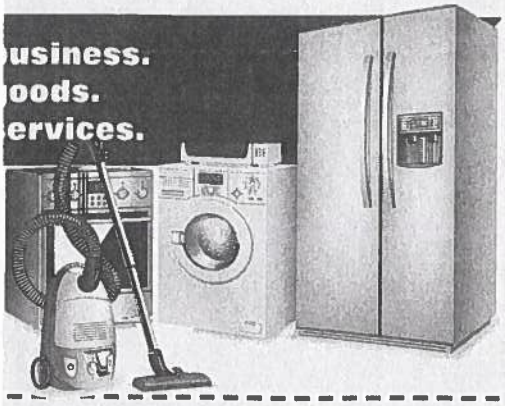
- Form Based Approach
- Regulating Plan
- Public Realm
- Development and Design Standards
- References

CITY OF NEWPORT

NOTICE OF A PUBLIC HEARING.

The Newport Planning Commission will hold a public hearing on Monday, October 13, 2025, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on File No. 4-Z-25, amendments to Newport Municipal Code (NMC) Chapter 14.03, Zoning Districts; Chapter 14.06, Manufactured Dwellings, Prefabricated Structures, Small Homes And Recreational Vehicles; Chapter 14.09, Temporary Uses; Chapter 14.13, Density Limitations; Chapter 14.14, Parking and Loading Requirements; Chapter 14.15, Residential Uses in Nonresidential Zoning Districts; Chapter 14.18, Screening and Buffering Between Residential and Nonresidential Zones; Chapter 14.19, Landscaping Requirements; Chapter 14.30, Design Review Standards; and Chapter 14.44, Transportation Standards, related to the City Center Design Review District form based code amendments. The amendments will provide clear and objective development and design standards to complement transportation solutions and support mixed use development, with housing of various types, to promote a walkable, live-work environment. Pursuant to Newport Municipal Code (NMC) Section 14.36.010, the Commission must find that the change is required by public necessity and the general welfare of the community in order for it to make a recommendation to the City Council that the amendments be adopted. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material for the amendments, and any other material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above).

(FOR PUBLICATION ONCE ON WEDNESDAY, October 1, 2025)



999 PUBLIC NOTICES

mation may be obtained from the records of the court, the personal representative or the attorney for the personal representative. The date of publication of the notice: October 1, 2025. Melanie K. Hantze, MELANIE K. HANTZE, OSB 872379, ATTORNEY FOR PERSONAL REPRESENTATIVE. PERSONAL REPRESENTATIVE: HILARY SCHAFFNER, 453 SW 6TH STREET, NEWPORT, OR 97365, 541-921-5156. ATTORNEY FOR PERSONAL REPRESENTATIVE: Melanie K. Hantze, OSB 872379, Attorney at Law, OLYMPIA, WA 98502, 360-570-9999, mhantze@gmail.com 10/1/25

LCL25-516 CITY OF NEWPORT NOTICE OF A PUBLIC HEARING.

The Newport Planning Commission will hold a public hearing on Monday, October 13, 2025, at 7:00 p.m. in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on File No. 4-Z-25, amendments to Newport Municipal Code (NMC) Chapter 14.03, Zoning Districts; Chapter 14.06, Manufactured Dwellings, Prefabricated Structures, Small Homes And Recreational Vehicles; Chapter 14.09, Temporary Uses; Chapter 14.13, Density Limitations; Chapter 14.14, Parking and Loading Requirements; Chapter 14.15, Residential Uses in Nonresidential Zoning Districts; Chapter 14.18, Screening and Buffering Between Residential and Nonresidential Zones; Chapter 14.19, Landscaping Requirements; Chapter 14.30, Design Review Standards; and Chapter 14.44, Transportation Standards, related to the City Center Design Review District form based code amendments. The amendments will provide clear and objective development and design standards to complement transportation solutions and support mixed use development, with housing of various types, to promote a walkable, live-work environment. Pursuant to Newport Municipal Code (NMC) Section 14.36.010, the Commission must find that the change is required by public necessity and the general welfare of the community in order for it to make a recommendation to the City Council that the amendments be adopted. Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material for the amendments, and any other material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above). 10/1/25

LCL25-515 CITY OF NEWPORT. NOTICE OF PUBLIC HEARING

REGARDING AN APPEAL OF A TRAFFIC IMPACT ANALYSIS. The Newport Planning Commission will hold a de novo public hearing on Monday, October 13, 2025, at 7:00 p.m. in the City Hall Council Chambers to consider an appeal request (File No. 1-TIA-25-A1) submitted by Michael J Cappelli, 3429 NE Coos St, Newport, OR 97365, and request (File No. 1-TIA-25-A2) submitted by George Dwyer, 3456 NE Douglas St, Newport, OR 97365, appealing the Community Development Director's August 28, 2025, Final Order approving a traffic impact analysis submitted by Whitney Boss, Cobalt Development, LLC, representative (Wyndhaven Ridge 3 LLC, property owner) (File No. 1-TIA-25) pursuant to Newport Municipal Code (NMC) Chapter 14.45 for a 90-unit apartment complex. The development will occur on vacant land located on property identified in Lincoln County Assessment records as Tax Lot 00100 of Assessors Map 10-11-32-AD. The property borders the west side of NE Harney Street and the south side of NE 36th Street. The TIA was prepared by Kyung Min Kim, P.E., hearing may request a continuance of the public hearing or that the record be left open for at least seven days to present additional evidence, arguments, or testimony regarding the application. The staff report may be reviewed or a copy purchased at the Newport Community Development Department (address above), seven days prior to the hearing. The application materials, copy of the issued Final Order, file materials, and the applicable criteria are available for inspection at no cost or copies may be purchased at this address. Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0626, (address above). 10/1/25

LCL25-0108 PUBLIC NOTICE CONSUMERS POWER UNCLAIMED CAPITAL CREDITS

Consumers Power is attempting to locate former members of the cooperative whose capital credit checks issued in 2021 remain unclaimed. These checks are for members who received electric service from CPI in 1991 and 1992. The capital credit checks of these former members have been returned by the U.S. Post Office as "undeliverable" or have otherwise been unclaimed. The last possible date to claim these funds is Thursday, November 27, 2025, at 5 p.m. If these checks are not claimed by this date, the funds will be forfeited and can no longer be issued. CPI has set up an Unclaimed Capital Credits in the news area of its website. The list of unclaimed credits can be viewed in PDF or Excel format. See it at www.cpi.coop. To claim a refund or submit questions about this notice or the lists, please contact CPI at (541) 929-3124, or send an email to capital-credits@cpi.coop.

LCL25-514 ON OCTOBER 28TH, 2025

at 11:00am, a public sale will be held at Ideal Storage-235 Dahl Ave Waldport, Oregon 97394: Amy Gresham-WB010. Minimum bid $50.00, cash only. 10/1/25 10/8/25

LCL25-513 TS NO: 138698-OR APN: R157930 // 13-11-16-BC-00500-00 NOTICE OF DEFAULT

AND FORECLOSURE SALE WHEREAS, on 7/18/2009, a certain Mortgage Deed of Trust was executed by DANIEL J. O'MALLEY, UNMARRIED as trustor in favor of BANK OF AMERICA, N.A., A NATIONAL BANKING ASSOCIATION as beneficiary, and was recorded on 7/23/2009, as Instrument No. 2009-08648, in the Office of the Recorder of Lincoln County, Oregon; and WHEREAS, the Mortgage Deed of Trust was BAILEY TRACT, 173 FEET TO A POINT; THENCE EAST 200 FEET; THENCE NORTHEASTERLY 175 FEET, MORE OR LESS, TO A POINT THAT IS 260 FEET EAST OF THE POINT OF BEGINNING; THENCE WEST 260 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM ANY PORTION LYING WITHIN THE SPRUCE PRODUCTION RAILROAD. FURTHER EXCEPTING THE FOLLOWING DESCRIBED PORTION OF SAID TRACT, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF U.S. LOT 2, SECTION 16, T 13 S, R 11 W, W.M., AS INDICATED ON LINCOLN COUNTY SURVEY NO. 15,242 BY RUSSELL JOHNSON; THENCE NORTH 87° 45' 03" WEST, ALONG THE NORTH LINE OF SAID U.S. LOT 2, A DISTANCE OF 427.85 FEET; THENCE SOUTH 02° 50' 30" WEST TO THE NORTHWEST CORNER OF THE ABOVE DESCRIBED TRACT OF LAND, A DISTANCE OF 265.00 FEET; THENCE NORTH 90° 00' 00" EAST, ALONG THE NORTH LINE OF SAID TRACT, A DISTANCE OF 260.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 21° 38' 51" WEST, ALONG THE EASTERLY LINE OF SAID TRACT TO THE SOUTHEAST CORNER THEREOF, A DISTANCE OF 185.90 FEET; THENCE NORTH 15° 42' 09" EAST TO THE NORTH LINE OF SAID TRACT, A DISTANCE OF 179.49 FEET; THENCE NORTH 90° 00' 00" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 20.00 FEET TO THE TRUE POINT OF BEGINNING. MORE ACCURATELY DESCRIBED AS THAT PART OF SECTION 16, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN IN LINCOLN COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING ON THE LINE BETWEEN GOVERNMENT LOTS 1 AND 2 IN SAID SECTION 16, SOUTH 2.13 CHAINS AND SOUTH 88° 19 1/2' EAST, 177.9 FEET FROM THE FRACTIONAL MEANDER CORNER BETWEEN SECTIONS 16 AND 17, TOWNSHIP 13 SOUTH, RANGE 11 WEST OF THE WILLAMETTE MERIDIAN, ON THE NORTH SHORE OF ALSEA BAY; THENCE SOUTH 88° 19 1/2' EAST ALONG THE NORTH LINE OF SAID GOVERNMENT LOT 2, 637.1 FEET TO THE NORTHEAST CORNER OF THE BAILEY TRACT AS DESCRIBED IN DEED RECORDED AUGUST 15, 1961 IN BOOK 218, PAGE 265, DEED RECORDS; THENCE SOUTH 2° 16' WEST certified check cashier's check payable to the signed Foreclosure missioner. Ten per the estimated bid a for this sale is $18,4 A deposit neec accompany each bid. If the success is oral, a depo $18,495.80 must b sented before th ding is closed. deposit is nonrefur The remainder of t chase price mu delivered within 3 of the sale or a other time as the tary may determi good cause shown being of the es This amount, like t deposits, must be ered in the form of tified or cashier's If the Secretary highest bidder, he not pay the bid am cash. The successf der will pay all con fees, all real esta other taxes that a on or after the d date of the remair the payment and a costs associated w transfer of title. conclusion of the the deposits o unsuccessful bidd be returned to the Secretary may gr extension of time which to delive remainder of the ment. All extensio be for 15 day incre for a fee of: $500.0 in advance. The sion fee shall be form of a certifi

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Chantelle Charpentier
Se habla español

ACROSS

1 Slogan
6 Like horse offered for breeding
12 "You playe well!"
20 Knot on a tree branch
21 Like Lowel "day in June"
22 Anomalous
23 Creature ir the Philip-pines' capital?
25 Former British prin minister Benjamin
26 Geronimo Cochise
27 Voting "no"
29 Final innin usually

NEWPORT
OREGON

NOTICE OF A PUBLIC HEARING

The Newport Planning Commission will hold a public hearing on **Monday, October 13, 2025**, at **7:00 p.m.** in the City Hall Council Chambers to review and make a recommendation to the Newport City Council on File No. 4-Z-25, amendments to Newport Municipal Code (NMC) Chapter 14.03, Zoning Districts; Chapter 14.06, Manufactured Dwellings, Prefabricated Structures, Small Homes and Recreational Vehicles; Chapter 14.09, Temporary Uses; Chapter 14.13, Density Limitations; Chapter 14.14, Parking and Loading Requirements; Chapter 14.15, Residential Uses in Nonresidential Zoning Districts; Chapter 14.18, Screening and Buffering Between Residential and Nonresidential Zones; Chapter 14.19, Landscaping Requirements; Chapter 14.30, Design Review Standards; and Chapter 14.44, Transportation Standards, related to the City Center Design Review District form based code amendments. The amendments will provide clear and objective development and design standards to complement transportation solutions and support mixed use development, with housing of various types, to promote a walkable, live-work environment.

Pursuant to Newport Municipal Code (NMC) Section 14.36.010, the Commission must find that the change is required by public necessity and the general welfare of the community in order for it to make a recommendation to the City Council that the amendments be adopted.

Testimony and evidence must be directed toward the request above or other criteria, including criteria within the Comprehensive Plan and its implementing ordinances, which the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal, including to the Land Use Board of Appeals, based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. The hearing may include a report by staff, testimony from the applicant and proponents, testimony from opponents, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Written testimony sent to the Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The proposed code amendments, additional material for the amendments, and any other material in the file may be reviewed or a copy purchased at the Newport Community Development Department (address above). Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (address above).

Sherri Marineau

From: Sherri Marineau
Sent: Tuesday, September 30, 2025 9:18 AM
Subject: NOTICE: Upcoming Planning Commission Public Hearing Related to the Newport City Center Revitalization Plan Project
Attachments: File 4-Z-25 - Planning Commission Hearing Public Notice.pdf

Importance: High

Hello,

You're receiving this email because you requested updates on the Newport City Center Revitalization Plan Project.

The Newport Planning Commission will hold a public hearing to review and make a recommendation to the Newport City Council on File No. 4-Z-25, amendments to Newport Municipal Code (NMC) Chapter 14.03, Zoning Districts; Chapter 14.06, Manufactured Dwellings, Prefabricated Structures, Small Homes and Recreational Vehicles; Chapter 14.09, Temporary Uses; Chapter 14.13, Density Limitations; Chapter 14.14, Parking and Loading Requirements; Chapter 14.15, Residential Uses in Nonresidential Zoning Districts; Chapter 14.18, Screening and Buffering Between Residential and Nonresidential Zones; Chapter 14.19, Landscaping Requirements; Chapter 14.30, Design Review Standards; and Chapter 14.44, Transportation Standards, **related to the City Center Design Review District form based code amendments**. The amendments will provide clear and objective development and design standards to complement transportation solutions and support mixed use development, with housing of various types, to promote a walkable, live-work environment.

Planning Commission Hearing Details:
Date: Monday, October 13, 2025
Time: 7:00 PM
Location: Newport City Hall, 169 SW Coast Hwy, Newport, OR 97365

Additional details can be found in the attached notice.

Kind regards,

City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0629

Public Notice Email Distribution List - Emailed 9-30-2025
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gingerinei@gmail.com
gingerinei@hotmail.com
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jefflichtman713@gmail.com
jeperkins5@charter.net
jgibson@pioneer.net
jill.pridgeon@gmail.com
jsdd51@frontier.com
julesakelly@gmail.com
juleseckman@gmail.com
karenandreika@gmail.com
kellykat777@gmail.com
kerrykelly48@msn.com
kingshirley63@yahoo.com
krista_428@hotmail.com
ktnoregon@hotmail.com
kzerillo@gmail.com
lahmangary@gmail.com
lajuquilita@live.com
lauralee5@charter.net
ldbeggs@icloud.com
libraryguy@earthlink.net
lightandtruth1@gmail.com
LJEricksen@outlook.com
loren@drellc.us
lylachill@gmail.com
marion@flyingrockfish.com
marlaleahy55@gmail.com
martinjdesmond@gmail.com
mastcall2025@gmail.com
mcmgjones@gmail.com
mehly47@gmail.com
mim1128@yahoo.com
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young541@centurylink.com

Derrick Tokos

From: DLCD Plan Amendments <plan.amendments@dlcd.oregon.gov>
Sent: Tuesday, July 29, 2025 6:00 PM
To: Derrick Tokos
Subject: Confirmation of PAPA Online submittal to DLCD

Newport

Your notice of a revised proposal for a change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.
Local File #: 4-Z-25
DLCD File #: 006-25
Original Proposal Received: 7/29/2025
Date of Revision: 7/29/2025
First Evidentiary Hearing: 9/22/2025
Final Hearing Date: 10/6/2025
Submitted by: dtokos

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick Tokos, Community Development Director

Date: September 4, 2025

Re: 2025-27 Department of Land Conservation and Development Policy Agenda

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Attached is a copy of the Department of Land Conservation and Development (DLCD) draft policy agenda for fiscal years 2025-27. The document lists the rulemaking and projects that DLCD plans to undertake during the biennium, from both legislative and executive branch direction. It touches on a range of topic areas, including housing, transportation planning, infrastructure financing, and coastal resources. I'll come prepared to discuss the initiatives that are particularly relevant to Newport.

This is a draft document and DLCD is accepting written comments until 5 p.m. on September 30, 2025, so we can discuss whether or not the City should provide feedback on any of the items as well. The Land Conservation and Development Commission is planning to hold a final hearing on the policy agenda at its October 23-24, 2025 meeting.

Attachments
DLCD 2025-27 Draft Policy Agenda

Oregon
Tina Kotek, Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540
Phone: 503-373-0050
Fax: 503-378-5518
www.oregon.gov/LCD

September 2, 2025

2025-2027 Draft Policy Agenda

The Department of Land Conservation and Development (DLCD or department) 2025-2027 Policy Agenda consists of rulemakings and policy development activities that are:

- Directed by the Governor or Legislature,
- Carried over from previous biennia, or
- Agency initiatives.

DLCD creates a new Policy Agenda every two years, following the long legislative session when the department's budget for the next two years is determined. In even-numbered years, when there is a short legislative session, DLCD updates the Policy Agenda to reflect new legislation, completed work, and any department or state policy priorities that have emerged or changed in the meantime. DLCD's 2025 – 2027 Policy Agenda is scheduled for review and approval by the Land Conservation and Development Commission (LCDC or Commission) at its October 23-24, 2025 meeting.
The period for public comment on the 2025-2027 Policy Agenda is September 2 – September 30, 2025. Questions and written comments about this Policy Agenda may be directed to:

- Alexis Hammer, J.D., Legislative and Policy Manager at alexis.hammer@dlcd.oregon.gov or 971-718-4545,
- Aurora Dziadul, Legislative and Policy Analyst (Housing/Urbanization) at aurora.dziadul@dlcd.oregon.gov or 971-446-8834, or
- Alyssa Bonini, J.D., Legislative and Policy Analyst (Natural Resources) at alyssa.bonini@dlcd.oregon.gov or 971-458-3866.

Questions and Answers

What is rulemaking?

Rulemaking is the process by which the department creates, amends, or adjusts Oregon Administrative Rules (OARs) to conform to recently passed legislation, implement new programs, or interpret existing statutes. Rulemaking takes two forms – conforming and complex. Conforming rulemaking does not require statutory interpretation by the department. Complex rulemaking requires the department to involve outside input, usually from an appointed Rulemaking Advisory Committee (RAC).

What is the difference between rulemaking and other policy projects?

Rulemaking requires a specific process, including public hearings and filing legal notices with the Oregon Secretary of State (SoS). Without this specific process, rule updates cannot by law take place. Other policy items can take many forms: a workgroup, development of a work plan, development of legislative recommendations or policy development work that engages outside parties. All of these could ultimately lead to policy development or program changes and may eventually result in rulemaking or proposed legislation.

What if something isn't on the policy agenda but I would like to see it added?

DLCD hopes to capture these ideas in the public comment period. Before commission approval of the Policy Agenda, DLCD staff will present commissioners with a full list of additional ideas that were presented in the comment period. If the commissioners and department agree that a new idea merits inclusion in the policy agenda for the coming biennium, DLCD will add the item and seek commission endorsement. Providing feedback on the development of the agency's biannual Agency Recommended Budget (ARB) is another opportunity for community members to influence the longer-term direction of the agency. ARB development will take place in spring of 2026.

Why is there an opportunity for public comment?

DLCD's Policy Agenda builds on the department's core work. It includes policy development and rulemaking that reflect the priorities of the department, the commission, Governor, and Legislature. The opportunity for public comment provides a space for local government partners, interested parties and community members to engage in this conversation, provide feedback and support, and help call attention to priorities that may be missing or need refinement.

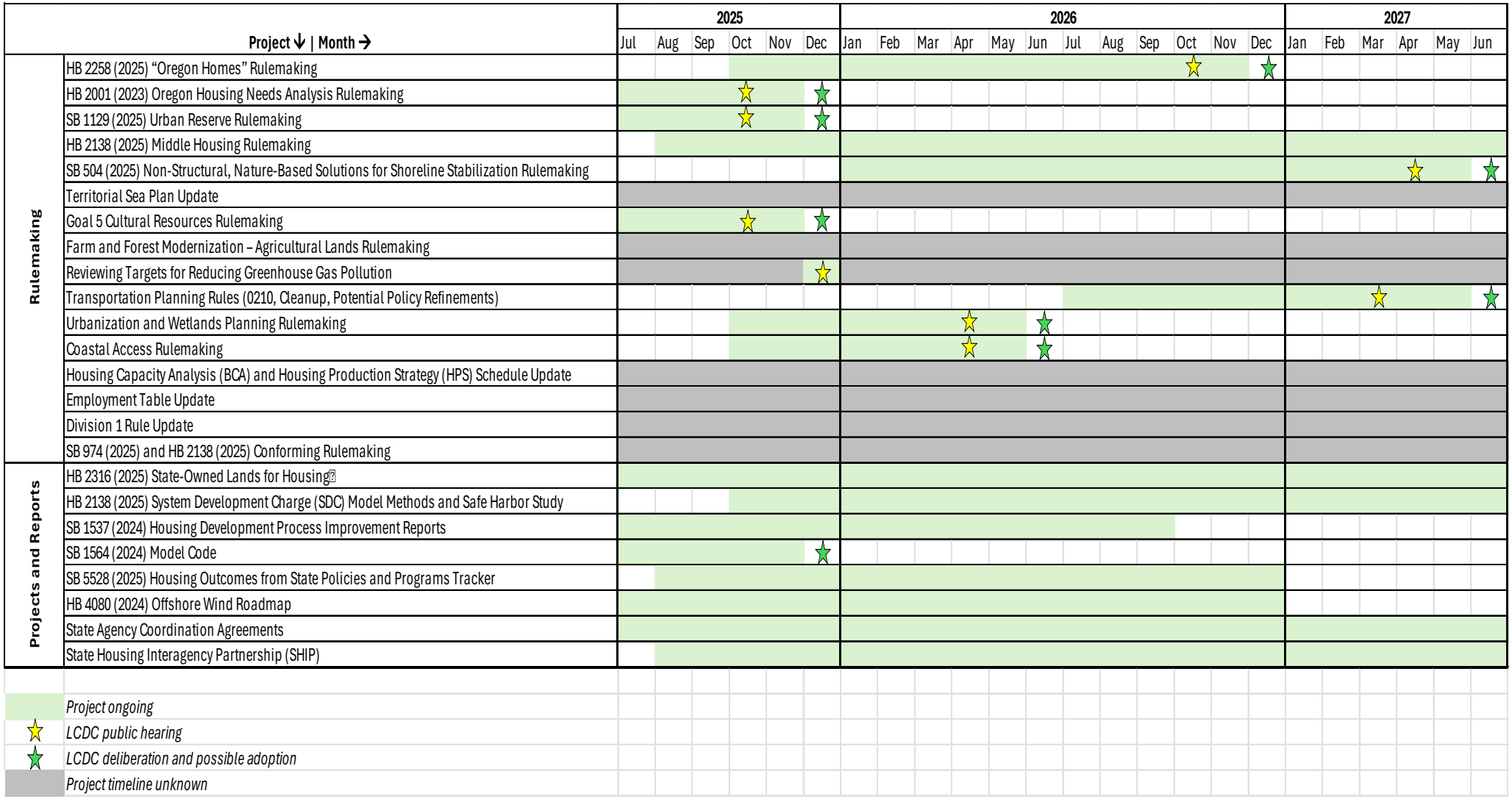
When is the opportunity to comment?

The period for public comment on the 2025-2027 Policy Agenda is **September 2, 2025 to September 30, 2025.** All comments submitted during this time will be included in commission materials for the October 23-24, 2025 LCDC meeting. DLCD also invites Tribal consultation on the policy agenda during this time.

Comments may be submitted in letter form, by email, or by addressing the commission at a Commission meeting. Information on how to address the commission is available on the DLCD website.

2025-2027 DLCD Rulemaking Gantt Chart

The chart below outlines the tentative work schedule for DLCD's rulemaking, projects, and reports throughout this biennium, including LCDC public hearings and deliberation and adoption meetings.



Legislatively Directed Policy Work

Legislatively directed policy work is the result of legislation that passed in the 2025 Oregon Legislative Session, as well as ongoing projects from the 2023 and 2024 sessions with deadlines in this biennium. This section describes the resulting analysis, grant programs, and rulemaking where the department will contribute original work and policy development according to statute.

Complex Rulemaking

In complex rulemaking, the department is tasked with interpreting statute and creating or directing program implementation. DLCD solicits a Rulemaking Advisory Committee (RAC) to offer input on the rules.

HB 2258 (2025) "Oregon Homes" Rulemaking
Division: Housing Services

Summary

HB 2258 (2025) establishes a program, colloquially called "Oregon Homes," that outlines a suite of "permit ready" building plans that will be preapproved for eligible sites throughout the state. This program is intended to significantly reduce the time and variability of the permitting and review processes. DLCD and the Building Codes Division (BCD) of the Department of Consumer and Business Services (DCBS) are directed to coordinate on rulemaking to implement this program. LCDC has a deadline of January 1, 2027, to adopt the first set of rules.

Tentative Workplan

October 2025: LCDC initiates rulemaking; RAC recruitment
December 2025: RAC appointment and orientation
February 2026 - September 2026: Advisory Committees meet to discuss policy and draft rule concepts; project team research advances; DLCD staff provides updates to LCDC; external engagement about rules
October 1, 2026: Publish draft rules with Secretary of State
October 2026: LCDC public hearing
November 2026: Close of public comment
December 2026: LCDC deliberation and adoption

HB 2001 (2023) Oregon Housing Needs Analysis Rulemaking
Division: Housing Services

Summary

HB 2001 and 2889 (2023) codified the Oregon Housing Needs Analysis (OHNA) program in statute. The OHNA program serves to reframe how cities engage in housing planning, from focusing on past production trends to instead planning for the current and future needs of their communities. In September 2023, the commission initiated rulemaking to implement the OHNA program. Per statute, the commission must adopt Oregon Administrative Rules (OARs) relevant to implementing the OHNA program by two specific deadlines – January 1, 2025 and January 1, 2026. The first set of rules, adopted by the commission in the previous biennium, included those related to the integration of the OHNA framework into the statewide land use planning Goal 10 – Housing planning process. Specifically, those rules outlined: what analysis local governments must do to contextualize their housing need based on community characteristics, how local governments must complete Housing Production Strategies (HPSs), and established the Housing Acceleration Program for underperforming cities.

The second rulemaking deadline is January 1, 2026. This set includes rules related to the intersection of Goal 10 – Housing and Goal 14 – Urbanization, including clarifications and reforms to the Buildable Lands Inventory (BLI), Housing Capacity Analysis (HCA), Development-Ready Lands Inventory, and the urban growth boundary (UGB) decision making process. Additionally, during the adoption of the first phase of rules in December 2025, LCDC directed staff to continue discussions and developing rules related to the manner in which local governments take specific housing actions in the context of the Housing Production Strategy. Rules outlining these compliance pathways are expected to be considered for adoption by the commission, along with rules related to capacity and urbanization, at the December 2025 LCDC meeting.

Tentative Workplan
June 2025 – September 2025: Rulemaking Advisory Committee (RAC) meetings and rule drafting
October 2025: Secretary of State filing
October 24, 2025: LCDC public hearing
November 7, 2025: Close of public comment
November 26: Final proposed rules published
December 4, 2025: LCDC deliberation and adoption

SB 1129 (2025) Urban Reserve Rulemaking
Division: Housing Services

Summary
SB 1129 (2025) directs LCDC to amend the urban reserve rule priority schema to allow cities to ascribe a lower priority to nonresource or exception lands that have subdivisions or planned unit developments on them as compared to other nonresource and exception lands. Cities may also be allowed to lower the priority of otherwise high priority lands where it is difficult or cost-prohibitive to provide with urban services. These changes are being incorporated as part of the HB 2001 (2023) Oregon Housing Needs Analysis rulemaking.

Tentative Workplan
This rulemaking follows the HB 2001 (2023) rulemaking schedule above.

HB 2138 (2025) Middle Housing Rulemaking
Division: Housing Services

Summary
HB 2138 (2025) included a suite of reforms to middle housing policy and directed LCDC to adopt rules related to middle housing and infill development by January 1, 2028. The rulemaking directives include regulatory streamlining topics including manufactured dwellings, accessory dwelling units, single room occupancies, and middle housing. The bill directs the commission to adopt operative and applicable dates for the rules.
The purpose of the rulemaking, as outlined in HB 2138 (2025), is to better facilitate production of duplexes, triplexes, quadplexes, townhouses, and cottage clusters, both prefabricated and site-built, in cities across the state. It is also meant to further equitable housing outcomes and increase access to homeownership opportunities.

Tentative Workplan
August 2025 – November 2025: Project preparation
October 2025: Applications for Rulemaking Advisory Committee (RAC) members open

December 2025: RAC appointment and orientation
February 2026 – December 2026: RAC convenes
January 2027 – April 2027: RAC pause for 2027 Legislative Session
April 2027 – September 2027: RAC reconvenes
October 2027: Secretary of State draft rule publishing, LCDC public hearing and opening of public comment
November 2027: Public comment closes
December 2027: LCDC deliberation and adoption

SB 504 (2025) Non-Structural, Nature-Based Solutions for Shoreline Stabilization Rulemaking
Division: Ocean and Coastal Services

Summary

SB 504 from the 2025 legislative session directs LCDC to adopt rules by January 1, 2028 that allow, define, and provide guidance on nonstructural, nature-based solutions for shoreline stabilization in estuaries, coastal shorelands, and the ocean shore. The department is directed to, at a minimum:

- Define "nonstructural, nature-based solutions"
- Provide guidance for the use of nonstructural, nature-based solutions to minimize harmful impacts from flooding and erosion.
- Require that nonstructural, nature-based solutions conform with statewide land use planning goals and are prioritized over structural solutions to address erosion and flooding.
- Not change rules allowing ODOT to use structural shoreline stabilization methods.

As directed by SB 504, the rulemaking advisory committee (RAC) must include the following interests:

- Coastal engineering professionals
- Restoration professionals
- Environmental and recreational organization representatives
- Tribal representatives
- Land owners/managers
- Fish and wildlife professionals
- Local government officials.

Tentative Work Plan

January 2026: Hire Limited Duration Planner 4 to lead rulemaking
June 2026: LCDC initiates rulemaking
July 2026: RAC member applications open
August 2026: RAC appointment and orientation
September – May 2027: RAC meets; rules drafted
April 2027: LCDC public hearing; geographic hearing
June 2027: LCDC deliberation and adoption

Conforming Rulemaking

In conforming rulemaking, the department simply prescribes in rule what is already written in statute. Conforming rulemaking will likely be done in one batch during the 2025-27 biennium.

Housing Capacity Analysis (HCA) and Housing Production Strategy (HPS) Schedule Update
Division: Housing Services

Summary

Update the schedule for when cities are due to submit their HCA or HPS for department approval.

Employment Table Update
Division: Community Services

Summary
Update the employment tables information in OAR 660-038 for the simplified UGB amendment process.

Division 1 Rule Update
Division: Director's Office

Summary
Update OAR 660-001 to reflect the updated Attorney General manual.

SB 974 (2025) and HB 2138 (2025) Conforming Rulemaking
Division: Housing Services

Summary
The passage of HB 2138 and SB 974 in the 2025 Legislative Session significantly amended statutes related to middle housing, land use approvals, and review timelines. While a thorough assessment is still necessary, the department anticipates that conforming rulemaking to amend relevant sections in OAR 660-046 and/or other divisions to conform with the newly amended statutes is warranted. While policy-related amendments to OAR 660-046 are already directed under HB 2138 (2025) to be completed by January 1, 2028, conforming amendments to ensure clarity of definitions and applicability of siting and design standards from changes made by that bill and SB 974 (2025) will be necessary prior to that statutory deadline.

Projects and Reports

HB 2316 (2025) State-Owned Lands for Housing
Division: Housing Accountability and Production Office

Summary
As directed by the Governor's Office, Housing Accountability and Production Office (HAPO) staff are responsible for intaking, tracking, and responding to inquiries related to the "Oregon State-Owned or Managed Lands Inventory". Staff are working with individuals who expressed interest in developing housing on parcels named in this database to determine feasibility and the next steps for proposed projects.

HAPO staff will collaborate with Oregon Department of Administrative Services (DAS) and the Oregon Housing and Community Services Department (OHCS) to implement the Home Start Lands program associated with HB 2316 (2025). HB 2316 (2025) establishes a new program dedicated to Home Start Lands. The new program:

- Establishes the operational and fiduciary vehicle for conveyance or leasing of state-owned parcels, an unknown volume by local governments lands, and privately-held lands,
- Directs DAS to analyze and maintain a statewide home start lands inventory/GIS resource, and
- Establishes a grant/loan program for the development of affordable housing.

Tentative Workplan
July 2025 – January 2027: DAS rulemaking with HAPO consultation
January 2027: "Home Start Lands" transactions and developments may begin taking place

HB 2138 (2025) System Development Charge (SDC) Model Methods and Safe Harbor Study
Division: Housing Services

Summary
HB 2138 (2025) directed LCDC to adopt model system development charges (SDCs) for residential development types. The model SDC method is to be created for optional adoption or incorporation by local governments. HB 2138 (2025) also directed LCDC to provide a report to the Legislature by July 1, 2028 exploring a legal safe harbor for cities who adopt the model framework.

Tentative Workplan
SDC Model Methods
October 2025: LCDC initiates rulemaking and applications for RAC members open (this is the same RAC as the middle housing rulemaking above)
December 2025: RAC appointment and orientation
February 2026 – December 2026: RAC convenes
January 2027 – April 2027: RAC pauses for 2027 Legislative Session
April 2027 – September 2027: RAC reconvenes
October 2027: Secretary of State rule publishing, LCDC public hearing and opening of public comment
November 2027: Public comment closes
December 2027: LCDC deliberation and adoption

SDC Safe Harbor Study
January 2026 – June 2027: Engagement with external parties; research and analysis
June 2027: Begin analysis and recommendations
July 2027 – April 2028: Incorporate recommendations and findings from model system development charge methodology rulemaking into the study
April 2028: Begin review processes through DLCD, Governor's Office
June 30, 2028: Submit report to Legislative Assembly

SB 1537 (2024) Housing Development Process Improvement Reports
Division: Housing Services

Summary
SB 1537 (2024) directed the Housing Accountability and Production Office (HAPO) to submit three reports to the Legislative Assembly by September 15, 2026. The reports are intended to describe opportunities to improve:

- Building plan and pre-entitlement review
- Public works review
- State agency processes, policies and programs

Process Improvement Studies Report
HAPO staff will contract with one or more organizations having relevant expertise and experience to assist the HAPO to produce a report identifying proposed methods for improvements in the

local building plan review approval, design review approval, land use zoning, and permitting processes, with the focus on increasing housing production.
The report will, at minimum, include a thorough accounting and evaluation of the development process, including an evaluation of the common barriers experienced as well as promising policies or practices in Oregon and other states that help address those barriers. This report will include recommendations at various jurisdictional scales (e.g. local, regional, state) to address the most substantial barriers identified in the report. The report will identify pathways or mechanisms by which recommendations may be advanced through policy or programmatic changes.

Evaluation of State Policies and Program on Housing Production
HAPO staff will produce a comprehensive evaluation and report assessing state agency plans, policies and programs related to land supply and readiness, infrastructure availability and financing, permitting, and the financing of housing. The objectives of the evaluation are to identify potential barriers to housing production and opportunities to leverage existing state resources to boost production. State agencies, interested parties, and the public will engage with this project through an agency work group, facilitated group discussions, and an opportunity for public comment on the draft findings and recommendations prior to finalizing the report.

Tentative Workplan
Fall 2025: Research of existing reports, work group meetings, distribution of questionnaire and public survey
Spring 2026: Continued work group meetings, facilitated group discussions
Summer 2026: Drafting initial findings and recommendations, opportunity for public comment, finalizing the report.

SB 1564 (2024) Model Code
Division: Housing Accountability and Production Office

Summary
SB 1564 (2024) directed LCDC to adopt three model housing codes, for cities of small, medium, and large size by January 1, 2026. These model codes can be adopted by reference and are meant to facilitate easier compliance with state housing laws. In the first half of 2025, DLCD produced a draft model code to fulfill this legislative direction. Before the statutory deadline for adoption, DLCD will refine the draft code. In order to do so, DLCD will engage housing developers, local governments, and interested parties to ensure the code achieves its intended objectives.

Tentative Workplan
August 2025 – September 2025: External engagement on draft model code
October 2025: Publishing of 2nd draft of model code, public comment opens
November 2025: Public comment closes, final refinements to draft model code
December 2025: LCDC deliberation and adoption

SB 5528 (2025) Housing Outcomes from State Policies and Programs Tracker
Division: Housing Services

Summary
SB 5528 (2025) provided direction and funding for the department to produce a housing production dashboard that identifies where state housing programs and funding have facilitated or led to housing production. This tool is meant to provide decision-makers with an understanding of what tools are most effective and assess the efficiency of use of funds.

Tentative Workplan
August 2025-October 2025: Engagement with state agencies
February 2026-December 2026: Develop tracker; work with other state agencies to collect data and establish systems, engage external parties in developing the tracker
January 2027: Publish and update tracker on an annual basis

HB 4080 (2024) – Offshore Wind Roadmap
Division: Ocean and Coastal Services

Summary
As a result of HB 4080 from the 2024 legislative session, DLCD is required to submit a final report to the legislature outlining the results of the Offshore Wind Energy Roadmap, which will define standards to be considered in the processes related to offshore wind energy development and approval in Oregon. During the 2025 legislative session, legislators used HB 3963 to extend the due date for this final report January 2027.

Executive Branch Initiated Projects

This section includes initiatives recommended by executive branch staff (DLCD and Governor's office) as distinct from legislatively directed initiatives.

Rulemaking

Territorial Sea Plan
Division: Ocean and Coastal Services

Summary
The Ocean Policy Advisory Council (OPAC) is a legislatively established marine policy advisory council that stewards Oregon's Territorial Sea Plan with LCDC. OPAC provides a forum for public discussions related to ocean resource policy, planning, and management issues. As a result of HB 4080 related to the state's interest in offshore wind energy development, OPAC will likely recommend rulemaking to amend Part Five of the Territorial Sea Plan. The exact details of this rulemaking are still under development and may extend into the next biennium. There is also potential for amendments to other parts of the Territorial Sea Plan that could move forward under the direction of OPAC during the biennium.

Tentative Workplan
Dates are not known at this time. Rulemaking is likely to occur either at the end of the 2025-2027 biennium or into the next biennium.

Goal 5 Cultural Resources Rulemaking
Division: Community Services

Summary

Administrative rules for Goal 5 were first adopted in 1981 as Chapter 660, Division 16. Division 23 was adopted in 1996 and replaced Division 16 with specific directives but remained silent on cultural areas. A working group convened by DLCD at the time recommended postponing development of a rule for Cultural Areas until Government to-Government relationships between the state and Oregon's nine federally recognized Tribal Nations were better established.

"Cultural Areas" are understood to include archeological sites with Native American artifacts, human remains and associated funerary objects. Oregon Tribes also consider significant "cultural areas" to include sites used consistently, over centuries for ceremonial activities or food gathering. However, protections are weak or non-existent in many Oregon jurisdictions. Since December 2020, DLCD and LCDC have been in discussion with representatives of Oregon's nine federally recognized tribes to explore how a new administrative rule for Goal 5 Cultural Areas could improve protections for areas and items that are sacred to one or more tribes.

LCDC adopted a new administrative rule for Goal 5 Cultural Areas in 2024. In March 2025, it asked DLCD to reconvene the RAC to consider three elements of the rule:

1. Who can bring an application for a local government to consider a potentially significant landscape feature
2. How this would be processed at the local level
3. UGB expansions in the Metro region.

Tentative Workplan

September 1, 2025: Rules published with the Secretary of State
September 2025: Public hearing at September LCDC meeting
September – October 2025: Public comment period
December 4-5, 2025: LCDC deliberation and adoption

Farm and Forest Modernization – Agricultural Lands Rulemaking
Division: Community Services

Summary

At the request of legislators and the Governor's office, the commission directed the department, at its March 2025 meeting, to undertake rulemaking on soil reports, replacement dwellings, and agritourism after finishing a rulemaking relating to Farm Stand. The Farm Stand rulemaking is currently paused. DLCD is working with the Governor's Office and the Oregon Department of Agriculture on next steps.

Reviewing Targets for Reducing Greenhouse Gas Pollution
Division: Planning Services

Summary

House Bill 2001 (2009) and Senate Bill 1059 (2010) directed the commission to adopt greenhouse gas emission reduction targets to guide the cities, counties, and Metro as they conduct land use and transportation scenario planning for metropolitan areas. The commission adopted the Metropolitan Greenhouse Gas Reduction Target Rules in OAR chapter 660, division 44 in May, 2011, amended the rules in January, 2017, and reviewed the targets as part of the Climate-Friendly and Equitable Communities rulemaking in 2021.

Consistent with earlier statutes and executive order, the targets are:

- Set at a level needed to reduce greenhouse gas pollution 75% from 1990 levels by 2050 as required in Oregon Revised Statutes (ORS) 468A.205
- Set for each year from 2040 through 2050
- For greenhouse gas pollution from travel by households in metropolitan areas
- For greenhouse gas pollution from passenger cars and light trucks
- Incorporate expected improvements in vehicle technology, fuels, and state pricing

The rules require the commission to review the targets at four-year intervals to monitor progress on state actions and local implementation, and to decide if changes to the targets are needed.

Tentative Work Plan

DLCD staff are working with staff at three other departments: Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality (DEQ), and Oregon Department of Energy (ODOE), and will engage city and counties in metropolitan areas to gather information and review drafts. Staff will engage a wider audience including advocacy organizations through an online meeting and opportunities to review drafts. Staff will bring the report back to the commission in December 2025. If the commission decides that the targets should be updated, the commission would add another rulemaking to the policy agenda.

Transportation Planning Rules (0210, Cleanup, Potential Policy Refinements)
Division: Planning Services

Summary

OAR 660-12-0210 (0210) relates to modeling methods that a local government can use to estimate a transportation project's impact on how much people drive in a community. The Climate-Friendly and Equitable Communities (CFEC) rulemaking in this area intended to set requirements for how cities and counties use transportation models to make land use decisions to support equal or decreased community reliance on vehicular transportation. During the rulemaking, the rulemaking advisory committee (RAC) was unable to reach a consensus on the subject. As a result, the commission adopted the overall package and delayed the effective date of 0210 to December 31, 2027 to give time for further rulemaking before the rule takes effect.

Tentative Work Plan

The department plans to refine or repeal this rule before its effective date in 2027. A RAC will be utilized to inform the process, in coordination with the Oregon Department of Transportation (ODOT), the Oregon Department of Energy (ODOE), and the Oregon Department of Environmental Quality (DEQ).

July 2026: LCDC initiates rulemaking
August 2026: RAC member applications open
September 2026: RAC appointment and orientation
October 2026 – February 2027: RAC meets; rules drafted
March 2027: LCDC public hearing
June 2027: LCDC deliberation and adoption

Urbanization and Wetlands Planning Rulemaking
Division: Community Services

Summary

Department staff will recommend the commission adopt a charge to amend rules governing how cities apply Goal 5 wetlands protections in the context of a UGB amendment and subsequent annexation and urbanization. This rulemaking is intended to streamline the process and facilitate housing and economic development opportunities.

Workplan

October 2025: LCDC initiates rulemaking
November 2025: RAC member applications open
December 2025: RAC appointment and orientation
January – March 2026: RAC meets; rules drafted
April 2026: LCDC public hearing
June 2026: LCDC deliberation and adoption

Coastal Access Rulemaking
Division: Ocean and Coastal Services

Summary

There are two major pieces of public policy that provide and protect public access rights to the coast; the Oregon Beach Bill of 1967 and Statewide Planning Goal 17 Coastal Shorelands. Oregon Statewide Land Use Planning Goal 17 covers Coastal Shorelands, and among other things, requires that cities and counties in coordination with the Oregon Parks and Recreation Department have plans to provide public access to the beach. The goal also requires local governments to protect those access sites and replace them if they are lost. This goal provision is broad and there are currently no implementing rules related to it. DLCD convened a Coastal Access Advisory Team (CAAT) throughout 2022 and 2023 to engage tribes and partners on how to help strengthen this provision, and to ascertain whether some ideas were ripe for rulemaking, guidance, grants, or other assistance to local governments. Department staff recommend that the commission initiate rulemaking related to Goal 17 and public shoreline access to advance some of the CAAT's ideas and recommendations and help clarify public access requirements for coastal local governments.

Work Plan

October 2025: LCDC initiates rulemaking
November 2025: RAC member applications open
December 2025: RAC appointment and orientation
January – May 2026: RAC meets; rules drafted
April 2026: LCDC public hearing; geographic hearing
June 2026: LCDC deliberation and adoption

Projects and Reports

State Agency Coordination Agreements
Division: Director's Office

Summary

The Director's Office is working with other agencies to update their State Agency Coordination (SAC) Programs, which, in many cases, are using agreements older than thirty years. DLCD is exploring options to streamline the update process for SAC agreements. By streamlining the process and providing assistance to agency partners, the goal is to encourage several agencies to commit to updates in this biennium.

State Housing Interagency Partnership (SHIP)
Division: Housing Accountability and Production Office

Summary

The Governor's Office directed the Housing Accountability and Production Office (HAPO) to develop a proposal to fulfill its statutory role of facilitating interagency coordination in support of housing production. In response, HAPO developed a coordination framework – called the "State Housing Interagency Partnership" (SHIP) – along with its key elements of executive leadership, participating agencies, governance structure, objectives, and an annual implementation work plan. Participating agencies include those with responsibilities over land readiness, infrastructure availability and financing, land use planning, design-construction standards, permitting and financial support for housing. The goals of the framework are to support agency collaboration,

identify actions that boost housing production while acknowledging other agency priorities, and ensuring accountability and focus on the critical mission of housing production.

The SHIP framework is designed as an agency-to-agency collaboration. Directors of participating agencies before they collectively decide on the final priority actions in the work plan.

Tentative Workplan

June 2025 – August 2025: Final approval of SHIP framework and official launch
August 2025 – September 2025: Develop and commit to roles and responsibilities among participating agencies
October 2025 – November 2025: SHIP members draft recommendations on evaluation criteria and potential actions.
December 2025: Priority actions are considered and selected for the 2026 SHIP work plan
January 2026 – December 2026: Implementation of the 2026 SHIP work plan, quarterly progress updates, work to develop and adopt the 2027 SHIP work plan.